

• ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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MAY 1954



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Navpers-O

NUMBER 447

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN
Assistant Chief for Morale Services

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LCDR F. C. Huntley, USNR, **Editor**
John A. Oudine, **Managing Editor**

Associate Editors

LT A. P. Miller, Jr., USNR, **News**
David Rosenberg, **Art**
Elsa Arthur, **Research**
French Crawford Smith, **Layout**
G. Vern Blasdel, **Reserve**

• **FRONT COVER: SUBMARINE DUTY**—William M. Hocking, FN, USN, steps into forward torpedo room on board *USS Drum* (SS 228). Photo by Marvin Carlson, PH2, USN.

• **AT LEFT: 'STORMING THE BEACH'**—Navy amphibious vessels and U. S. Marines bolster Greek army forces during NATO training exercise at Orphano Bay, Greece.

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



DETONATING DEPTH CHARGES like this one sent many enemy submarines to the bottom during World War II.

Three Down—And One to Go

AT THREE MINUTES past midnight on a raw, cold and exceedingly black March night in 1944, a star shell appeared briefly in the North Atlantic. It outlined the conning tower of a German submarine creeping up on two U. S. Navy destroyer escorts silhouetted by a smoke flare.

This moment marked the beginning of what ADM Robert B. Carney has since called "the most concentrated and successful anti-submarine action by a U. S. ship during World War II."

Such adjectives are not applied casually by the Chief of Naval Operations. To earn them, within four hours after the action began *USS Bronstein* (DE 189) had

- Saved two DEs from almost certain destruction,
- Helped sink the first enemy submarine,
- Severely damaged a second U-boat,
- Survived a crippling near miss from an acoustic torpedo,

Bronstein then went on to break up an attack on CVE *Block Island* and sink a third U-boat.

At the time, *Bronstein* had been in operation approximately seven weeks, four of which had been devoted to her shakedown cruise. She was the very junior member of Task Group 21.16, the hunter-killer group led by *Block Island*.

The majority of *Bronstein's* crew were youngsters still in their 'teens who, only a few months earlier, had been struggling through the hidden perils of their senior exams in high school. Most of them were about 19 years old; the officers, 23. The commanding officer of *Bronstein*, LT (now CDR) Sheldon H. Kinney, was a doddering greybeard of 25.

With the exception of the skipper, only one officer had previously been to sea. The executive officer, LT Robert Coe, who was a NROTC graduate of the University of Washington, had briefly commanded a 110-foot wooden-hull subchaser. About ten per cent of the enlisted personnel had earlier been to sea.

AND—excepting LT Kinney, every man aboard *Bronstein* was a Naval Reservist.

These men were not exceptional.

They were typical Reservists, not much different from the three million or so others who served on active duty during World War II. Their story is told here only because they had the opportunity thrust upon them to show what they could do when circumstances, skill—and luck—permitted.

Today, the Navy consists of a large percentage of Naval Reservists whose background is comparable to that of the men of *Bronstein*. After their discharge, many Regular Navy-men will become Reservists. If the need arises, today's Navymen, whether Regular or Reserve, will do well to meet the standards set by the untried youngsters of *Bronstein*.

Like today's Navymen, *Bronstein's* crew doubtless yawned and stretched during cigaret breaks between classes and complained about the dullness and unimportance of their classroom work. But because they were well, if briefly, trained, their indoctrination sound, and because they served under the guidance of skilled leaders, *Bronstein's* crew was alive and triumphant when day finally broke

over the cold, grey Atlantic waters.

The full story can never be told. Only now, on the occasion of the award of the Presidential Unit Citation "for exceptionally meritorious achievement in the performance of outstanding combat service against enemy forces" can a portion of the story be told of what happened during the night of 1 Mar 1944. Here it is:

For several days, everyone in the group knew that action was impending. But only CinCLant ADM Royal Ingersoll and the commanding officer of *Block Island*, CAPT Logan C. Ramsey, knew that Germany's Admiral Doenitz had decided to gamble his most experienced submarine crews and most advanced U-boats in a late but desperate attempt to halt the flow of invasion forces and supplies from the United States to Great Britain. If he succeeded, the immense river of equipment and men flowing to Europe in preparation for the Normandy landing would find its destination at the bottom of the Atlantic. The Allied armies would die by attrition and the threatened invasion of Europe would end before it started.

The German Admiral's first move was the assignment of a group of 16 of his best submarines, designated by the code name "Preussen," to establish a patrol 40 miles long about 550 miles north of the Azores.

Task Group 21.16, a hunter-killer group consisting of *Block Island* (CVE 21), the destroyer *Corry* (DD 463), and four destroyer escorts, including *Bronstein*, was assigned to break up the wolf pack.

Darkness was falling on the last day in February when an ASW plane from *Block Island* spotted a sub about 15 miles south of the carrier and marked the approximate position with a smoke flare and sonobuoys. *Corry* dashed off in pursuit while the DEs protected *Block Island* as she continued the delicate operation of landing her search planes in the winter twilight. The dangerous chore completed, the entire group then followed *Corry*.

It was night by the time *Corry* found the sub, dropped a series of depth charges, then lost its target. By this time the remainder of the task group had arrived on the scene and shortly before midnight, *Thomas* (DE 102) made a sonar contact on what was presumed to be the U-boat first attacked by *Corry*. *Bostwick*



RESERVISTS man *Bronstein's* guns. The DE's three-inchers and 40-mm batteries severely damaged U-441, Germany's most heavily-armed flak boat.

(DE 103), another DE of the task force, left *Block Island* to assist *Thomas* in finding the sub.

A few minutes later, the radar on the bridge of *Block Island* showed that another sub was stalking the two DEs as, vividly illuminated by flares, they criss-crossed the site of the first, and presumably crippled, sub. CAPT Ramsey ordered *Bronstein*, then steaming as screen on the port bow of *Block Island*, to investigate the new radar contact.

For a time, *Bronstein's* situation was not to be found in any of the standard textbooks. It was fortunate that LT Kinney had the experience of destroyer patrols in the Atlantic (*Bronstein* was his second command) to help him bring order out of the blind fumbling and confusion of that night. It was pitch dark, six vessels of varying sizes and

speeds were charging madly in various directions through the area, *Thomas* and *Bostwick* were flitting in and out of the light of their flares, and an unknown number of submarines were looking for victims. The seas were still high from a stiff gale the group had recently weathered, the decks were a shambles, the crew green and untried and some were still seasick. Everyone was trigger-happy. The preceding night *Bronstein* had conducted a ferocious attack upon an innocent bell-buoy wandering loose in the middle of the Atlantic and was still smarting as a result of the unkind comments from the rest of the task group.

"Nevertheless," said CDR Kinney recently, "we weren't taking any chances. As soon as we caught the signal in our radar we fired an illuminating spread and saw the con-

PRISONERS from German submarine U-801 are given the 'once-over' by LT Robert Coe, USNR, (center) executive officer of USS *Bronstein* (DE 189).





EXCEPT for her skipper, Naval Reservists made up Bronstein's crew. The destroyer escort is shown cruising North Atlantic in World War II camouflage.

ning tower of this sub making a surface attack on *Thomas* and *Bostwick*, who were well within its range.

"How our gunnery officer, LT Richard Roe, ever did it, I'll never know, but at something like 3000 yards he smacked the conning tower of the sub, the U-441, on the first salvo from our 3-inch guns."

As *Bronstein* closed in, LT Roe continued the attack with the vessel's 3-inch and 40mm batteries, obtaining numerous hits and undoubtedly inflicting considerable damage.

Caught completely by surprise, U-441 abandoned her attack on *Thomas* and *Bostwick* and whirled to attack *Bronstein*, at which she fired first a bow and then a stern tube torpedo before submerging to avoid ramming by *Bronstein* who was charging at her with its top speed of 21 knots.

"We could hear the propeller whine of the torpedoes on the sonar but couldn't, of course, get a bearing on them," said *Bronstein's* skipper. "All we could do was take standard evasive action and hope that we were lucky. We were. We all breathed a sigh of relief as the diminishing sound told us they had passed."

[It was not known until after the war that *Bronstein* was correct in assuming it had severely damaged U-441. Official German records show the sub managed to escape *Bronstein's* following underwater attack but had to return to France for extensive repairs. In itself, this was a severe blow to the "Preussen" plans, for U-441 was at this time the most heavily armed flak boat in the Ger-

man fleet. She had been specially fitted to shepherd other submarines through the Bay of Biscay against the ever increasing aircraft patrolling the area. Its commander, Captain-lieutenant Götz von Hartmann was known to the Allies as one of the most daring of the U-boat skippers, and his surface attack against the two DEs in this case is a good example of his entire record. *Bronstein's* action prevented an almost assured torpedoing of *Thomas*, *Bostwick*, or both. Von Hartmann claimed to have torpedoed the "destroyer" (*Bronstein*) that attacked him.—ED.]

"As a rule," comments CDR Kinney, "quite a few minor mistakes, some of which can become major,



SWASTIKAS on bulkhead represent U-boat scores. RADM Kennedy congratulates skipper of *Bronstein*.

are made by any crew in such a situation as this. If it's their first engagement, they're inclined to be over-anxious and to fumble. I would estimate that efficiency is often reduced by 20 per cent or more because of this factor. But *Bronstein's* crew, keyed up and tense, played over their heads, rather than below.

"If any error was made that night, it was mine. Fortunately, it had no serious consequences. When we later made another sonar contact in the vicinity, I assumed it was the sub we had just attacked. It wasn't. It was a fresh one."

U-709 didn't have a chance. *Bronstein* partially disabled it during its first two attacks and by that time, *Thomas* and *Bostwick* had arrived. For hours the three DEs criss-crossed the area where the hidden enemy lurked, tracking and bombing with hedgehogs and depth charges.

At 0324, the sonarmen reported that sounds of the sub's screws were diminishing. They finally faded into nothing as U-709 slowly, then more rapidly began its long, silent descent to the bottom of the sea. Again, it was not until after the war that German records could confirm the kill.

"The entire crew amazed me with their steadiness," commented CDR Kinney, "but I'll never forget our sonarmen. You'd think they had been tracking enemy subs all their lives. Their senior was a SOM2 who, before his active duty, had been an office boy for a theatrical agent. He used to keep us entertained on the bridge with his off-the-record stories and imitations of Broadway stars and would-be stars, but that night he was strictly a sonarman."

"I think the coolest man in the entire task group was our YNC, James H. Ashby, who acted as captain's bridge talker. We regarded him as ancient because he was somewhere in his mid-forties. He had served as an enlisted man in 1918 and, until World War II came along, had established a nice business as insurance man in Tyler, Texas. He tried to enlist, but was rejected because of his age. He finally wangled a limited duty billet ashore as YN2 then managed to get orders assigning him to *Bronstein*, despite the fact he wasn't supposed to go to sea. At the time of the attack, he had a son in the Air Force and a son-in-law who was a prisoner of war in Germany. His example did a lot to steady the crew."

Unable to follow the DE's activities, CAPT Ramsey, *Block Island's* commander, grew uneasy about the fate of his inexperienced *Bronstein*. This was the reassuring conversation over the TBS:

"Sour (*Bronstein*) this is Cocktail (*Block Island*)."

"Cocktail, this is Sour."

"That's all I wanted to know. Out."

Shortly thereafter, *Bronstein* was ordered to rejoin *Block Island*, leaving *Thomas* and *Bostwick* to make sure that sub number two was really finished. Just as *Bronstein* reached its station, it made contact with another U-boat, the U-603, almost directly below them and only 1900 yards from the carrier.

Bronstein wasted no time, but sent depth charges over the stern as fast as they could go. Luckily, this sub had waited just a little too long to fire torpedoes at *Block Island*, and *Bronstein* was able to break it up. The carrier went away from the area in a hurry. *Bronstein* laid an 18-charge pattern.

"Just before the last of the explosions, a torpedo detonated under the stern," recalls CDR Kinney.

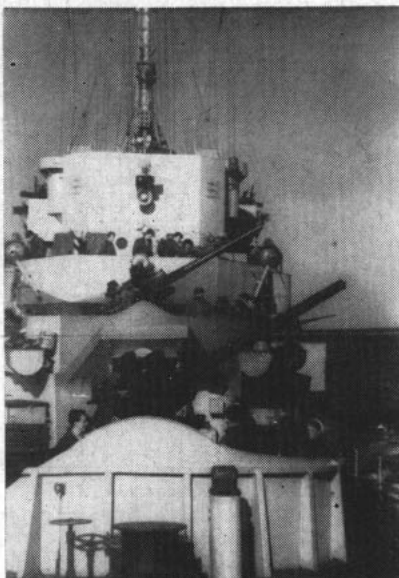
The hull was not penetrated, but the shock was enough to knock out the entire electrical system for a while, and to cause loss of control of the engines. On the bridge, the impact lifted the alidade of the pelorus from its stand, where it went sailing over the skipper's head and landed on the forecastle.

The following fifteen minutes were about as long as any the crew had ever experienced, as the vessel lay dead in the water, a helpless victim. It took just that long for LT Walker P. Youngblood (now LCDR), another Reservist on his first tour of active duty at sea to detect the trouble and make repairs.

"There was literally nothing the rest of us could do," says *Bronstein's* former CO. "It was all in his hands. I've never heard anything as sweet as the sound of those engines when they finally started.

"Why we weren't attacked during that time, I'll never know. It was a fatal error on the part of the skipper of the U-603, because as soon as we were under way again, we made contact and sank him."

Sixteen days later, after surviving a storm that literally ripped loose the flight deck of *Block Island*, *Bronstein*, accompanied by *Corry*,



'PRACTICE MADE PERFECT' — Navy training program really paid off for USS *Bronstein's* crew members.

located another sub. A series of depth-charge attacks by *Bronstein* cracked the plates in the sub's battery room and started a slow leak.

Forced to the surface half an hour later, the sub was pounded by shell-fire which raked its deck and conning tower as the continued attack from *Corry* and *Bronstein* effectively prevented the Nazis from manning their deck guns.

All thoughts of resistance vanished as the U-boat slowly began to slide under the water again, this time for its final plunge six hours after the action began.

Included among the 37 unhappy survivors of U-801 who climbed

aboard *Bronstein* was the defeated commanding officer. On his person essential portions of the U-boats codes were found by *Bronstein's* alert executive officer, which made this victory more important to the Allies than simply the death of another enemy submarine. When abandoning ship the frantic skipper of the sub had dropped them in his pockets to be sure of their destruction; then had neglected to get rid of them while in the water. Promptly forwarded to ONI, the data was invaluable.

In his action report concerning the events described above, the DE's skipper stated: "It should be noted that *Bronstein* was on her first duty following her shakedown period which ended 7 Feb 1944, on which date she reported for duty. Credit is reflected upon the Destroyer Escort Shakedown Group, Bermuda, which prepared this ship to take her place in the fleet, ready to fight, in a very short time."

"The work of *Bronstein* during this period was an excellent example of the contribution made by Naval Reserve personnel in anti-submarine warfare," says CDR Kinney today. "The brief time in which men went from civil life to meet successfully an enemy who had prepared for this conflict over a long period of years, is reassuring."

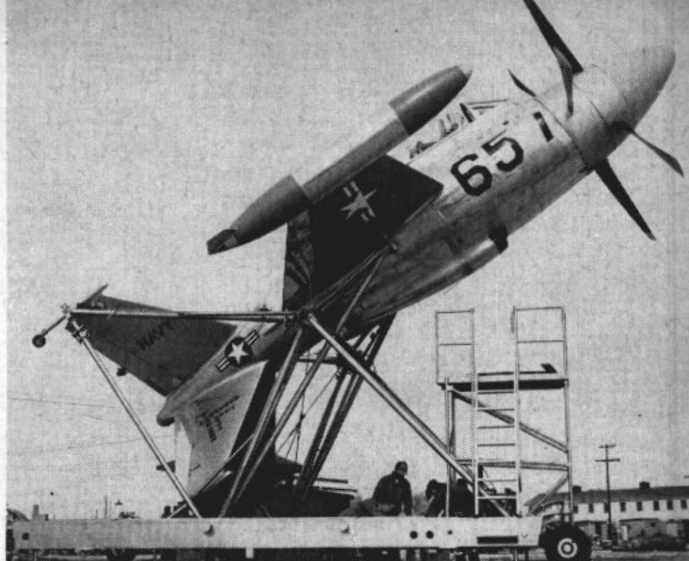
A final note—the Bermuda Shakedown Group which trained *Bronstein* and her sister destroyer escorts to meet the enemy was organized and initially commanded by CAPT (now VADM) J. L. Holloway, Jr., present Chief of Naval Personnel.

SURVIVORS from submarine U-801, now relaxed and well-fed after being taken aboard *Bronstein*, are transferred by whaleboat to USS *Corry* (DD 463).





TEST PILOT climbs aboard unique XFV-1 plane. Above right: Radical fighter plane is lifted to take-off position.



These Two Fighters

THE NAVY is experimenting with two revolutionary fighter planes, both designed to take off straight up from a standing start, level off for conventional flight and finally come in for a landing in a vertical attitude.

The two weird-looking aircraft, the XFV-1 and XFY-1, would be able to raise themselves into the sky much like helicopters, streak away at speeds approximating 500 mph, then return to land "on a dime" on a plot of ground (or a ship's deck) the size of a tennis court.

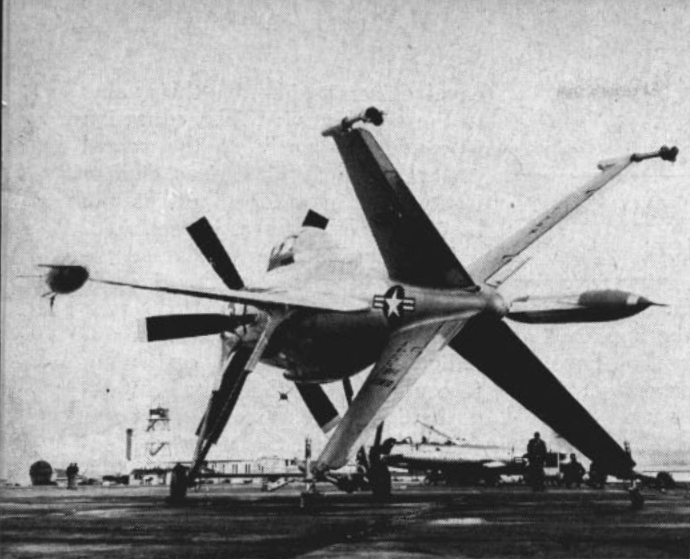
Naturally, the new principles and techniques involved will require plenty of evaluation and tests before the new planes can be adapted to operational use.

According to the Bureau of Aeronautics, both planes have a turbo-prop engine which features two side-by-side jet turbines harnessed to contra-rotating propellers. Each of the twin turbines will produce a thrust greater than the weight of the aircraft, thereby allowing the plane to boost itself rapidly into the air.

A unique feature of the planes is a tilting pilot's seat which will keep the pilot upright (in relation to the ground) while the plane is in the vertical attitude. Special engineering problems had to be solved in planning the instruments and accessories to work as efficiently in the vertical position as in the horizontal.

DELTA-WINGED XFY-1 is 'tilted' for maintenance check. Below: Plane is in horizontal, or normal flight, position.





Are Vertical Risers

In appearance, the XFV-1 resembles the four-fin torpedo with short, straight wings. It has an unusual tail composed of four fins located equidistant from each other in the pattern of an "X." The XFY-1 has a rather stubby fuselage and features the delta wing.

Landing gear for the XFV-1 consists of casters on the four tail fins. The XFY-1 has four casters mounted at the tips of the wings, the rudder and a matching underside fin. In both instances, the four broadly spread casters (like those on an office chair) give the plane a stable base, ideal for an unsteady platform like the afterdeck of a pitching or rolling ship.

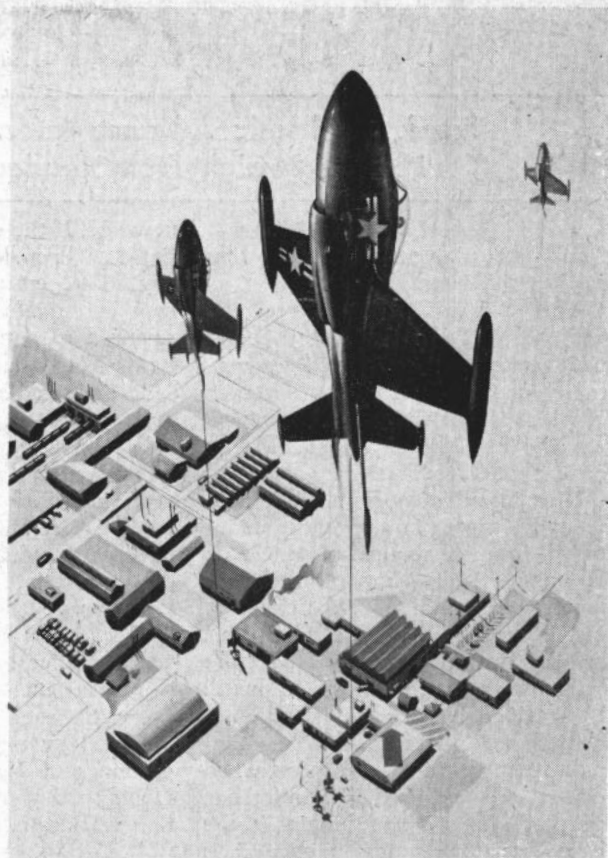
Special ground-handling carts lift the aircraft from a horizontal to a vertical position.

Developed after nearly three years of research by aeronautical engineers, the planes are expected to perform varied missions, using various kinds of armament.

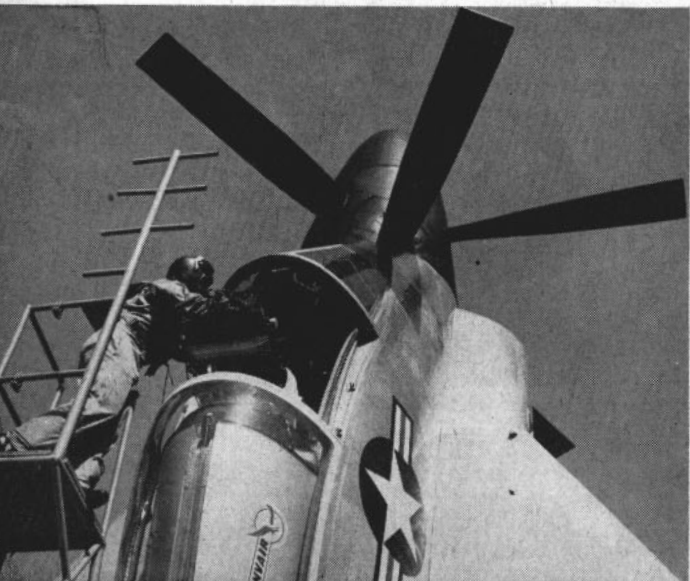
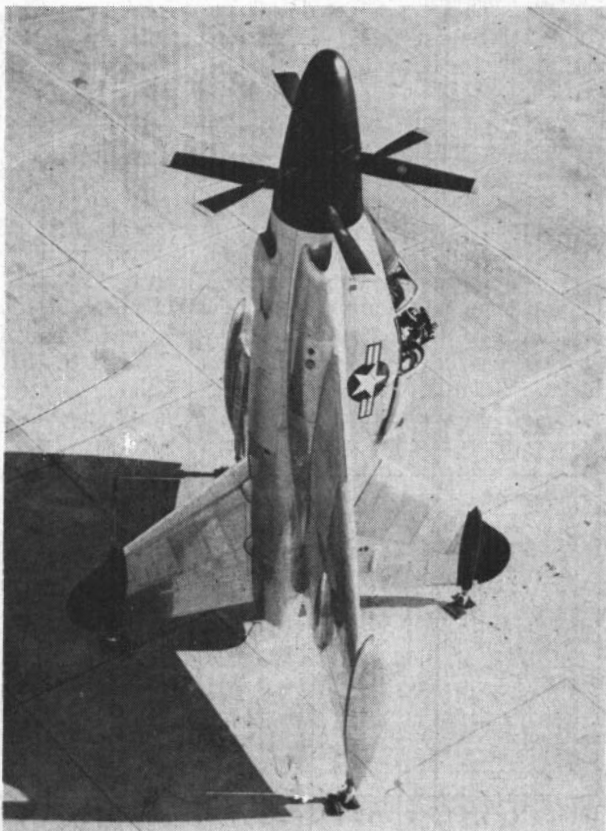
In the air, they'll be able to fly like a conventional fighter plane or hover like a helicopter. They'll be hard to hit with antiaircraft fire because of their maneuverability and pace-changing qualities.

As one test pilot put it, "Shooting down a vertical riser would be like trying to hit a dodging humming bird with a rifle."

XFV-1 is shown (right) poised for vertical take-off. Test pilot (below) prepares to enter the plane's cockpit.



XFV-1 is shown with conventional landing gear used for tests (above left). Drawing shows the vertical take-off.



THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• NATURALIZATION PAPERS —

Don't photostat your naturalization certificate if you have one.

This warning comes from the Office of the Judge Advocate General which cites a number of laws currently on the books, the substance of which is that naturalization papers are the one thing you should not have photostated.

This information from JAG, incidentally, comes in answer to an inquiry from a reader of the ALL HANDS article, "Important Documents to Keep in Order," appearing in the January 1954 issue, p. 48. This article stated generally that the *originals* of certain documents should be retained by you and should not be released. Photostats of the originals often serve the purpose when copies are required for reference purposes. This is true, except in the case of naturalization papers; it is not legal for you to have photostats made of naturalization papers for any purpose. Only lawfully authorized persons are permitted to issue copies of naturalization certificates.

Should you be a naturalized citizen and should you lose, mutilate or destroy your naturalization certificate by mistake, you'll have to make application to the Attorney General of the U.S. for a new one.

If the Attorney General finds, in fact, that the certificate or declaration is lost, mutilated or destroyed, he will issue to the applicant a new certificate or declaration.

If the certificate or declaration has been mutilated, it shall be surrendered to the Attorney General before the applicant may receive a

new one. If the certificate or declaration has been lost, the applicant or any other person who shall have, or may come into possession of it, is required to surrender it to the Attorney General.

If an occasion arises when you must prove your U.S. citizenship to a foreign state, the Attorney General will issue you a special certificate of naturalization and furnish it to the U.S. Secretary of State who will in turn forward this certificate to the appropriate foreign state representative.

Should you be a naturalized citizen and have to verify your citizenship to a state or federal agency of the U.S., such verification may be obtained by applying to the Immigration and Naturalization Service. Don't send your original naturalization certificate.

• **POST-GRAD COURSES**—As usual, 1 July of this year is the deadline for receipt of applications for naval officer postgraduate training. All requests from eligible officers for enrollment in courses for which applications are required must be in by that time.

The full run-down on all postgraduate courses now available for officers of the Regular Navy is contained in a new directive, BuPers Inst. 1520.15A. Only a few minor changes, mostly in convening dates, have been made from last year.

The U. S. Naval Postgraduate School, located at Monterey, Calif., is responsible for the graduate technical and professional education of

naval officers to improve their value to the naval service. The education is conducted partly at the school itself and partly at various civilian institutions, in order to utilize the best available resources in each field.

Some curricula are conducted entirely at Monterey; others include study at civilian schools after a year or more at Monterey. The Naval Intelligence postgraduate curriculum is conducted at the Naval Intelligence School, Washington, D. C.

The hub of all this activity, Monterey, includes two distinct components—the General Line School and the Engineering School. Both schools, currently expanding in space and equipment, are carrying on an educational tradition started in 1909 at Annapolis, Md.

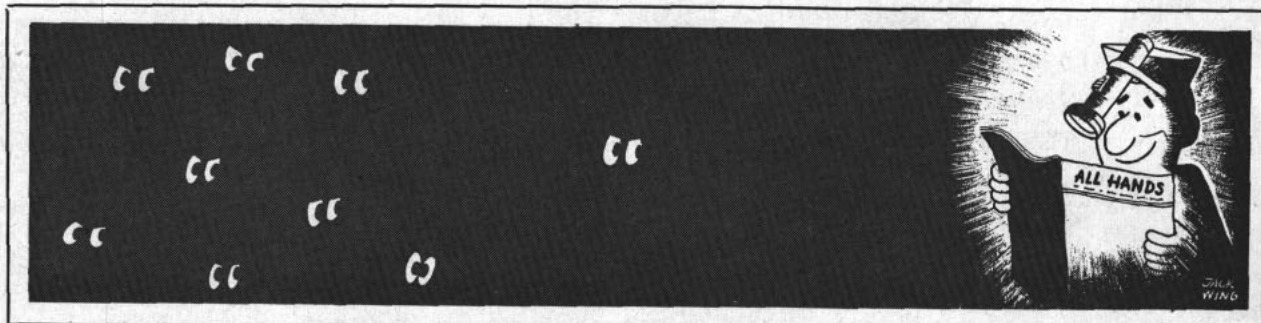
Detailed descriptions of all courses are published in the annual Postgraduate School Catalog.

• **WAVES NEEDED**—There is a continuing need for certain qualified enlisted women in the Navy to fill billets as recruiters, instructors, flight orderlies and for duty overseas.

Enlisted Waves in pay grades E-5, E-6 and E-7 are needed to fill billets as recruiters and instructors. In addition, the opportunity has increased for yeomen and telemen in these three pay grades for duty in Europe at activities where enlisted women are presently serving.

Women in pay grades E-2 and E-3 are generally assigned to overseas duty only in the Pearl Harbor area. However, the opportunity for overseas travel is open to certain women in these pay grades who can qualify as flight orderlies. In accordance with MATS Manual 76-2, Chapter 1, flight orderlies should not be over five feet eight inches tall nor weigh over 130 pounds.

Qualified women interested in such duties, should see their personnel officer for details.



PASS THIS COPY ALONG—Don't keep nine other sailors 'in the dark'—let them read this issue of ALL HANDS.

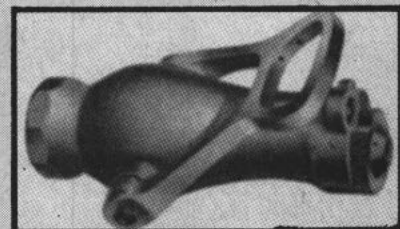
QUIZ AWEIGH

Here's a quiz for the "old salts" as well as the new members of the Navy.



1. Above is the Navy's first oil-burner battleship. She is (a) USS Nevada (BB 36), (b) USS New Mexico (BB 40), (c) USS Tennessee (BB 43).

2. This oldtimer was commissioned (a) 1915, (b) 1920, (c) 1916.



3. Illustrated above is a piece of gear that should be familiar to every sailor. It is most often found attached to a (a) gun mount, (b) hose, (c) scuttlebutt.

4. The position of the valve handle indicates that the equipment is (a) closed, (b) about to produce a solid stream of water, (c) about to produce a high-velocity fog.



5. Above is the flag flown for the (a) President of the U. S., (b) Vice President of the U. S., (c) Secretary of Defense.

6. If you answered No. 5 correctly, you might also know that when this person comes aboard the musicians play the (a) National Anthem, (b) Admiral's March, (c) neither.

ANSWERS TO QUIZ ON PAGE 53

• HHE WEIGHT LIMIT TO JAPAN

—Personnel heading for Japan, on orders, can now take the full weight allowance of household goods as prescribed in "Joint Travel Regulations," Paragraph 8001-1.

Previously all personnel had been restricted to 2000 pounds or 25 per cent of their weight allowance.

However, you should contact the overseas area commander or prospective commanding officer to determine what items of furniture are required before shipping household goods. This will prevent shipment of unnecessary items to your new duty station.

• RECRUITING DUTY — BuPers is

seeking requests for recruiting duty from eligible personnel in order to build up the present waiting list. Requests are particularly wanted from men in all general service ratings, such as BM, GM, BT, MM, TM, etc.

Requests for assignment to this type duty are desired from personnel eligible for shore duty who meet the qualifications outlined in Article C-5208, BuPers Manual.

Requests should be submitted to the Chief of Naval Personnel (Attn: Pers-B61), via the commanding officer and in accordance with BuPers Inst. 1306.20A and BuPers Inst. 1336.1A.

Prior to transfer, personnel ordered to recruiting duty will be required to execute an agreement to extend or reenlist if they do not have obligated service equivalent to the normal tour of shore duty.

Personnel should include on their requests three choices of duty, indicating the city and state.

• NEW COURSE FOR POs—A new

General Training Course for Petty Officers (NavPers 10055) has been distributed to ships and stations by BuPers.

The new course will be a requirement for advancement to pay grade E-4 and its contents are examination subjects for all petty officer rates. It is the replacement for and a radical change from the old *General Training Course for Petty Officers, Part I*, NavPers 10602-A.

Covering a much broader scope, the new guide is intended to serve as a comprehensive source of information about the "Military Require-

ments" for all petty officers in the Navy.

One of the most important additions to the new course book is the inclusion of a special study guide, listing all the Military Requirements needed for advancement, and the books or reference material in which the specific information is found.

The manual stresses: (1) the petty officer as a leader; (2) the petty officer as an instructor, and (3) the petty officer as a member of a military organization.

These three themes are presented together in the first chapter, which is a compilation of "advice to petty officers," and from that point on are treated separately or inter-woven. The new course offers guidance and instructions not only for the non-rated man but also for the men who have already made their rate.

• **NEW INDEX** — A handy guide for the yeoman in the ship's office has reached the Fleet in the form of a new publication, "Index of Bureau of Naval Personnel Publications and Forms" (NavPers 15785).

The first summary of all current BuPers forms and publications ever assembled, the 101-page booklet should make life a little easier for the shipboard or shoreside yeoman.

The forms and publications are listed in two ways, numerically (by NavPers number) and alphabetically (by title). Information and Education material like films, maps and pamphlets are not listed. This material listed and handled directly by Information and Education personnel.

As far as forms are concerned, the yeoman will find everything from the "Enlisted Statistical Card" (NavPers 608) to the "Funeral Record Card" (NavPers 107A) and back again to the "U. S. Navy Meal Ticket" (NavPers 692) and the "Initial Uniform Allowance Claim" (NavPers 3095).

Sample publications listed are training courses like "Gunner's Mate First and Chief" (NavPers 10009), pamphlets like "Your Insurance Status" (NavPers 15848), as well as assignment booklets, answer sheets and curricula for Navy schools.

After he has pinpointed the form or publication he needs, the yeoman will simply order the amount he needs through the usual channel, the district publication and printing office.

Maneuvers



AMPHIBIOUS FORCES rush beach during NATO exercise in Greece. Below: Flight deck boatswain gives the 'go' signal to AD pilot during 'Turkish Sky 1.'



LAND, sea and air forces tested the strong right flank of Admiral William M. Fechteler's Mediterranean NATO command in exercises designed to give good practice to Greek and Turkish defense forces.

In "Turkish Sky I" the Sixth Fleet combined with Turkish ground forces under a joint command to coordinate close support missions flown by carrier aircraft with Turkish field operations.

The entire Sixth Fleet, led by Vice Admiral John H. Cassady, USN, in the heavy cruiser *uss Newport News* (CA 148) moved into the operating area on opening day of the exercise and blasted shore installations.

Following the initial "softening up" period, jet aircraft from *uss Midway* (CVA 41) and other Sixth Fleet carriers made mock attacks on Turkish airfields and cities up and down the coast of Turkey.

U. S. Navy "frogmen" moved into the fray in the Gulf of Iskenдерun area, blowing up beach obstructions and disrupting communications prior to a practice amphibious landing by U. S. Marines under live gunfire.

After the Marines had established a beachhead the tide of battle re-

NATO OBSERVERS watch flight operations in the Mediterranean. Right: Marines hit the shore to establish beachhead.



in the Med

turned to the air as carrier-based aircraft flew long-range missions deep into the heart of Turkey making simulated bombing runs on various cities.

Close on the heels of "Turkish Sky I" came "Hellenic Sky I," a similar operation utilizing Greek forces with a mock invasion taking place on a segment of the Greek mainland.

In freezing weather, U. S. Marines raced ashore in the Bay of Orphano after U. S. ships and planes had again paved the way with mock bombings.

The shore bombardment was led by *uss Albany* (CA 123).

UDT men preceded the Marines, clearing simulated minefields and blowing up remaining obstructions on the beach. The Marines, of the Reinforced First Marine Battalion from Camp Lejeune, N. C., moved in quickly and soon had the beach-head secured.

After the exercises Vice Admiral Cassady forwarded messages congratulating the Turkish and Greek general staffs and the various Sixth Fleet unit commanders on the "splendid cooperation shown between units of Greece and Turkey and the U. S. Forces taking part in the exercises."



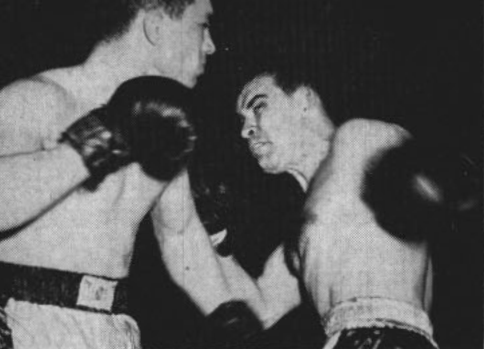
SIXTH FLEET took part with *USS Newport News* (CA 148) as flagship. Below: F2H, participating in 'Hellenic Sky I,' taxis aboard *USS Midway* (CVA 41).



COMMUNICATION TEAM makes contact with advance patrols as mock amphibious assault gets underway in Greece.



Navy Produces Champions



THE NAVAL SERVICE, including the Marines, has produced possibly more national and world's champions and near-champions than any other profession or walk of life in modern times—outside of the sports world itself.

If you don't think this is true, check the sample rundown below and see if you don't change your opinion. This record is due in large part to the Navy's intensive intramural athletic program, which has not only reaped benefits in morale and physical conditioning, but has helped to account for the sea service's topnotch record in combat.

A man in good physical condition, as all Navymen realize, develops his reflexes and thinking to a razor-sharp perfection. This ability pays off in any kind of emergency, both on ship and ashore, where quick thinking and fast action are vital. That's why there's always a big stress in the Navy on a comprehensive intramural sports program where every man has a chance to display his athletic abilities.

Another natural result of this integrated intramural physical fitness program is the making of champions. Here are a few of them:

In *boxing*, Navy and Marine Corps pugilists who have gone high in the fistic world would be too numerous to mention. Some of the better known are Ken Overlin, of *uss Idaho*, middleweight champion in 1940; Marine Corporal "Frenchy" LeBlanche, one of the two men to KO the original Jack Dempsey; Eddie Risko, of *uss Nevada*, middleweight champ in 1935; Dan Bucceroni, 1947 All-Navy champion and now a leading contender for the professional heavyweight crown; and Ed Sanders of the Boston Receiving Station who holds the world's amateur heavyweight title. Former world heavyweight champion Gene Tunney earned early fame as a boxer in the Marines.

In *rowing*, the naval service, represented by the U.S. Naval Academy, has won two Olympic championships against top world competition.

In *basketball*, Navy has produced some of the top amateur teams in the country. Last year, for example, NAS Los Alamitos emerged as champions in the first annual Interservice Basketball Tourney and reached the finals in the Amateur Athletic Union (AAU) basketball championships.

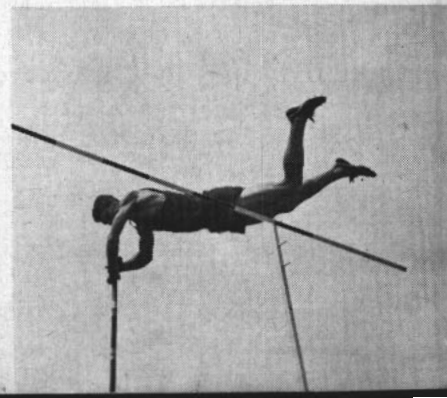
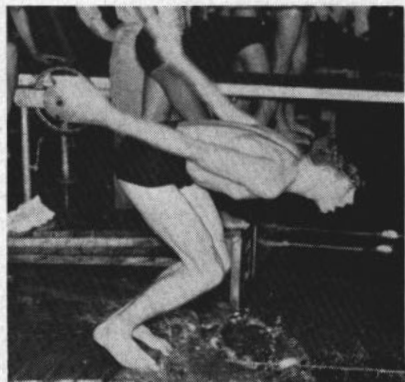
The Navy has always had some of the top *football* teams in the nation, both in the Fleet and at the Naval Academy. In fact, three naval service teams have been selected to play in the Pasadena Rose Bowl game and none has ever been defeated. What other outfit can match that record?

In the 1917 Rose Bowl game, the Mare Island Marines defeated the Camp Lewis Army team 19-7. The following year, the Great Lakes Navy outfit, sparked by George Halas, Blondy Reeves, and John "Paddy" Driscoll, whitewashed the Mare Island leathernecks 17-0. The other Navy team to play in the Rose Bowl was the 1924 Naval Academy eleven that tied the University of Washington 14-14.

In *golf*, Gene Littler, SN, of NAS San Diego, Calif., won the 1953 National Amateur Golf Championship. Littler used to have a great rivalry with another ex-sailor, Bud Holscher, SN, of ComPhibPac. Both have since been discharged and are now rated two of the hottest prospects in the golf pro ranks. Other top Navy golfers include Jimmy Kinder, Phil Hawk, Don Collett, Gene Towry and Gil Mantoani.

Navy *pistol shooters* are among the best in the nation. This was pointed up in 1951 when a Navy team won the national championship in the .45-caliber-class competition. The Navy team again won the championships in this class in 1953.

In *archery*, the Navy has Reuben



- In Combat and in Sports

Powell, MMC, usn, of NAAS Ream Field, Calif., who won the National Archery Championship in 1953.

Navy has some of the finest *track and field* athletes. In the 1953 Interservice Meet, Navy thin-clads won eight first places, more than any other service, although they finished second in total point score.

In *baseball*, Navy has regularly produced some of the best teams in the Armed Forces, and some of the best amateur nines in the nation. Last season, NAS Los Alamitos carried the Navy banner through to win the Interservice baseball championship. In years past, many diamond greats, although they didn't get their start in the Navy, have worn the uniform of the naval service. Among these are Ty Cobb, Gordon "Mickey" Cochrane, Gene Bearden, Ted Williams, Stan Musial, Bobby Feller, Phil Rizzutto, Carl Erskine and Johnny Mize. These men did much to encourage the athletic program in the naval service which now shows itself in the fine teams at naval activities all over the nation.

Boosting and producing these champions in the various sports is only natural in the Navy—and in the Armed Forces as a whole—because of the services' natural interest in physical conditioning.

That's also the reason for the importance of and the great amount of interest being shown in the Interservice and All-Navy sports programs. The Interservice sports program that started last year was very successful (see story on the first Interservice program in November 1953 issue of *ALL HANDS*.)

Navy, a pioneer in service sports competition, began its first official All-Navy sports program in 1947. However, unofficial All-Navy championships had been claimed years before, all the way back to the turn of the century. (*ALL HANDS*, March 1954, p. 14.)

Basketball, the first sport, scheduled in the modern All-Navy sports program, was held in March 1947 at NTC Great Lakes; Boxing, the second Navy-wide tourney that year, was slated for San Diego in June.

Here is a roundup on some of the major sports in which the Navy has made a name for itself in recent years, particularly in the All-Navy and Interservice competitions.

Boxing

The big event of 1947's new All-Navy sports championships was boxing. This sport, next to boat racing, is the Navy's oldest, and one of the most avidly followed of all sports in the Navy.

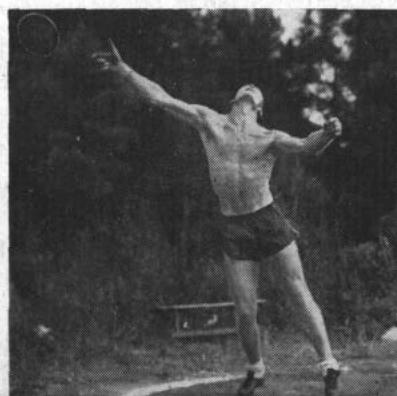
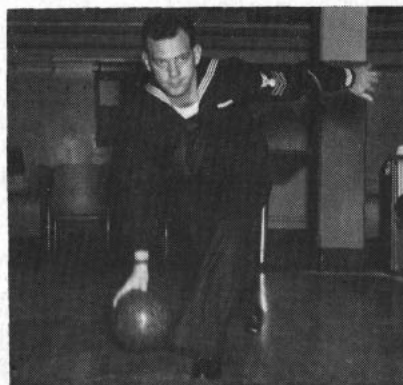
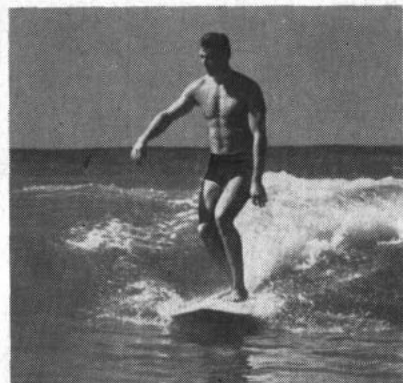
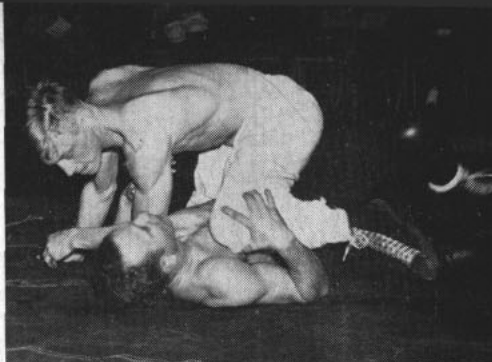
The naval service has always been a hotbed of competition in boxing. There have been at least half a dozen champs in various weights and one Olympic Games heavyweight titleholder.

The first world's champ to come out of the naval service, although he is not fully acknowledged by some authorities as such in the records, was Marine Corporal George "Frenchy" LeBlanche. There's quite a tale behind Frenchy's so-called world title bout.

Corporal LeBlanche, who was christened George Blais when he was born in Point Levi, Quebec, found himself restricted to the confines of the Mare Island Marine Barracks one day in 1889. It was, as they said, to "keep him from getting killed."

The 33-year-old leatherneck had signed to meet the original Jack Dempsey, the ring's famed "Non-pareil," in a finish fight for the middleweight championship then held by Dempsey (real name John Kelly). However, he managed finally to keep the date.

The fight went 31 rounds, with Dempsey well ahead. But in the 32nd round, with LeBlanche being pounded along the ropes, the Marine, in desperation, spun on his heel and





CAPTAIN JACK KENNEDY Memorial Trophy is awarded to outstanding Navy boxer. First winner of the trophy was featherweight Samuel E. Williams, AN, USN. At right: Sam Williams (right) leads with his left during a finals match.

belted the "Nonpareil" flush on the chin for a knockout. (The famous "Nonpareil" was the Jack Dempsey for whom the later world's champion was named.)

There was a good deal of discussion as to the legality of the "pivot" punch in those days and because of its use by "Frenchy," officials refused to declare him the new champion. At least, "Frenchy" was one of only two boxers ever to defeat Dempsey in 70 fights; the other was Bob Fitzsimmons, who took the middleweight title away from "Nonpareil" in 13 rounds in New Orleans in 1891.

Next came a Navy bantamweight specialist who fought under the ring name of Johnny Buff. Known to his shipmates in the old *Rhode Island* by his real name of John "Spike" Lisky, Johnny won the American flyweight championship by outpointing Frankie Mason in 15 rounds at New Orleans in February 1921. In September of the same year, Buff annexed his second championship by taking the world's bantamweight crown from the two-time champ, Pete Herman, in a 15-round decision in New York.

Buff, incidentally, weighed only about 100 pounds, and his shipmates used to kid the skinny gunner's mate, telling him he should put weights in his peacoat before going ashore lest the wind whisk him up onto some tree top or church spire!

Henry Pylkowski, one-time fleet champion from *uss Nevada*, fighting under the name of Eddie "Babe" Risko, won the world's middleweight title over Teddy Yarosz in 1935.

Another professional world champ

to get his early leather training in the Navy was Ken Overlin, a five-sport athlete from Idaho, who at one time claimed the unofficial All-Navy championship by trimming Frankie Remus who previously had set himself up as champion of both the Pacific and Asiatic Fleets.

Overlin went on to outpoint Ceferino Garcia in 15 rounds in New York in May 1940 to win the world's middleweight title. Ken gave up his ring activities in 1942 to enter radio and movie work.

Of more modern ring vintage is the Navy's "Big Ed" Sanders, currently on active duty, who holds the world's amateur heavyweight crown won in the 1952 Olympics.

Paradoxically, Sanders has never won an All-Navy title in his fighting career. In 1952, he became the American heavyweight champion and later that year, as captain of the U.S. Olympic boxing team, fought his way to the world's amateur heavyweight crown.

Comparatively unknown as a boxer a year before the 1952 Olympics, Sanders, like all other Navy boxers, began his pugilistic career on the Navy's intramural level—the smokers.

The 6-ft. 3-in. Sanders stacked his 230-pound frame against the best the U.S. had to offer, and again at the XV Olympiad at Helsinki and emerged as the first American to win the Olympic heavyweight title.

There are many old-time Navy and Marine Corps fighters who were big names in the game but who didn't quite make the top rung. Among these was Sailor Tom Sharkey from the old *Philadelphia*. Tom

should not be confused with Jack Sharkey, also an ex-Navy fighter who won the world's heavyweight title in 1932.

Although he never held the championship, Tom Sharkey was one of the greatest middleweights in American boxing history. He was never floored in his long career. He began fighting while in the Navy in 1893 when stationed in Honolulu. Before his discharge from the Navy, he ran up 20 consecutive knockouts.

Other Navy ring "grads" who climbed high in the fistic world were "Honey Boy" Dick Finnegan, featherweight from *uss North Dakota*; "Gunboat" Smith, heavyweight from *uss Pennsylvania*; and Frankie Moran, heavy contender from *uss Sylph*.

Also remembered by some fans will be Ed Petroskey, Charles Grande, Frankie Kirk, Heinie Orchard, Billy and Eddie Shevlin, Sammy Robideau, Phil Schlossberg, Billy Walters, Sammy Trinkle, Eddie Huffman, Leo Tomski, Young Denicio, Jimmy Watterman, Billy Vincent, Tom Downey and Al Carpenter.

Although former world's heavyweight champ Jack Dempsey, who lost his crown to ex-Marine Gene Tunney, was never in the Navy, he did serve in the Coast Guard during World War II as a commander. Tunney returned to the naval service in World War II, serving as commander.

Navy and Marine boxers who have garnered Golden Gloves titles through the years are too numerous even to start listing.

An early indication that the Navy



WILLIAMS name monopolized Kennedy Trophy for three years. Left: Earl Williams, AN, USN, chills opponents during All Navy bout. Right: Another Samuel E. Williams, SN, USN, (right) third Trophy winner, kayos one more 'victim.'

sports program was beginning to catch the public fancy came in 1920 when the Atlantic Fleet boxing and wrestling championship were staged in New York's old Madison Square Garden. Even though it was purely a Navy show, fight fans filled every one of the arena's 13,000 seats and 10,000 more would-be spectators had to be turned away.

Throughout the years, Navy boxers have continued to "put on shows" the world around. Frequently, John Q. Public has had his eyes opened wide. Take for instance the time in 1947 when the sock-squad of USS *Mississippi*, the old battleship of early Iron Man fame, entered the Virginia State amateur boxing championships.

Civilian fans were wagering but little on the bluejackets' chances in this tourney. It never had been won by a Navy team. But when the canvas dust had settled you could have knocked over the skeptics with a wet sponge—"Ole Miss" had walked away with the championship.

Getting to the modern All-Navy boxing championships, the first one was held in Balboa Stadium at San Diego in June 1947. Representing the cream of the Navy and Marine Corps squared-circle crop were 64 finalists.

More than 55,000 spectators sat in the huge stadium for that 1947 three-night leather-slinging spectacle. It was the biggest and best show of its kind in Navy sports history. It was, many reported, the greatest fight set-up ever staged in the California Southland. It was one of the cleanest tourneys, too. Not one low

blow was thrown during the entire tournament nor did a single man have to be warned by the referee for unfair tactics.

As it turned out, the team championship was won by the squad representing the host 11th N.D. The San Diego punchers wound up with three of the eight champions.

An interesting highlight is that that year's light heavyweight champion, Dan Bucceroni, is now one of the leading contenders for the professional heavyweight crown presently worn by Rocky Marciano.

In the 1948 ring tourney, bantamweight Bill Bossio and welterweight Hank Herring retained their championship belts. Later that year, these two became the first Navy enlisted men ever to go abroad with a U.S. Olympic boxing squad. Bossio was defeated by a French boxer in an early round of the Olympic eliminations in London, but his shipmate Herring survived to the finals, the only American boxer to do so that year.

In the last bout, Herring was disqualified for "bobbing and weaving" and the title went to Julius Torma of Czechoslovakia. But Hank came home proudly displaying his second place silver medal.

The 1949 All-Navy boxing championships proved a nightmare of sorts for reporters covering the event. In looking for the list of entries who had converged on Oakland, Calif., for the start of the fight-offs, newsmen found that five of the boxers had the surname "Williams." Moreover, two of this quintet were fighting in the featherweight class.

In the quarterfinals, two of the Williams boys were eliminated, which made things a bit easier. The semi-finals didn't help solve anything because all three "W's" merged on top.

Then came the finals. Surely, imagined the reporters, that should eliminate at least one or more of the W-boys—maybe all! But no, coming through with flying colors was a trio of champs—all called Williams. It didn't end there. Two of these three champs bore the name of "Sam E. Williams," although they were in no way related. One of them, however, was a brother of the third Williams. Confused? So were the reporters!

When the jumble of notes was all unscrambled, here's what had happened. Samuel E. Williams, AN, USN, of NAS Barber's Point, Hawaii, had won the featherweight title; his brother, Earl Williams, AN, USN, also of Barber's Point, had been crowned lightweight champ and Samuel E. Williams, SN, USN, of NOB Kodiak, Alaska, had taken the middleweight title.

Little did the sportswriters know that this was only the beginning. Along came the 1950 finals. All three of the 1949 Williams champions, taking local Navy competitors in their stride, were sent by their shipmates into the 1950 All-Navy, and all three continued through to repeat victories.

However, two of them had put on weight since the previous year's bouts. So now ex-featherweight champ Sam E. Williams became the 1950 lightweight titlist while brother

Earl, ex-lightweight champion, won the welterweight championship. The other Sam E. Williams successfully defended his middleweight crown.

The Williams boys seemed to have a monopoly on the Captain Jack Kennedy Memorial Boxing Trophy for the "outstanding boxer" too. In 1949 the trophy had been awarded to featherweight Sam E. Williams (of Barber's Point). It was the first time the trophy was awarded. In 1950, the trophy stayed in the Williams clan; brother Earl won it.

There was no All-Navy boxing tourney in 1951 and brothers Sam and Earl didn't compete in the 1952 contest, but the name "Williams" stayed on the Kennedy Award—the other Sam. E. Williams won it for his showing in the light middleweight class. The Williams domination of the trophy was finally broken when Ferrel Snider, FN, USN, of USS *Charles P. Cecil* (DDR 835) received the award in 1953.

The Captain Jack Kennedy Memorial Boxing Trophy is a perpetual award to the outstanding boxer in All Navy tournaments. It is presented in memory of the late Captain John Francis Kennedy, USN (Ret.), well-remembered in the Navy and sporting world at large for his interest and friendly encouragement of athletes in general and boxing in particular.

Winners of the Kennedy award



'HOT SHOT'—Chief Machinist Orfurt Pinion, USN, has been winning pistol awards steadily for several years.

are chosen on the basis of "courage, sportsmanship, aggressiveness and boxing skill." The winner's name is inscribed each year on a shield at the base of the trophy which is retained for a year by the activity represented by the winner.

The trophy itself is not new. When Captain Kennedy, then an ensign, was developing an athletic program at NTC Great Lakes during World War I, he donated the trophy as a perpetual award to that station's best "boot" boxer of the year.

After the Captain died in 1948,

the long-idle trophy was removed from the Great Lakes trophy case and forwarded to BuPers where it was reconditioned and placed in Navy-wide competition.

Basketball

In 1947, for the first official All-Navy tourney in history, all eyes were focused on NTC Great Lakes, where eight teams, each the survivor of its respective area or group preliminary tourneys, converged for the final honors.

The naval Hawaiian Area team came out of the tournament as the All-Navy basketball champs. The Hawaiian outfit reached the championship by defeating NAS Moffett Field 46-33 in the quarterfinals, dumping the Quantico Marines 59-46 in the semi-roundup and romping over the Camp Lejeune Marines 57-45 in the title game.

The El Toro Marines took third place honors and NATTC Jacksonville was awarded the consolation prize. Other teams that participated in this first All-Navy tourney were NABT Pensacola, Fla., and NAS Quonset Point, R. I.

Here's what happened in All-Navy basketball in the following years:

- The 1948 All-Navy competition, held at NAS Jacksonville, matched the Quantico Marines and the West Coast Marines in the final game. Quantico won the title by a single basket, 69-67.

- The 1949 title was won by the NAS Norfolk Flyers, an augmented team of Air Force, U. S. Atlantic Fleet, representing the Atlantic Fleet and the South-Central Group. Runner-up was the Submarine Force, Pacific Fleet team of the Hawaiian Group. The finals that year were held in Pearl Harbor, T. H.

- In 1950, the Norfolk Flyers repeated their 1949 performance against SubPac, only this year they did it at the Norfolk City Auditorium. The Flyers strafed the submariners 100-62.

There was no All-Navy basketball tournaments in 1951 or 1952.

NAS Los Alamitos, Calif., turned the trick for the All-Navy title in 1953 and went on to win the first annual Interservice Basketball championship by stomping the Quantico Marines in the finals. For an account of this victory see ALL HANDS, June 1953, p. 22.

Football

In football, the Quantico Marines



GOLD MEDAL CREW—Naval Academy's eight oarsmen won 1952 Olympics—second time that a Navy Midshipman crew won Olympic shell-racing trophy.

have won all three All-Navy titles since competition started in 1947. In the first year, Quantico defeated NAS Alameda 26-0 at San Diego for their 12th straight win of that season. They continued undefeated through 1948 and successfully defended their All-Navy crown by shutting out their brother Marines from MCRD San Diego 21-0 in the championship game played at Norfolk. In 1949, it was Quantico again all the way as the club knocked off Camp Pendleton 14-13 in a contest played in Los Angeles's Coliseum.

Baseball

In baseball, the Quantico Marines won the first title over NTC San Diego in 1947. In 1948, the Virginia Marine team successfully defended its title against the team from Submarine Forces, Pacific.

In 1949, Quantico traveled to Honolulu Stadium and started out as though they were all set for a third title. But this time the story was to be different. In the first game of the best-of-five series, the Marines won 5-3, but then the submariners from the Pacific got first up and torpedoed the Marines, winning the next three games, 5-2, 10-6 and 7-1 for the championship.

There were no All-Navy baseball series in 1950-51-52, but in 1953, NAS Los Alamitos went through the tough grind to annex the All-Navy title—and the first annual Interservice baseball championship. (See *ALL HANDS*, November 1953, p. 18.)

Holding the softball championship in the last All-Navy tourney in this sport was the AirPac team, which took three straight games from NAS Columbus, Ohio, in the 1949. finals. Fleet Air Alameda won the 1948 pennant over NAS Dallas. The 1947 playoff trophy was won by NAS Alameda against NAS Jacksonville. After 1949, this sport was dropped from the All-Navy schedule, although it is still one of the most popular in Navy intramurals.

Bowling

When the first All-Navy bowling championship was held in 1949, William S. McCormick, AE2, USN, of NAS San Diego and representing the Pacific Fleet Group, became the first All-Navy bowling champion.

So much interest has been aroused by this initial All-Navy kegler program that when transportation difficulties caused cancellation of the scheduled 1950 tourney, Navy ball-rollers were offered a substitute com-



FOOTBALL CHAMPS—Quantico Marines won All-Navy title three years in a row. Navy intramural sports program has fostered many championship players.

petition. They could—and did have an All-Navy bowling championship via telegraph.

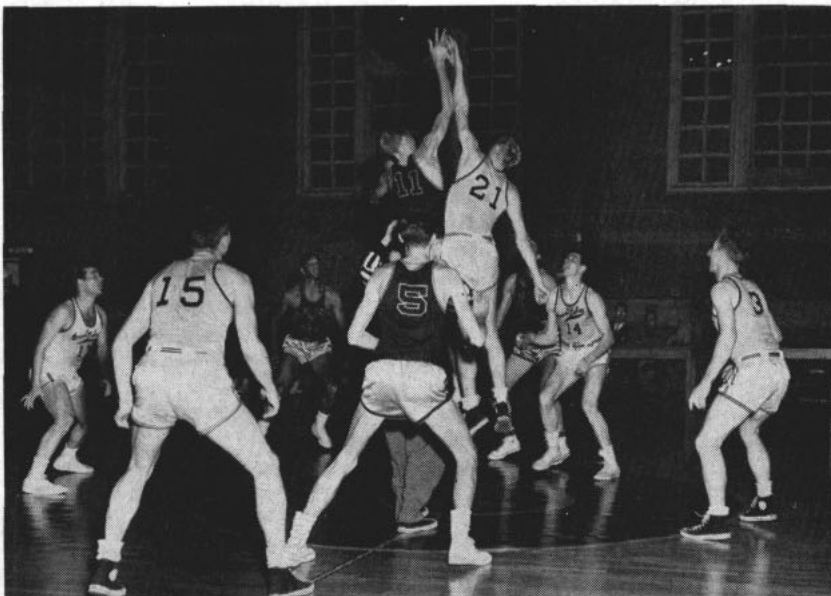
In this tourney, each naval district conducted contests to select the best team to compete with others of the same group. This resulted in eight group championships. Each of these teams, rolling in their own alleys under official supervision, telegraphed its certified scores to BuPers where the results were tabulated and the winner determined.

Individual champion of this unique

tele-bowling venture was R. M. DeVito, AD2, of NAS Floyd Bennett Field, N. Y. DeVito, a member of the 3rd ND team, representing the Northeastern Group, tumbled 1859 pins in nine games for a 206.5 average. The 8th ND team, representing the South-Central group, rolled an aggregate 8550 for the team title.

Pistol

In the fall of 1951, a four-man Navy pistol team for the first time won the National Rifle Association's



FROM CARRIER DECKS to tiny gyms, basketball is one of most popular sports. Here, NAS Los Alamitos and NTC Great Lakes teams vie for All-Navy crown.



WHALEBOAT RACE for coveted Battenburg Cup was won by USS Enterprise (CVA-6) at Pearl Harbor, T. H., in 1939.

national .45 caliber championship. Shooting for the Navy at the San Francisco matches were Chief Machinist Offut Pinion, USN, L. M. Rizzola, AFC, USN, L. W. Yokum, GMC, USN, and F. R. Chow, TDIC, USNR.

In the 1953 NRA pistol matches at Camp Perry, Ohio, the Navy team again walked off with top honors in the .45 caliber class. Pinion and Rizzola were again members of the team, along with Commander F. F. Hedblom, MC, USN, Fred McFarland, AD1, USN, and Charles L. Frazier, AOC, USN.

In both years, the Navy pistoleers defeated more than 20 of the nation's top service gun clubs and civilian police teams to collect the highly-prized NRA silver bowl trophy.

Swimming

Swimming is not only a favorite sport in the Navy, but it is also a fundamental requirement of every man in the naval service. Although swimming was short-lived as an All-Navy sport, the sea services have always had some of the top aquamen in the nation.

John Higgins, who is now swimming coach at the Naval Academy, was the collegiate backstroke champion in 1934-35-36. Lieutenant (junior grade) Jack Taylor, 1951 NCAA and AAU backstroke champion, won third place in the 1952 Olympic backstroke event. Finishing just behind Taylor was another Navy man, Lieutenant (junior grade) Allen Stack, who as a Yale NROTC student, placed first in the 1948 Olympic 100-meter backstroke.

During the latter part of World War II, Navy swimmers won the AAU title. In 1944, NTC Great Lakes won the title and the following year, NTC Bainbridge annexed

the crown. Not to be overlooked are such outstanding present-day Navy swimmers as Don Rosenthal, Roger Hadlich and Charles Moss.

Wrestling

In wrestling, last year, NTC San Diego just barely missed winning the AAU wrestling title, being edged out 21-20 by Multnomah, Ore., A. C. A close third with 19 points was NTC Great Lakes. Navy wrestlers to win titles were Richard Delgado, 114.5 pound champion, Don Hedges, 175 pound champion and Marine Jeryl Wilson, 136 pound titlist.

In the last Olympic games, Lieutenant Josiah Henson battled his way to a third place medal in freestyle featherweight wrestling event.

The All-Navy sports program, the largest ever attempted by the naval service, has fostered competition which is serving to maintain physical fitness and is an important morale factor for participants and spectators alike.

Intramural

But even before the introduction of All-Navy competition in 1947 and its re-introduction in 1953, Navy had continued a strong physical fitness program. Before and since, it has continually stressed athletics on the intramural level.

The intramural sports program has not only afforded the "little man" a chance to compete in athletic events on his own level, but has also proved a sort of stepladder leading to the All-Navy and Interservice levels of competition.

Take, for example, Noel Winfield, TMC, USN, who played "dungaree baseball" at the Pearl Harbor Submarine Base. While pitching for the Ordnance Division intramural team, he was "discovered" by the coach of the SubPac varsity.

With a little training and some

varsity experience, Winfield became one of the top pitchers on the team. He was, so to speak, SubPac's "stopper." This was proved in the third game of the 1949 All-Navy tournament between SubPac and Quantico.

The SubPac "Raiders" had scored one run in the second inning, four in the third and one in the fifth to lead 6-0. The Marines fought back and finally knotted the score 6-all in the eighth.

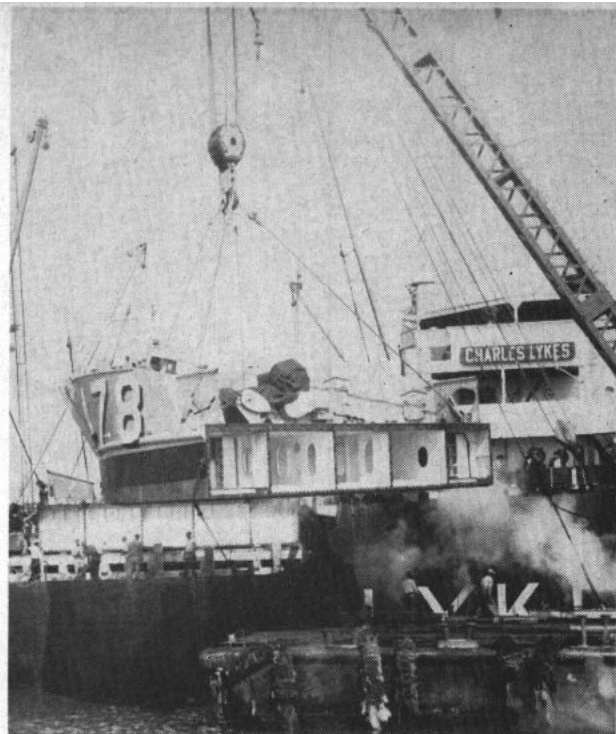
After the SubPac manager had used two other pitchers with little success, Winfield was sent in. Holding the vaunted Marine bats silent for the remainder of the game, Winfield received credit for the victory when a grand slam home run by Hap Ivey in the 11th inning gave the Raiders a well-earned 10-6 win.

Incidents like the above, as well as past history, give concrete evidence of the great value of athletics, from the intramural up to the All-Navy and Interservice competitions.

From the days of rowing and rigging races to today's Interservice program, it has been proved that a team with spirit and enthusiasm on the athletic field is a good indication that the ship or station it represents will also be an efficient fighting unit in the Navy.—By Rudy C. Garcia, JO1, USN, and E. J. Jeffrey, JOC, USN.

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(This sports roundup, and the preceding article in the March 1954 issue on Navy's athletic programs through the years, could not of course cover all the accomplishments or name all the names of Navymen and Marines who have figured significantly in the world of sports. If there are any sea service sports or top personalities that you think deserve special mention, write in and let us know about them.—Ed.)



LCUs in Packages

AMPHIBIOUS sailors may be getting their landing craft in packaged, prefabricated form in the future.

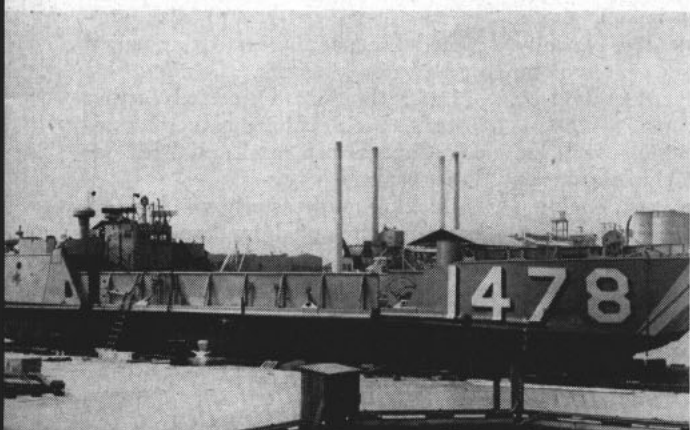
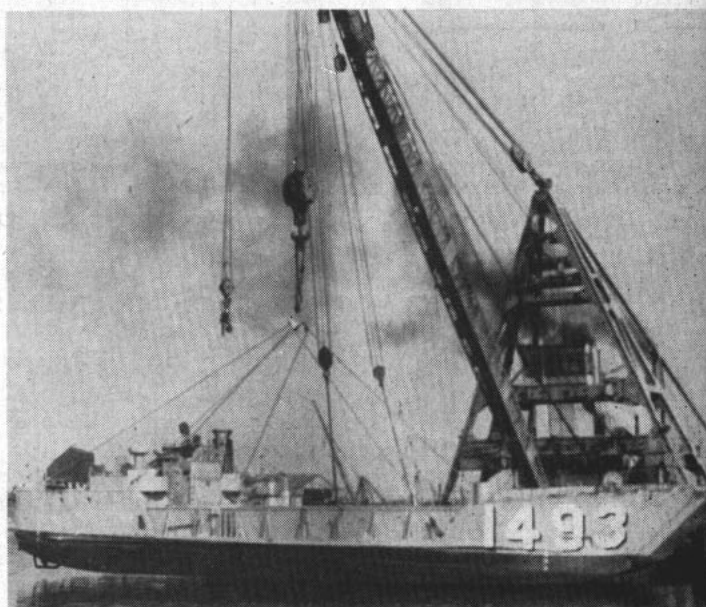
The Navy is presently building LCUs (Landing craft, utility) in three sections for easy loading aboard ship. Each section is watertight and can float independently. This would allow reassembly of the entire craft in the water if necessary. Six men can break the craft down into its three sections. Each section is flanged for bolting together. A rubber gasket provides a seal between sections.

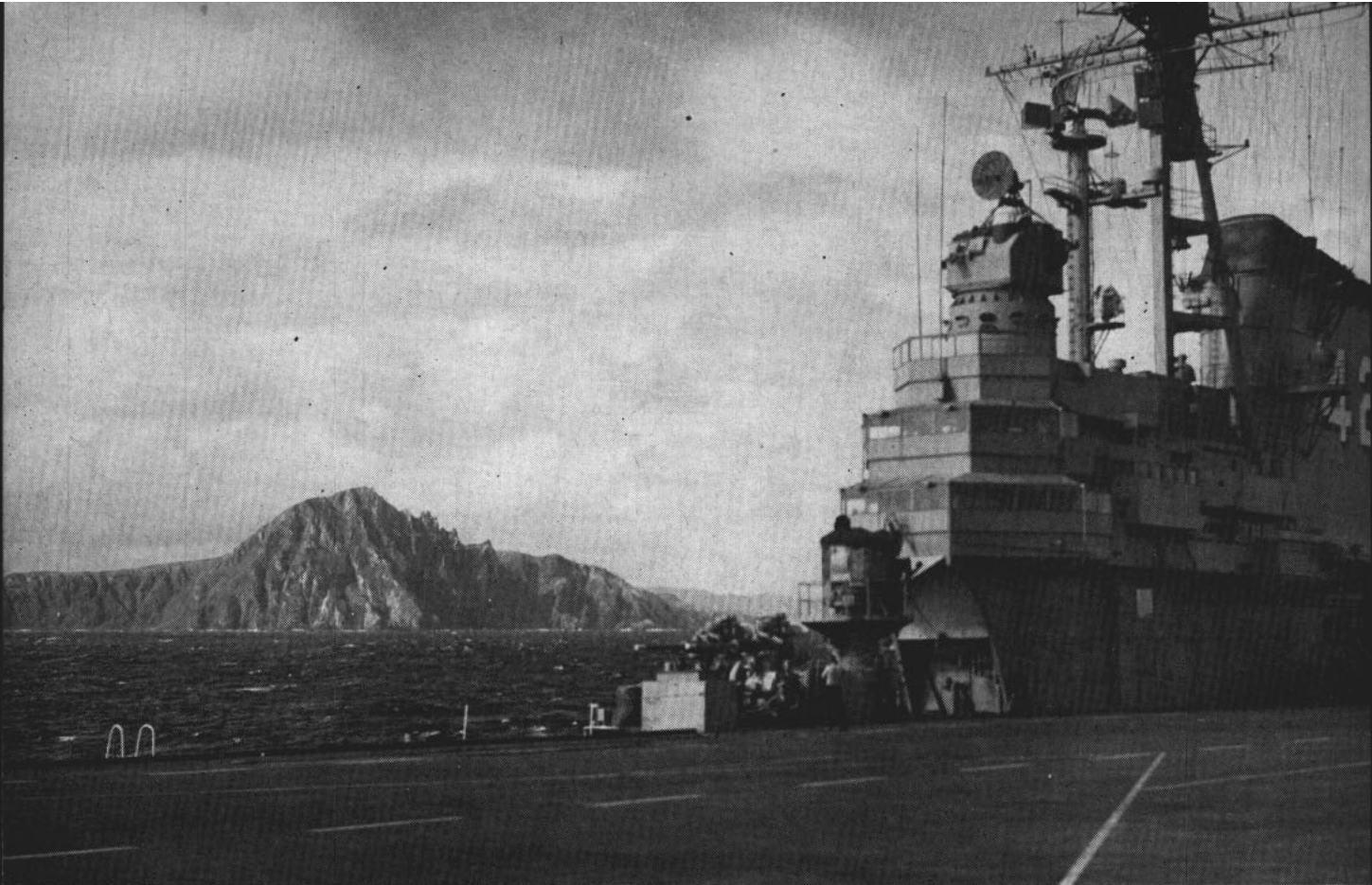
Fuel oil tanks and fresh water tanks are located in the center section of the ship. The only pipes to be disconnected or connected are those which run to the engines, an auxiliary water pump and a fresh water heater.

The LCU, which is similar to the World War II LCT (landing craft, tank) is 115 feet long, has a beam of 34 feet and is powered by three 225 h.p. engines. Its armament comprises two 20mm. guns, one on either side of the pilot house. Top load for LCUs is 180 tons.

Guns and other topside equipment that can be crated are stored in one of the sections of the ship. Equipment too bulky to be crated and stored below decks is secured to the deck of the craft. All electrical wiring runs through the ship in the same locations. Before the LCU is separated, wiring is pulled to one end of the ship to be stored.

Upper left: Weights are loaded aboard LCU. *Upper right:* 'Little Lift'—one-third of LCU is lifted aboard ship. *Right center:* 'Big Lift'—entire LCU with more than 50 tons of excess weight is lifted clear of water to test strength. *Lower right:* Three sections of LCU are secured as deck cargo. *Lower left:* Tests passed with flying colors, LCU waits to be loaded aboard ship.





USS FRANKLIN D. ROOSEVELT (CVA 42) rounds Cape Horn en route to Bremerton, Wash., for complete modernization.

Pollywog to Shellback to Mossback

"POLLYWOGS" became "Shellbacks," and then a few days later found themselves "Mossbacks" entitled to spit to windward, during the recent trip of *uss Franklin D. Roosevelt* (CVA 42) from the Atlantic to the Pacific Coast.

Since *Roosevelt* is too large to go through the Panama Canal, she was routed around Cape Horn on her trip from Norfolk, Va., to Bremerton, Wash. On the way, the big carrier made stops at various South American ports.

Leaving Norfolk in early January, she arrived at Bremerton on 5 March after lay-overs at Rio de Janeiro, Brazil; Maldonado, Uruguay; Mar del Plata, Argentina; Callao, Peru; Balboa, C. Z.; and San Francisco, Calif.

After her arrival at Bremerton, the giant carrier entered the Puget Sound Naval Shipyard where a program of complete modernization will be carried out over the next two years.

Incidentally, it has been estimated that it will take about 800,000 man-

days of work to complete the modernization, one-third the time needed to build a new carrier of the *Forrestal* type. During the conversion, *FDR* will haul down her commission pennant after partial inactivation.

Biggest change planned for the carrier is the installation of the canted deck, which has proved to be so valuable to carriers in experiments run on *uss Antietam* (CVS 36). Recently *uss Hancock* (CVA 19) became the second U. S. carrier to have the canted deck when she was reactivated.

In addition to the new deck, *FDR* will be fitted with steam catapults, enabling her to launch planes even in a dead calm. Higher capacity elevators and arresting gear will be installed and the flight deck will be strengthened.

Below decks, provisions will be made to increase the ship's capacity for carrying aviation gas, enabling her to operate planes without refueling for longer periods of time than is now possible.

Roosevelt made history on her east-west trip. She became the biggest U. S. Navy ship ever to enter the Pacific Ocean and the first of the *Midway* class to round the Horn.

The Equator crossing wasn't any record breaking event, unless the fact that a total of 1400 "Pollywogs" entered the "Forbidden Domain" of Neptunus Rex, King of the Deep, and received the traditional initiation from the old-time "Shellbacks," could be classed as such.

Those loyal subjects of King Neptune, "Peg-Leg," "One-Eye Cyclops," "Hooknose Snoozer," "the Royal Baby" and many others, visited the ship and amid liberal dosings of grease, flour, water and dye, welcomed the neophytes to the famed underwater kingdom.

Later the initiates added further luster to their exploits as they rounded Cape Horn and qualified as "Mossbacks."

Bucking northeasterly winds of 68 knots accompanied by large swells, *FDR* turned westerly after many long days on a southerly course. A few

lonesome cliff-dwelling birds hovered near the ship as it reached the point of Cape Horn where the Pacific meets the Atlantic.

Steaming at a steady 18 knots, the ship sliced westward into the slightly rougher waters of the Pacific. Far to port lay the cold Antarctic, to starboard the whole of the North and South Americas. In a short while *Roosevelt* turned her bow northward, bound for Peru, having rounded the southernmost tip of the continent without any difficulty.

During the two-month trip from one ocean to another, *FDR* and her crew were greeted as friends in the South American ports they visited, from beautiful Rio to historic Callao, port of Lima, Peru. Each city went all out in its efforts to welcome and entertain the *norteamericanos*.

Typical of the receptions was the one at Mar Del Plata, Argentina, where throngs of Argentineans greeted the carrier. From that moment until the ship sailed out of the colorful resort city, there was a full schedule of entertainment for the Navymen.

Each day there were beef barbecues on the beach for as many as could attend. Those unable to attend the larger fêtes were invited to private homes. Sports facilities throughout the city were opened to the sailors; the golf course and beaches were crowded with white hats.

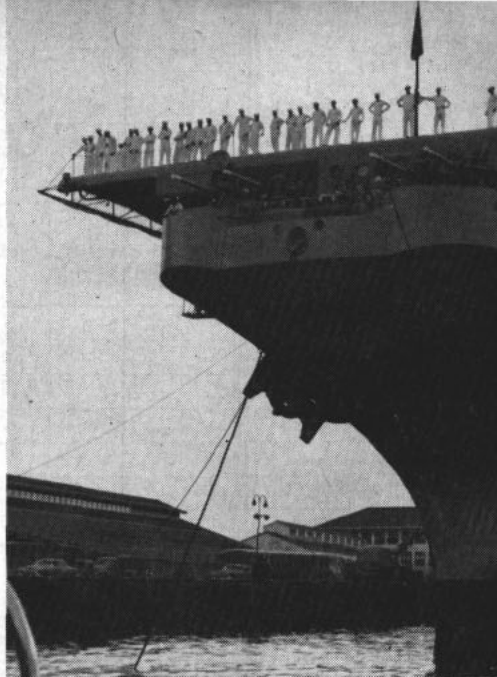
Dances were planned and carried out, each complete with dates, dinner and entertainment. Softball and basketball games were played on the beach with teams from Buenos Aires supplying the opposition. A return basketball game on the carrier was played before a large crowd.

One of the items of interest for the South Americans was the ship's helicopter. Each day it performed

for the crowds on the nearby beaches, drawing cheers and gasps as it went through its paces.

One of the biggest surprises as far as the *FDR* crew was concerned was the tremendous interest the South Americans displayed in basketball. In every port, the carrier's team was challenged to a game almost before the anchor had been dropped.

After the club had defeated a Brazilian team in Rio de Janeiro twice, the team was feeling rather proud. But at the next port, Maldonado, Uruguay, they were soundly trounced by the local outfit by scores of 58-35 and 75-40. Too late the carriermen found that three members of the Uruguayan Olympic basketball team had been members of the quintet that defeated them. It seems that this same team had come within three points of beating the famed Harlem Globe Trotters, one of the outstanding basketball teams in the world.



FLATTOP ties up at Balboa, Canal Zone. Below: Sailors saw statue of Christ which watches over Rio.



SAILORS don 'feed bag' at one of several beef barbecues held for them in Argentina. Right: South American dancers perform traditional folk dances.



1954 Voting Information on Primary and

STATE	* MIN AGE	** MINIMUM RESIDENCE REQUIREMENTS	** OTHER REQUIRE- MENTS	* MUST SERVICE- MAN REGISTER BEFORE VOTING?	** IS REGIS- TRATION PERMANENT?	* IS REGIS- TRATION PERMITTED BY MAIL?	* HOW DOES SERVICEMAN BECOME REGISTERED?	** WHO MAY VOTE BY ABSENTEE BALLOT?
ALABAMA	21	2 yrs. in S; 1 yr. in C; 3 mos. in P	RV; pay PT, except AFP; read & write U. S. Con- stitution in English	YES	YES	NO	In person only at office of Board of Registrars on the first and third Monday of each month	AFP & wives
ARIZONA	21	1 yr. in S; 30 days in C; 30 days in P	RV; read U. S. Constitu- tion; write name	YES	YES See note 1	YES	Request registration affidavit from C recorder any time prior to 4 mos. before next general E	All persons
ARKANSAS	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP	THERE ARE NO REGISTRATION REQUIREMENTS FOR ANYONE IN ARKANSAS				All persons
CALIFORNIA	21	1 yr. in S; 90 days in C; 54 days in P	RV	NO	YES See note 1	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
COLORADO	21	1 yr. in S; 90 days in C; 15 days in P	RV	YES	YES See note 1	YES	Request registration form from C Clerk prior to 15-day period before E	All persons
CONNECTICUT	21	1 yr. in S; 6 mos. in Town or City	RV; read State Con- stitution in English	YES	YES	YES	Request registration form from Town, Borough, or City Clerk at any time prior to E	All persons
DELAWARE	21	1 yr. in S; 3 mos. in C; 30 days in P	RV; read State Constitu- tion in English; write name	NO	NO	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
FLORIDA	21	1 yr. in S; 6 mos. in C	RV	YES	YES in some C	NO	Re-registration permitted by mail. Registration must be made in person at Office of Supervisor of Registrations at any time prior to 30-day period before an E	All persons
GEORGIA	18	1 yr. in S; 6 mos. in C	RV	YES	YES ¹ since 1948	YES	Apply to C Tax Collector for "Military Registration Form" at any time before an E	All persons
IDAHO	21	6 mos. in S; 30 days in C	RV; read & write English	NO	YES See note 1	YES	Registration is automatic, when marked ballot is accepted by election officials	All persons
ILLINOIS	21	1 yr. in S; 90 days in C; 30 days in P	RV, except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
INDIANA	21	6 mos. in S; 60 days in Ts; 30 days in P	RV	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
IOWA	21	6 mos. in S; 60 days in C; 10 days in P	RV in some cities	NO	YES See note 2	YES	Registration is automatic when marked ballot and executed affidavit on back of ballot envelope have been accepted by election officials	All persons
KANSAS	21	6 mos. in S; 30 days in Ward or Ts	RV in some cities, except AFP & Ds in General E	NO	VARIES See note 2	NO	Armed Forces Personnel not required to register for General E	All persons
KENTUCKY	21	1 yr. in S; 6 mos. in C; 60 days in P	RV	NO	YES See note 1	YES	Registration is automatic when application for absentee ballot has been accepted by election officials	All persons
LOUISIANA	21	2 yrs. in S; 1 yr. in Par- ish; 3 mos. in P	RV; read & write English	YES	YES See note 2	NO	Only in person, at place of Louisiana residence at any time prior to 30 days before an E	AFP & wives
MAINE	21	6 mos. in S; 3 mos. in Town or C	RV; read & write English	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
MARYLAND	21	1 yr. in S; 6 mos. in C	RV	NO	YES See note 1	YES	Registration is automatic when executed affidavit on back of ballot envelope of returned ballot has been accepted by election officials	AFP, MM, & CC
MASSACHUSETTS	21	1 yr. in S; 6 mos. in City or Town	RV; read State Constitu- tion; write English	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
MICHIGAN	21	6 mos. in S; 30 days in City or Ts	RV	NO	YES	YES	Registration is automatic when marked ballot and executed registration certificate which accompanies ballot have been accepted by election officials	All persons
MINNESOTA	21	6 mos. in S; 30 days in E District	RV in certain Cities	YES	YES See note 2	YES	Request "Registration Application" form from City Clerk prior to 20-day period preceding an E	AFP, MM, & CC (all others if in U. S.)
MISSISSIPPI	21	2 yrs. in S; 1 yr. in E District	RV; pay PT except AFP, MM & CC; read & understand State Constitution	NO	YES	YES	Request "Registration Form" from City or C Clerk when applying for absentee ballot	All persons
MISSOURI	21	1 yr. in S; 60 days in C, City or T	RV in cities over 10,000, except AFP	NO	YES See note 2	NOT REQUIRED	Armed Forces personnel not required to register	All persons
MONTANA	21	1 yr. in S; 30 days in C & P	RV	YES	YES See note 1	YES	Apply to C Clerk for "War Registration Card" at any time, except during 45-day period before E	AFP, MM, & CC (all others if in U. S. or Territories)
NEBRASKA	21	6 mos. in S; 40 days in C; 10 days in P	RV in cities over 7,000 pop.	NO	YES since 1948 See note 2	YES	Request "Registration Forms" from C Clerk when applying for absentee ballot	All persons
NEVADA	21	6 mos. in S; 30 days in C; 10 days in P	RV, except AFP, MM & CC	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
NEW HAMPSHIRE	21	6 mos. in S; 6 mos. in P	Have name on "Voters' Check List"	NO	YES	YES	Name will be placed on check list automatically when applica- tion for ballot has been accepted by election officials	All persons
NEW JERSEY	21	1 yr. in S; 5 mos. in C	RV, except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
NEW MEXICO	21	1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES See note 1	YES	Request "Affidavit of Registration" form from C Clerk prior to 30th day before an E	No one
NEW YORK	21	1 yr. in S; 4 mos. in C; 30 days in P	RV	NO	NO	YES	Request "Registration Application" from Board of Elections prior to 10 days before an E	All persons
NORTH CAROLINA	21	1 yr. in S; 4 mos. in P	RV; read & write State Constitution	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons
NORTH DAKOTA	21	1 yr. in S; 90 days in C; 30 days in P	RV for local E only	NO	NO	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OHIO	21	1 yr. in S; 40 days in C; 40 days in P	RV in some C except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OKLAHOMA	21	1 yr. in S; 6 mos. in C; 30 days in P	RV except AFP, MM, CC & Ds	NO	NO	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OREGON	21	6 mos. in S	RV; read & write English	NO	YES See note 1	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons
PENNSYLVANIA	21	1 yr. in S; 2 mos. in P	RV, except AFP	NO	YES See note 1	NOT REQUIRED	Armed Forces personnel not required to register	AFP, hospital vets
RHODE ISLAND	21	1 yr. in S; 6 mos. in Town or City	RV, except AFP, MM & CC	NO	YES since 1923 See note 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
SOUTH CAROLINA	21	2 yrs. in S; 1 yr. in C; 4 mos. in P	RV; read & write State Constitution, or own \$300 in property	YES	YES for 10 years	YES	Request registration card from Board of Registrations; executed applica- tion must be received back not later than 30 days before E	AFP, MM, & CC
SOUTH DAKOTA	21	5 yrs. in U. S.; 1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES See note 1	YES	Request "Registration Affidavit" form from C Auditor; executed applica- tion must be received back not later than 20 days before E	All persons

ABBREVIATIONS USED IN CHART

AFP Armed Forces Personnel; Military personnel serving in the Army,
Navy, Air Force, and Marine Corps. (Also members of the
Coast Guard where the State law includes them as part of the
Armed Forces.)
C County or Counties
CA Constitutional Amendment(s)
CC Certain Civilians. Those civilians assigned or attached to the
Armed Forces who under State law are given absentee voting
privileges similar to Armed Forces Personnel.

Ds Dependents
Dem Democratic
E Election
F Federal
FPCA Federal Post Card
Application (Form 76)

L Local
MM Merchant Marine Personnel. Generally, those employed for duty
other than on the Great Lakes or Inland Waterways.
P Precinct
PT Poll Tax
R Residence
Rep Republican

General Elections for the Armed Forces

** IS ABSENTEE VOTING PERMITTED IN:		1954 ELECTIONS		*	*	*	*	STATE
PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION	APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	
YES	YES	4 May—F & S 1 June—Run-off	2 Nov—F & S; CA	FPCA	40 days before E to C Registrar	21 days before E	Day of E	ALABAMA
YES	YES	7 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	30 days before E to C Recorder	30 days before E	6:00 P. M. day of E	ARIZONA
YES	YES	27 July—F, S, & L 10 Aug—Run-off	2 Nov—F, S, & L; CA	FPCA	60 days before E to C Clerk	15 days before Primary E (if in US) 20 days before Primary E (if outside US) 30 days before General E	6:30 P. M. day of E	ARKANSAS
YES	YES	8 June—F, S, & L	2 Nov—F, S, & L	FPCA	Any time before E to C Clerk	20 days before E	16 days after E	CALIFORNIA
YES	YES	14 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	90 days before E to C Clerk	30 days before E	5:00 P. M. day of E	COLORADO
No Statewide Primaries	YES	(No State-wide Pri- maries)	2 Nov—F, S, & L	FPCA	4 months before E to Town Clerk	4 months before E	6:00 P. M. day before E	CONNECTICUT
NO	YES	(Sometime between 14 July & 28 Aug) F, S, & L	2 Nov—F, S, & L	FPCA	Any time to Department of E, C of R	50 days before General E	Day of E	DELAWARE
YES	YES	4 May—F & S 25 May—Run-off	2 Nov—F & S; CA	Fla. Form	45 days before E to SuR, C of R	45 days before E	5:00 P. M. on day before E	FLORIDA
YES	YES	8 Sept—F & S	2 Nov—F & S; CA	FPCA	Any time before E to C Registrar for Primary E and C Probate Judge for General E	As soon as printed	Day of E	GEORGIA
YES	YES	10 Aug—F & S	2 Nov—F & S	FPCA	60 days before E to C Clerk	30 days before E	Day of E	IDAHO
YES	YES	13 Apr—F, S, & L	7 June—Judicial E 2 Nov—F, S, & L; CA	FPCA	100 days before E to C Clerk	45 days before E	Day of E	ILLINOIS
YES	YES	4 May—F, S, & L	2 Nov—F, S, & L	FPCA	30 days prior to Primary E 60 days prior to General E to Clerk of Circuit Court	30 days prior to Primary E 60 days prior to General E	6:00 P. M. day of E	INDIANA
YES	YES	7 June—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to C Auditor	55 days before E	Day of E	IOWA
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	120 days prior to Primary E 60 days prior to General E to Secretary of State	21 days prior to Primary E 25 days prior to General E	9:00 A. M. day before E	KANSAS
YES	YES	7 Aug—F	2 Nov—F	FPCA	Any time except 10 days before E to C Clerk	As soon as available	Day of E	KENTUCKY
YES	YES	27 July—F, S, & L 31 Aug—Run-off	2 Nov—F, S, & L	FPCA	Any time to Clerk of Parish Court	30 days before E	Day of E	LOUISIANA
YES	YES	21 June—F, S, & L	12 Sept—F, S, & L; CA; RQ	FPCA	Any time to Town or City Clerk	30 days prior to Primary & State E 45 days prior to Presidential E	Day of E	MAINE
YES	YES	28 June—F, S, & L	2 Nov—F, S, & L; CA	FPCA	55 days before E to Sec. of State, Annapolis, Md.	55 days before E	Day of E	MARYLAND
NO	YES	14 Sept—F, S, & L	2 Nov—F, S, & L; RQ	FPCA	Any time to City or Town Clerk	In time to vote and return ballot	Day of E	MASS.
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	75 days before E to City or Ts Clerk	45 days before E	Day of E	MICHIGAN
YES	YES	14 Sept—F, S, & L	2 Nov—F, S, & L; CA	FPCA	30 days before E to C Auditor	12 days before E	Day of E	MINNESOTA
YES	YES	24 Aug—F 14 Sept—Run-off	2 Nov—F	FPCA	Any time before E to C Registrar	As soon as printed	Day of E	MISSISSIPPI
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to Clerk of C Court	60 days before E	6:00 P. M. day after E	MISSOURI
YES	YES	20 July—F & S	2 Nov—F & S; CA	FPCA	45 days prior to E to C Clerk	30 days before E	Day of E	MONTANA
YES	YES	10 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	90 days before E to City or C Clerk	15 days before E	10:00 A. M. 2d Thursday after E See note 4	NEBRASKA
YES	YES	1 June—F, S, & L	2 Nov—F, S, & L; CA; RQ	FPCA	90 days before E to C Clerk	As soon as printed	Day of E	NEVADA
NO	YES	14 Sept—F, S, & L	2 Nov—F, S, & L; RQ	FPCA	Any time to Sec. of State, Concord, N. H.	20 days before E	Day of E	NEW HAMPSHIRE
YES	YES	20 Apr—F & L	2 Nov—F & L	FPCA	Any time to C Clerk	24 days before E	Day of E	NEW JERSEY
NO	NO	4 May—F, S, & L	2 Nov—F, S, & L; RQ	NO ABSENTEE VOTING PERMITTED IN THE STATE OF NEW MEXICO BY ANYONE				NEW MEXICO
NO	YES	14 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to Sec. of State, Albany 1, N. Y.	11 Oct	23 Nov	NEW YORK
YES for AFP & wives MM. & CC	YES	29 May—F, S, & L 26 June—Run-off	2 Nov—F, S, & L; CA	FPCA	Any time to Chairman, C Board of Elections	60 days before E	3:00 P. M. day of E	N. CAROLINA
YES	YES	29 June—F, S, & L	2 Nov—F, S, & L; CA	FPCA	30 days before E to C Auditor	21 days before E	20 days after E	NORTH DAKOTA
YES	YES	4 May—F, S, & L	2 Nov—F, S, & L; CA	FPCA	1 Jan to Clerk, C Board of Elections	60 days before E	12:00 (noon) day of E	OHIO
YES	YES	6 July—F, S, & L 27 July—Run-off	2 Nov—F, S, & L	FPCA	Any time to Sec. of State, Okla. City, Okla.	As soon as available	7:00 P. M. day of E	OKLAHOMA
YES	YES	21 May—F, S, & L	2 Nov—F, S, & L; CA	FPCA	60 days before E to C Clerk	60 days before E	5 days before day of E	OREGON
YES	YES	18 May—F & S	2 Nov—F & S	FPCA	Any time to Sec. of State, Harrisburg, Pa.	At least 25 days before E	10:00 A. M. 2d Friday after E See note 3	PENNSYLVANIA
NO	YES	20 Sept—(Dem) F, S, & L 29 Sept—(Rep) F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to Sec. of State, Provi- dence, R. I.	About 20 days before E	Dec 4 See note 3	RHODE ISLAND
YES	YES	13 Jul—F, S, & L 27 Jul—Run-off	2 Nov—F, S, & L	FPCA	Any time to Board of Registration, C of R	As soon as available	Day of E	S. CAROLINA
YES	YES	1 June—F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to C Auditor	At least 20 days before Primary E At least 70 days before General E	Day of E	SOUTH DAKOTA

RQ Referendum Question
RV Registered Voter
S State
SuR Supervisor of Registration
T Town
Ts Township

* Information applies PRIMARILY TO AFP;
 in some cases it may also apply to others.
 ** Information applies to ALL PERSONS.

1 If person votes with proscribed regularity

2 In certain cities and/or counties

3 Ballot must be voted and/or postmarked not later than day of E

4 Marked ballot envelope must be postmarked not later than midnight of day before E

Continued on next page)

1954 VOTING INFORMATION (cont.)

STATE	* MIN AGE	** MINIMUM RESIDENCE REQUIREMENTS	** OTHER REQUIRE- MENTS	* MUST SERVICE- MAN REGISTER BEFORE VOTING?	** IS REGIS- TRATION PERMANENT?	* IS REGIS- TRATION PERMITTED BY MAIL?	* HOW DOES SERVICEMAN BECOME REGISTERED?	** WHO MAY VOTE BY ABSENTEE BALLOT?
TENNESSEE	21	1 yr. in S; 6 mos. in C	RV	NO	YES See note 1	YES	Registration is automatic when an absentee Armed Forces ballot is voted	All persons
TEXAS	21	1 yr. in S; 6 mos. in C	Pay PT except AFP & MM	THERE ARE NO REGISTRATION REQUIREMENTS FOR ANYONE IN TEXAS				All persons except regular AFP
UTAH	21	1 yr. in S; 4 mos. in C; 60 days in P	RV	NO	YES See note 1	YES	Registration is automatic when executed affidavit on back of ballot envelope has been accepted by election officials	All persons
VERMONT	21	1 yr. in S	Have name on "Voters' Check List"	YES	YES	YES	Request "Freeman's Oath Form" from Town Board of Selectmen at any time	All persons
VIRGINIA	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP; RV, except AFP	NO	YES	NOT REQUIRED	Armed Forces personnel not required to register	All persons
WASHINGTON	21	1 yr. in S; 20 days in C; 30 days in P	RV; read & speak English	NO	YES See note 1	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
WEST VIRGINIA	21	1 yr. in S; 60 days in C; 60 days in P	RV	YES	YES See note 1	YES	Request "Temporary Registration" form from Clerk of C Court at any time; executed form must be received back not later than 10 days before E	All persons
WISCONSIN	21	1 yr. in S; 10 days in P	RV, except AFP, MM & CC	NO	YES if required	NOT REQUIRED	Armed Forces personnel not required to register	All persons
WYOMING	21	1 yr. in S; 60 days in C; 10 days in P	RV; read State Constitution	NO	YES See note 1	YES	Registration is automatic for voting in General Election when executed affidavit on back of absentee ballot envelope has been accepted by election officials	AFP; MM, & CC (all others if in U. S. or Territories)
ALASKA	21	1 yr. in Territory; 30 days in P	RV in certain municipal E; read U. S. Constitution; write English	YES for certain municipal E	NO	NO	Apply in person at seat of local government	All persons
HAWAII	21	1 yr. in Territory; 3 mos. in Regest. Dist.	RV; read, write Eng. or Hawaiian	YES	YES See note 1*	YES	Request "Absentee Registration Form" from C Clerk; executed application must be received back not later than the 5th Friday before Primary E or the 4th Wednesday before General E	No one
PUERTO RICO	21	1 yr. in Municipality of Territory	RV	YES	YES	NO	Apply in person at City Hall	No one
VIRGIN ISLANDS	21	1 yr. in Territory	RV; read, write English	YES	YES	NO	Apply in person at City Hall	No one
DIST. OF COLUMBIA		NO VOTING PRIVILEGES AVAILABLE TO RESIDENTS OF THE DISTRICT OF COLUMBIA						

ABBREVIATIONS USED IN CHART

AFP Armed Forces Personnel: Military personnel serving in the Army, Navy, Air Force, and Marine Corps. (Also members of the Coast Guard where the State law includes them as part of the Armed Forces.)
C County or Counties
CA Constitutional Amendment(s)
CC Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.

Ds Dependents
Dem Democratic
E Election
F Federal
FPCA Federal Post Card Application (Form 76)

L Local
MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.
P Precinct
PT Poll Tax
R Residence
Rep Republican

**BEFORE YOU CAN REGISTER OR VOTE YOU MUST
BE ELIGIBLE UNDER THE LAWS OF YOUR HOME STATE**

**SEE YOUR VOTING OFFICER OR COMMANDING
OFFICER FOR ADDITIONAL INFORMATION**

VOTERS during 1954 will be casting ballots in local, state, and federal elections throughout the United States.

Of greatest interest are the general elections which occur during November. However, since most states will conduct primary and local elections considerably earlier and since these early elections may be of great interest to Navymen, those desiring to vote by absentee ballot should insure that requests for such ballots are filed early enough to permit necessary processing.

In order to assist Navymen in voting, ALL HANDS has reproduced above the state by state voting information chart entitled 1954 *Voting Information* (NavPers 15849). This chart is being distributed to naval activities by the Navy Voting Office. The information in the chart applies primarily to members of the armed forces. In some cases however, it may also apply to dependents and other individuals.

Here are a few pertinent facts concerning eligibility, and laws governing your voting privileges.

Rules Against Campaigning

Federal law prohibits the participation of service personnel—and other "agents of the government" in election campaigns.

The law prohibits commissioned, noncommissioned, warrant or petty officers from attempting to influence any member of the armed forces to vote or not to vote for any particular candidate.

The law also prohibits the delivery or presentation to servicemen of any material paid for or

sponsored by the federal government, or any officer of the government, designed to affect the result of an election. It also prohibits the taking or publishing of polls to test the political sentiment of servicemen.

Nothing in the law is to be construed as prohibiting free discussion regarding political issues or candidates, however.

Further information will be found in BuPers Inst. 1742.2 of 23 Apr 1953.

Legal residents of the *District of Columbia* have no voting privileges. In addition, *New Mexico* does not permit absentee balloting, nor do *Hawaii*, *Puerto Rico* and the *Virgin Islands*.

The State of *Texas* grants absentee voting privileges to all except Regular armed forces personnel.

Before you can register and vote, you must meet the eligibility requirements of your home state.

Age

All states except *Georgia* require that a person be 21 years old in order to vote in a general election. In *Georgia*, however, 18-year-olds can vote.

At least one state, *Indiana*, allows a person to vote in the primary election if he is 21 by the date of the general election. A primary election is one in which members of specific political parties vote to choose their party's candidates.

Residency

All states require a minimum period of residency as a prerequisite to voting. These requirements vary from state to state. In some states six months' residency is all that is needed. In others, one must be a

** IS ABSENTEE VOTING PERMITTED IN:		1954 ELECTIONS		*	*	*	*	STATE
PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION	APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	
YES	YES	5 Aug—F, S, & L	5 Aug—L 2 Nov—F, S, & L	FPCA	Any time prior to 10 Oct General E (U.S.); Any time prior to 1 Sept Gen- eral E (Overseas) to E Comm, C of R	At least as early as 15 Oct for General E (U.S.); At least as early as 10 Sept for General E (Overseas)	Day of E	TENNESSEE
YES	YES	21 July—F, S, & L 28 Aug—Run-off	2 Nov—F, S, & L; CA	FPCA	Any time to C Clerk	As soon as available	1:00 P. M. day of E. Ballot must be voted between 20th and 3d day prior to E.	TEXAS
YES	YES	7 Sept—F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to C Clerk	As soon as printed	6:00 P. M. day of E	UTAH
YES	YES	14 Sept—F, S, & L	2 Nov—F, S, & L	FPCA	Any time to C Clerk	30 days before E	Day of E	VERMONT
YES	YES	6 Apr—Municipal 13 July—F & L 17 Aug—Run-off	8 June—Municipal 2 Nov—F & L	FPCA	90 days prior to E (Overseas); 60 days prior to E (U.S.) to Sec. of State, Richmond, Va.	90 days before E (Overseas) 60 days before E (U.S.)	Day of E	VIRGINIA
YES	YES	14 Sept—F, S, & L	2 Nov—F, S, & L; CA	FPCA	1 July to Sec. of State, Olympia, Wash.	25 days before E	13 days after Primary E 15 days after General E See note 3	WASHINGTON
YES	YES	3 Aug—F, S, & L	2 Nov—F, S, & L; CA	FPCA	Any time to Clerk of Circuit Court, C of R	70 days before E	Day of E	WEST VIRGINIA
YES	YES	11 Sept—F, S, & L	2 Nov—F, S, & L; RQ	FPCA	60 days before E to C Clerk	About 21 days before E	Day of E	WISCONSIN
YES	YES	17 Aug—F & S	2 Nov—F & S; CA	FPCA	Any time to C Clerk	As soon as printed	Day of E	WYOMING
YES	YES	27 Apr—Territorial	12 Oct—Territorial	FPCA	90 days prior to E to any Commis- sioner, District of R	90 days before E	Ballot must be postmarked not later than day of E	ALASKA
NO	NO	2 Oct—Territorial & L (Delegate to Congress)	2 Nov—Territorial & L (Delegate to Congress)	NO ABSENTEE VOTING PERMITTED IN THE TERRITORY OF HAWAII BY ANYONE				HAWAII
NO	NO	NONE	NONE	NO ABSENTEE VOTING PERMITTED BY ANYONE FROM THE GOVERNMENT OF PUERTO RICO				PUERTO RICO
NO	NO	NONE	2 Nov—L	NO ABSENTEE VOTING IS PERMITTED IN THE VIRGIN ISLANDS BY ANYONE				VIRGIN ISLANDS
---	---	---	---	-----				DIST. OF COLUMBIA

RQ Referendum Question
RV Registered Voter
S State
SuR Supervisor of Registration
T Town
Ts Township

* Information applies PRIMARILY TO AFP;
in some cases it may also apply to others.

** Information applies to ALL PERSONS.

¹ If person votes with prescribed regularity

² In certain cities and/or counties

³ Ballot must be voted and/or postmarked not later than day of E

⁴ Marked ballot envelope must be postmarked not later than mid-
night of day before E



**MAKE ALL NECESSARY APPLICATIONS AS
EARLY AS YOUR STATE WILL PERMIT**



**APPLICATIONS FOR REGISTRATION OR ABSENTEE
BALLOTS MUST BE MADE ON APPROVED FORMS**

state resident for one or two years. *South Dakota* requires its voters to be a resident of the U. S. for five years, a resident of the state for one year, a resident of a county for 90 days and resident of the precinct for 30 days.

Usually the state, city or county (or township or parish) in which a person lived before entering the armed forces is considered to be his legal residence for voting purposes—unless he has changed his residence while in the service.

Most states provide that time spent in the armed forces may be included in the total residence requirement. For example, if the minimum residency required by a certain state is two years and a person lived in that state one year and

then served in the armed forces for one year, he will have fulfilled the minimum residence requirement of two years.

A few states, however, require that a person shall have met the residence requirement before entering the armed forces in order to qualify for voting by absentee ballot. If you are in doubt about the requirements of your state, consult your voting officer.

Registration and Application

Most states require that a person be registered, showing that he is fully qualified to vote. A few states require registration to be completed prior to election day.

A few states require re-registration periodically. All states other than *New Mexico* and *Florida* will accept the Federal Post Card Application for Ballot (known as FPCA or Form 76) from persons desiring to vote. These post card applications are available to all personnel on active duty.

Be sure to make all necessary applications as early as your state will permit. Consult your voting officer for additional information.

All qualified voters are privileged

to vote in every election. The Navy endeavors to make it as easy as possible for you to exercise your right to vote even though you may be thousands of miles from your home state on election day.

Where to Find Voting Info

A forthcoming BuPers Instruction will provide additional information concerning the distribution and availability of printed publications designed to assist voting officers in each command to discharge their functions for 1954 elections.

Distribution of the chart entitled 1954 *Voting Information* (NavPers 15849) to all ships and stations has been completed.

Another publication entitled *Voting Information* (NavPers 15868) is a manual designed for the use of voting officers and contains a more comprehensive and detailed resume of voting information than that contained in NavPers 15849. This manual is presently being printed and when available, will be distributed to all ships and stations.

Are You Eligible to Vote?

Each command is required to have an officer designated as a "voting officer." He should have all information you need on the subject of voting.

If you have any doubts about your right to vote, see your voting officer.

LETTERS TO THE EDITOR

NROTC Graduates Applying for USN

SIR: Can naval officers commissioned from the NROTC, who do not request retention in their third year of active duty and accept transfer to the Naval Reserve, still have 12 months from date of transfer to reapply for a Regular Navy commission? If so, when would the 12 month's period begin for an officer who does not request retention but who remains on active duty beyond his three years in order to complete a term of obligated service?

Also how long are the provisions of Alnav 1-54 expected to remain in effect?—P. J. B., LTJG, USN.

• BuPers Inst. 1120.12B provided for the acceptance of applications from Reserve officers who have completed 12 months of active naval service as a commissioned officer after 1 Jul 1950. Inactive Reserve officers were required to submit an application to the Bureau of Naval Personnel within 12 months from the date of release to inactive duty.

Public Law 347 (79th Congress) which was the authorization for the augmentation program, expired 31 December; however, action is being taken to provide legislation to continue the program.

Individuals of your rank currently serving on active duty may apply for transfer in accordance with BuPers Notice 1120 of 11 Sep 1953, which stated that applications from lieutenants (junior grade) and ensigns may still be submitted to the Chief of Naval Personnel under the provisions of BuPers Inst. 1120.12B with the understanding that no action will be taken on the application unless and until legislation providing authority for the pro-

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.

gram is enacted. When such action is taken, all applications received subsequent to 1 Nov 1953 will be immediately processed and presented to a selection board for consideration.

Termination of Alnav 1-54 cannot be determined at this time.—Ed.

EDO Classification

SIR: I am a Reserve officer on inactive duty. My civilian occupation is entirely in the engineering field and I feel that it would be in this capacity that I would be most useful in the event of active duty. Is there any information which you can give me regarding the steps necessary to obtain an EDO classification?—J. K. O., LT, USNR.

• Reserve applicants for engineering duty classifications (1405, 1425, 1455) should submit a request to the Chief of Naval Personnel, Attention: Pers-B1125, indicating the classification desired and pertinent information for evaluating qualifications for the category requested.

The Chief of Naval Personnel has established educational and experience requirements by rank which must be met in order to be eligible for restricted line classifications. Further, mobilization needs of the Navy in other categories, particularly those from which sea-going officers are chosen, dictate necessity for disapproval of requests for change of designator in many cases.—Ed.

Part of USS Owens Is In Service

SIR: What is the present status of the unfinished destroyer USS Seymour D. Owens (DD 767)? This destroyer was launched 24 Feb 1947 and was about 68 per cent completed when she was again drydocked at Long Beach, Calif., in 1952.—W. F. H.

• The destroyer USS Seymour D. Owens (DD 767) is still uncompleted and is docked at the Long Beach, Calif., Naval Shipyard. She is now only 58 per cent complete because 113 feet of her bow was removed for installation on the damaged destroyer USS Ernest G. Small (DD 838). Seymour D. Owens at present is in suspended construction status.—Ed.

EMs Applying for Commissions

SIR: In reference to BuPers Inst. 1120.7 concerning appointment of enlisted personnel to commissioned grade in the Regular Navy, it states that "applicants for appointment must have not less than 3½ years of continuous service at the time of starting of application." Is this interpreted to mean "continuous active naval service" or would "inactive naval service" count toward fulfillment of this requirement?—R. D. H., PNA1, USNR.

• BuPers Inst. 1120.7 dated 11 Sep 1952 has been cancelled. Eligibility for consideration and appointment under the current integration program is now determined under the provisions of BuPers Inst. 1120.7A of 2 Mar 1954.

In respect to the active service requirement, paragraph 5(b)2 of the new directive states that enlisted men and women applicants, including chief petty officers, must have completed at least 3½ years of continuous service in the Regular Navy immediately preceding the date of submission of application (currently 1 July).

No person can be appointed to commissioned grade who has had less than four years of continuous service in the Regular Navy immediately prior to the time of appointment.—Ed.

Ships Accepted by the Navy

SIR: When does the Navy accept a ship built by a civilian contractor, on the commissioning date or after all trial runs have been completed?—L. J. E., BM1, USN.

• Ships are accepted by the Navy, pursuant to the terms of the contract with the shipbuilder, generally as follows:

(1) Upon satisfactory completion of trial requirements and upon delivery, each vessel is "preliminarily accepted."

(2) There is a "guarantee period" for each vessel consisting of six months immediately following the date of its preliminary acceptance. The guarantee period is extended by the time during which such vessel is not available for unrestricted service because of defects for which the contractor is held responsible. During this guarantee period such vessel, fully equipped, armed, and in all respects complete and ready for service, is "finally tried" under such conditions as may be prescribed.

(3) Each vessel is "finally accepted" upon the expiration of its guarantee period and after determination that it has been constructed in conformity with all plans and specifications.—Ed.

East Is East and West Is West, But Where Do the Twain Meet?

SIR: Is there a definite meridian that is the dividing line between the Eastern and Western Atlantic Ocean?—R. J. D., RM1, USN.

• After checking into several sources, we can find no information concerning a meridian which divides the Eastern and Western Atlantic Ocean. To the best of our knowledge, none exists.

Using a "rule of thumb" method to determine a possible dividing line, you might say a vessel was in the Western Atlantic when closer to contiguous lands to the west, and vice versa for the Eastern Atlantic.—Ed.

Typing is Practical Factor for HMs

SIR: Can you clear up a few points for me in regards to the examination for advancement for HM2?

I have been told that part of the examination is typing, however several of the second class HMs say they didn't have to take the typing test when they made their rate. Why do we have to take it now? — W. E. W., HM3, USN.

• Qualification for the HM rating in the "Manual of Qualifications for Advancement in Rating" (NavPers 18068), which was in effect from 1947 to 1952, contained an examination requirement for typing at the second class level. In the revised manual, dated 1952, this requirement was made a practical factor instead of an examination subject.

Under present procedures, an enlisted man must satisfy all the practical factors of the rate for which he is preparing in order to be eligible to take the written examination for advancement. It is the duty of every commanding officer to insure that all enlisted personnel under his command satisfy these practical factors before being recommended for advancement.

There is no record that a waiver of the typing test for hospital corpsman has ever been issued by the Chief of Naval Personnel.

At present, the typing needs of the entire Navy are being studied. If the results of this research indicate that the typing requirements in certain ratings should be changed, appropriate revisions will be incorporated in future changes to the revised "Quals Manual." —Ed.

High School Credit for Boot Camp?

SIR: Is it true that servicemen may receive credits toward their high school diploma for completing basic or recruit training? If so, how many credits are granted?—J. W. O., YN3, USN.

• The granting of credit toward a high school diploma is a matter entirely in the hands of the civilian high schools and state departments of education—the Navy, rightly enough, has nothing whatever to say about it.

The Commission on Accreditation of the American Council on Education, a non-governmental agency, has made recommendations as to the amount of credit civilian schools might award for practically all Armed Forces schools and courses; civilian educational agencies are free to base their credit awards on these recommendations if they wish, or disregard them completely.

During and immediately after World War II the Commission on Accreditation recommended, and many high

schools awarded, two "Carnegie" units for recruit training; since that time practice has varied considerably. The only way to find out what a given high school will do about awarding credit for recruit training, or any other educational experience, is to make inquiries at that high school.

Other information concerning accreditation matters is available to you through your Information and Education Officer.—Ed.

Voluntary Extension of Enlistment

SIR: I agreed to extend my enlistment, which was due to expire on 6 Feb 1954, for one year. According to a recent Alnav, I think I would have been eligible to be discharged two months early. If so, will this mean that my extension will end two months early?—F. G. M., TE2, USN.

• Voluntary agreements to extend enlistments become effective on the day next following normal expiration of enlistment. Normal expiration of enlistment is defined as "the day next preceding the fourth or sixth anniversary of the date of enlistment or the day preceding the 21st birthday (in the case of a minority enlistment) as appropriate."

Since your normal expiration date was 6 Feb 1954, your agreement to extend enlistment, executed 22 Dec 1952, became operative 7 Feb 1954.—Ed.

YMSs and P-51s

SIR: What ever happened to YMS 179 that operated out of Terminal Island, San Pedro, in late 1945? Was she given another name?

Also did the Marine Corps ever use the P-51 Mustang during World War II? —C. C., AM2, USN.

• The YMS 179 to which you refer has been converted and reclassified as USS Cardinal (AMS 4) and is now operating in the active fleet.

The U. S. Marine Corps did not have or use P-51 Mustangs during World War II.—Ed.

OCS of Army, Navy, Air Force

SIR: Two enlisted men attached to the Naval Medical Unit at Tripler General Hospital, Honolulu, T. H., wish to apply for Army Officer's Candidate School. Army Personnel Section here can't quote pertinent directives. Both men have about two years' obligated service remaining. What, if any, would be the procedure to request such a transfer of service?—J. J. B., HMC, USN.

• In accordance with an agreement between all of the Armed Services under date of 5 May 1953, the Department of the Army may neither accept for enlistment in the Army to pursue Officer Candidate Training any person who is a member of another service, nor release an enlisted or inducted person to enlist in another service for the purpose of attending Officer Candidate School.

By the same token, the Navy and Air Force do not accept enlistment of a member of another service for the purpose of entering officer candidate training programs, nor authorize transfers of members to another service for such purpose.—Ed.

Dipping Ensign at the Flagstaff

SIR: We have an argument raging aboard. Which ensign should be dipped when a ship is full-dressed or dressed? My argument is that it should be the ensign at the flagstaff as that is the one that is normally displayed. However, others contend that it should be the highest ensign and still others maintain that it should be all three. Which is right?—R. R. B., QM2, USN.

• "U. S. Navy Regulations," para. 4 of Article 2183, states: "Should half-masting of the national ensign be required on occasions of dressing or full-dressing ship, only the national ensign at the flagstaff should be half-masted." Although not specifically stated in "Navy Regs.," it is considered that the above quoted paragraph also applies to dipping the national ensign.—Ed.



AMERICA'S first turboprop seaplane transport, the Navy's long-range R3Y-1 Tradewind, races down San Diego Bay before taking off on her maiden flight.

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 Hornet (CV 12)**—The *Hornet* Club reunion will be held 26-27 Jun 1954 at the Sheraton-Park Hotel, Washington, D. C. For additional information, contact Harold J. Neubig, 5236 N. 5th Street, Arlington, Va.

• **uss LST 133**—A reunion will be held at the Hotel New Yorker, N. Y., on 12 June. All hands are invited. Write to Richard Willstatter, 271 Fox Meadow Road, Scarsdale, N. Y.

• **Navy No. 157, Palermo, Sicily**—The third reunion is scheduled to be held 26-27 Jun 1954 at the Roosevelt Hotel, Pittsburgh, Pa. Direct your inquiries to A. L. Coddington, 679 Carlyle Place, Union, N. J.

• **91st Naval Construction Battalion**—The fifth annual reunion will be held 29, 30 and 31 May at the Fort Meiggs Hotel, Toledo, Ohio. For further information, contact N. P. Sercomb, 516 No. Milwaukee St., Jackson, Mich.

• **302nd Naval Construction Battalion**—The seventh annual reunion will be held 16, 17 and 18 July at the

Harrisburger Hotel, Harrisburg, Pa. For information, contact Martin Lowe, 8441 Bayard Street, Philadelphia, Pa., or Harry W. Price, Jr., 135 West Third Street, Lewistown, Pa.

• **uss Concord (YT 33)**—The third annual reunion will be held on 28, 29 and 30 Aug 1954 in Biloxi, Miss. Headquarters will be at the Buena Vista Hotel. Contact Philip A. Smith, 1366 E. Livingston Ave., Columbus 5, Ohio.

• **uss Pennsylvania (BB 38)**—All who served in this ship are invited to attend, with their families, the next reunion scheduled to be held 12 June at the Naval Gun Factory, Washington, D. C. Please send requests for information to *Pennsy* Reunion Association, 509 Evans Building, Washington, D. C.

• **USNR Midshipmen School (WR)**—All Waves who were trained at the Midshipmen School, Northampton, Mass., and all other Waves and naval personnel who were stationed at, or assigned to duty at the school, are invited to return to Northampton, for the Tercentary Celebration which will be held from Sunday, 13 June, through Sunday, 20 Jun 1954. Address inquiries to LCDR Margaret C. Dwyer, USNR, 20 Langworth Road, Northampton, Mass.

• **uss Elizabeth C. Stanton (AP 69)**—All hands who served aboard the

"Lizzie" while assigned to ETO, and who would like to hold a reunion at a time and place to be decided, contact William C. Clarke, Box 862, Atlanta, Ga.

• **uss LSM 251**—A reunion for all hands who served aboard this ship from 1944 through 1946 is planned for 7 Aug 1954 in New York City. For further details, contact Pat L. Hoff, the Coronet #302, 200 C Street S.E., Washington 3, D. C.

• **uss Gallup (PF 47)**—Shipmates interested in a reunion in New York City on or about 29 Aug 1954 may contact Roger S. Gelinas, 250 East High Street, Manchester, N. H., or Glen Hime, BT3, USN, *uss Robert McCord* (DD 822), c/o Fleet Post Office, New York, N. Y.

• **uss LSM 230**—A proposed reunion is being planned for shipmates of this ship. For information, contact I. S. Preston, Smithtown, Long Island, N. Y.

• **uss PC 562**—Officers and enlisted men who would be interested in a reunion, please contact A. D. Berliss, Jr., 167 Brite Avenue, Scarsdale, N. Y.

• **USNR Midshipmen's School (Columbia University, N. Y.)**—All hands who attended this school during World War II and are interested in a reunion, with time and place to be decided, contact Ralph W. Miller, 3109 E. Cherry Street, Evansville, Ind.

Poems and Symbols in Ship's Log

SIR: I am interested in the origin of the writing of Ship's Log in verse on New Year's Eve. Could you give me any history on this subject?—J. F. McK., LT, USN.

• *The why and when of the versified New Year's mid-watch log is still among the many mysteries of ships and the sea, but it evidently is a growing tradition to judge by the many samples we have received in the last few years.*

The verses, as you know, may take the form of heroic meter or free verse according to the whim or the mood of the writer, but the rules for writing the watch report as outlined in Article 1037 of Navy Regs remain rigid. With the necessary items recorded, the mid-watch officer can wax poetic in real earnest, sometimes with astonishingly interesting results. (For a sample see ALL HANDS, June 1953, p. 14).

Although exact dates and ships are not stated specifically, it has been noted that the whimsy of writing the New Year's mid-watch log in verse occurred as far back as the early nineteenth century.

Along the same lines we were informed unofficially that frequently symbols were used to note a certain phase

of a ship's operations—for instance a drawing of an anchor to indicate dropping anchor, an arrow pointing upward when a sub surfaced and pointing downward when she dived. None of the Navy-men queried on the question of symbols was able to confirm their use, except as one submariner suggested, "the arrows might have been used in the QM's notebook."—ED.

Chief Engineman (Diesel)

SIR: I belong to a Reserve Unit and would like to know whether there is a correspondence course available for Chief Engineman (Diesel)? If not, are there any books that would help me to qualify for this rate? — F. E. B., END1, USNR.

• *At the present time there are no Enlisted Correspondence Courses available for the Emergency Service Rate of Chief Engineman (Diesel). However a Navy Training Course for EN1 and ENC is now being prepared and it should be available within a year.*



Engineman

You may find interim study courses listed for ENC in "Training Courses and Publications for General Service Ratings" (NavPers 10052-A). You may also be interested in reviewing "Diesel Engine Maintenance Training Manual" (NavPers 16179).—ED.

Revised AT Qualifications

SIR: My rate is AT1 and I will be eligible to take the CPO examination in February 1955. Since the AT and AL ratings are going to be combined, will I have to take an operation test in code when I take the exam for ATC? There are plenty of AT1s in the same boat as I and we would appreciate a little advance dope so we can prepare ourselves.—E. R. S., AT1, USN.

• *A definite reply cannot be furnished at this time since research on the revised AT qualifications has not been completed. If current studies reveal that only a limited number of AT billets require qualified radio operating personnel, then the radio code requirement will not be included in the revised qualifications. The AT qualifications are tentatively scheduled for publication in the fall of 1954. ALL HANDS will publish any applicable information as soon as it is available.—ED.*

Catalog of Correspondence Courses

SIR: I have three questions regarding Enlisted Correspondence Courses: (1) Where can I get a copy of the *Catalog of Enlisted Correspondence Courses* and the Enlisted Correspondence Course on the Bluejacket's Manual? (2) May I take two correspondence courses at the same time? (3) Does an enlisted man have to have a specific amount of time to serve in order to be able to take a correspondence course or can he complete it after his discharge?—M. S., TE3, USN.

• (1) The revised edition of "*Catalog of Enlisted Correspondence Courses*" (NavPers 91200-A) dated September 1953 is available in all ships and stations. The Enlisted Correspondence Course on "*The Bluejackets' Manual*" (NavPers 91205) is available through the Naval Correspondence Course Center, Bldg. R.F., U. S. Naval Base, Brooklyn, New York.

(2) No, an individual is not permitted to enroll in more than one enlisted course at a time.

(3) If an enlisted man is discharged with an obligation to serve in the Naval Reserve on inactive duty, he may continue his correspondence course. If however, he is discharged and does not join the Naval Reserve, he must drop any correspondence course not completed at time of discharge.—Ed.

Limited Duty Status

SIR: I have been placed on six months' limited duty status following my recovery from poliomyelitis. I am able to carry out my assigned duties but the Medical Officer recommended survey to limited duty to prevent a setback. I have been notified that due to a BuPers regulation I cannot be advanced in rate while on a limited duty status. My advancement to HM2 had been

Souvenir Books

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

uss *Kearsarge* (CVA 33) now has available copies of its latest cruise book, "*Pacific Patterns*," which covers the Far Eastern cruise of July 1953 to January 1954. Copies may be obtained by writing to the Custodian, Recreation Fund, *uss Kearsarge* (CVA 33), c/o Fleet Post Office, San Francisco, Calif., and enclosing a money order for \$5.20.

authorized yet I have been told that there is no chance of being advanced. Can you tell me if this is correct and if I must wait until I am taken off the limited duty status before I can even go up for advancement again?—E. J. M., HM3, USN.

• There is no restriction on advancement in rating of personnel in a limited duty status, provided the person is physically capable of performing the duties of his rating within the scope of his respective limited duty classification.

As specified in BuPers Instructions 114.2 and 1430.7, personnel undergoing treatment at a hospital or awaiting action of a clinical board, unless hospitalization is the result of wounds received in actual combat with enemy forces, are ineligible for advancement. However, such personnel are retained on the advancement list and may be advanced when they are returned to duty, provided it is before the limiting date for effecting the advancement as

specified in the advancement authorization letter.

Cases not covered under the above provisions, which would result in discrimination against an individual through no fault of his own, may be referred to the Chief of Naval Personnel.—Ed.

Can LST Carry an LSIL?

SIR: We would like to know whether an LSIL, or the former LCI(L), could be set on the deck of an LST?—Crew of *uss Grouse* (AMS 15).

• It would be possible to put an LSIL on an LST to be ferried somewhere, but this would entail a complicated cradle, steering and lashing arrangement. It would also block the view in piloting the LST. Many of the ships formerly classified as LCI and LCI(L) are now designated as LSIL.

Since an LSIL is a faster ship and is seagoing there would be no need to place an LSIL on the deck of an LST. The largest craft ordinarily transported by an LST is an LCU.—Ed.

Personal Flags

SIR: Is there any written regulation or procedure in displaying the various sizes of admirals' personal flags? Why are these flags issued in various sizes?—D. C. G., QMC, USN.

• Instructions concerning the size of personal flags displayed are not contained in current publications but may be prescribed by local instructions (Fleet, Force, Division, etc.).

The size of a personal flag to be used depends on the occasion and the type of ship. A ship with an allowance of Size 4, 6, 7, and AUTO admiral flags could use Size 4 for ceremonial purposes, Size 6 for routine display, Size 7 for boat use and AUTO size for use in automobiles.—Ed.

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

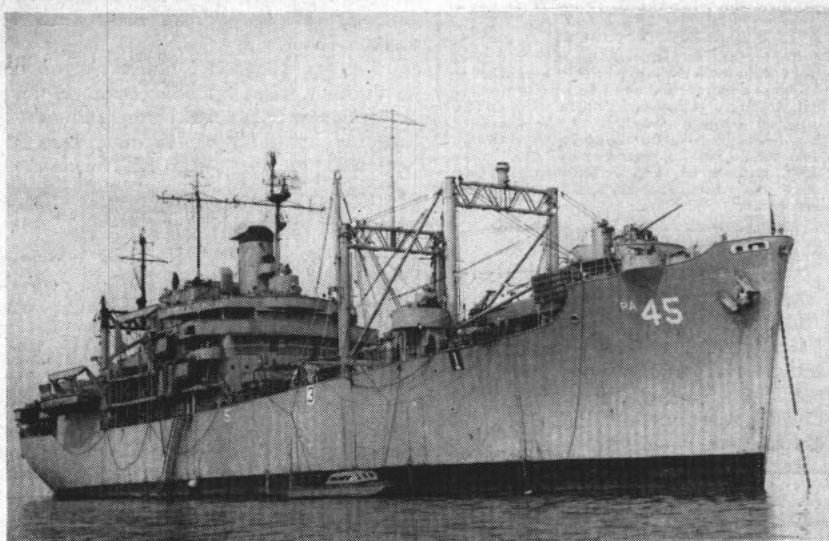
Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



USS HENRICO (APA 45), a familiar ship in Korean waters, has had three tours of duty in the Far East, where she is popularly known as 'Happy Hank.'

Correspondence Course Credit

SIR: Would you please tell me if correspondence courses taken by a Reserve officer while on active duty count toward retirement credit?—J. L. R., LTJG, USNR.

• Since Reserve officers on active duty are credited with one retirement point for each day of active duty, they are not entitled to retirement point credit for completion of correspondence courses while on active duty nor are they entitled to the 15 gratuitous retirement points normally credited Reserve officers not on active duty.

Reserve officers on active duty are entitled to promotion point credit for satisfactory completion of correspondence courses. BuPers Reserve Instruction 1412.1A of 19 Jun 1953 states that all Naval Reserve officers, except captains and warrant officers, are required to earn an average of 24 promotion points for each year in grade. While a Reserve officer on active duty is not required to earn promotion points, at such time as he may be released from active duty the promotion points earned by completion of correspondence courses while on active duty would be beneficial as follows:

(1) Added insurance toward his being on a current basis with the promotion points in order to qualify pro-

(2) Possible elimination of the necessity of having to earn additional promotion points in order to qualify professionally, after having been selected for promotion.—Ed.

Training Courses for QMs

SIR: Can you tell me if any of the Quartermaster training manuals are under revision? Many men studying for QM advancements are hindered by out-of-date information. Trying to answer

questions on an advancement exam correctly is simply a matter of guesswork. Also, is there any chance that the study material needed for QM advancement will be put under one cover?—H. L. B., QM1, USN.

• The "Navy Training Course QM3 and 2," (Volume I) has been revised and is in preliminary galley stage now. The "Navy Training Course QM3 and 2," (Volume II) has also been revised and will be available in the near future. As for the Navy Training Course QM1 and C, this is in the process of revision right now.

Present plans are for the continued publication of study material in separate volumes rather than "under one cover."—Ed.

Duty for SHs with Missions, Attaches?

SIR: In reference to your article "Want Good Duty? Try Attaches, Missions, MAAGs, or NATO" (December 1953, p. 48), I noticed that the Ship's Serviceman rating was not included as being eligible for such duty. I realize there must be good reasons, but there is a point I would like to make.

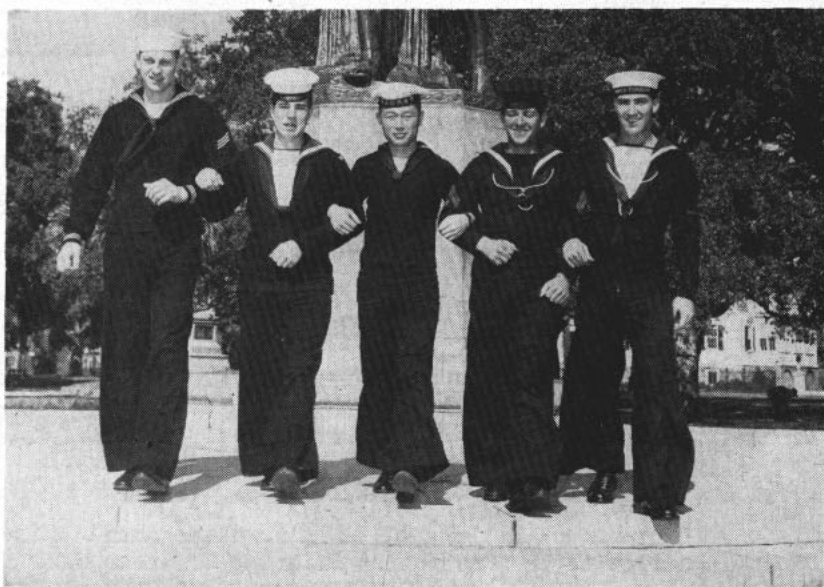
As stated in one paragraph of the story, "administrative personnel are carried for clerical duties." Ship's Servicemen must know administrative work in connection with disbursing, records, correspondence and storekeeping. Why cannot we then be considered as eligible?—M.W.B., SH1, USN.

• Suggest you refer to the "Manual of Qualifications for Advancement in Rating," NavPers 18068—Revised (Article 2490; Sections 103 and 203). After a comparison of the qualifications for SH1 and SHC as against the duties required to be performed by YN, PN, SK, and DK ratings, it is not believed that the administrative and clerical qualifications are similar.

While individual personnel may possess these administrative qualifications, not all SHs do.

In establishing enlisted allowances for MAAG's, missions, and so on, the Chief of Naval Personnel is primarily concerned in providing enlisted ratings to perform adequately the mission assigned.

At the present time, BuPers is making every effort to reduce the inequities in sea/shore duty ratio for certain critical ratings by adjusting these ratings in the continental and overseas shore billets assigned for brig guards, security, police petty officers, shore patrol and certain other administrative billets in which specific ratings are not required.—Ed.



FIVE SAILORS, FIVE NAVIES—Bluejackets representing U.S., Belgium, Nationalist China, Greece and Canada join forces for Charleston, S. C., tour.

A Naval 'Coat of Arms' for Your Ship

A COAT OF ARMS has added prestige to many well known families down through the years and families of destroyers, cruisers, other Navy ships and aircraft come up with some of the most distinctive coats of arms known today.

A good many of the ships, squadrons and divisions in the modern Navy have their own emblem or insignia which proudly rides on the top of their stationery, on ships' plaques, even on match book covers and lighters. The emblem is often descriptive of the job the unit does, or spotlights a high point in its career. Some of the typical insignia of ships, squadrons and other units are shown on the following pages.

The job of pinning down a certain era when these emblems came into being Navywise would be impossible. Ships of the American Navy during the War of Independence flew their own pennants which could have been the forerunner of today's crests. Pirate ships carried the skull and crossbones many years ago. But who can say that the ancient mariners of early Greece and Rome didn't start the vogue, with lions painted on their shields for identification purposes during close fighting after boarding an enemy ship?

In World War I and the 1920s and 30s some U. S. Navy ships had crest insignia, but World War II brought them into general use. During long wartime patrols, crew members designed their own, which flew high on battle flags upon return from patrol. Aircraft got fancy names and often beautiful girls painted on their noses. Every boat and ship in the largest Navy in the world fell right in line.

Many of the ships wrote to top artists to have their ship made immortal through a private crest. Other ships and units held contests among their own personnel and came up with works of art that were out of this world.

When the fighting in Korea broke out there was another upsurge in crests, as the inherent pride a fighting man has in his ship during combat demanded an emblem by which to remember his ship. A destroyer caught under enemy gunfire featured a crest with the drawing of a sitting duck and defied the rest of the fleet to produce a better or sharper coat of arms. They have tried hard.

The representative insignia shown here have come from many different places. Some were taken from match book covers, letter heads and pictures forwarded for other purposes. Whether designed by amateur or trained artists, they all have plenty of morale-boosting color.

It's not too hard a job to get a crest approved for your ship. If you're serving aboard a ship or station that doesn't have one you might note how it is done.

The Chief of Naval Operations has issued an instruction to fleet and type commanders which encourages ships and squadrons to devise their own crest for morale purposes. The instruction was issued to insure that the use of crests be uniform throughout the Navy. It also contains information on how to mount service ribbons or campaign medals on individual ships and details concerning plaques that ships may mount.

After consulting Opnav Inst 5030.2, the first step to

be taken toward getting a crest would be to organize a contest on the ship, or design one yourself. If a contest is held, have a committee select the best submission of combination of submissions. When they have one that fills the bill, have it drawn up in the smooth and approved by your commanding officer. Then submit it, via official channels, to the appropriate fleet commander, in accordance with the instruction.

He will check it, to make sure that it is in good taste, then notify the ship when it has been approved. The only restrictions on its use will be that the insignia shall not be painted or affixed to the exterior structure of the ship or aircraft.

From there on the unit or ship is on its own. Arrangements can be made for the coat of arms to be printed on writing paper, lighters and pennants. Decals can be made for use on private automobiles or motorcycles. Some ships have them sewed on their baseball uniforms. On a large ship the band may use them to decorate the music stands or instruments. There is a world of things that can be done with the crests.

In addition to ship and squadron insignia, the rules and regulations cover the mounting of service ribbons and commendation ribbons earned by naval units, and the display of plaques. Fleet commanders prescribe an appropriate location on ships and aircraft where they may be mounted. The ribbons are mounted in their usual order of precedence with operation and engagement stars as authorized.

As far as plaques are concerned, there are two which ships and aircraft units are authorized to display in a suitable location inside the ship or headquarters. One is a bronze plaque containing the names, rank or rate, and organization of all personnel awarded personal decorations, including the Commendation Ribbon and Purple Heart, for services in the ship or unit.

The second plaque is a historical data plaque, which must be cleared by the Chief of Naval Operations to insure accuracy. In general this plaque must contain:

- Name of the ship, flanked on the left by the year the first vessel bearing that name was acquired or commissioned, and flanked on the right by the year the present vessel was commissioned.
- A statement as to the number of ships to bear the name, for example, "uss *Tin Can*, (second, sixth or first) ship to bear the name."
- The names and years of battles or single-ship engagements in which the ship or her predecessors participated.
- If appropriate, the terms "Presidential Unit Citation" or "Navy Unit Commendation" and the year or years earned.

These plaques will be furnished upon the request of the commanding officer of the individual unit concerned and must be submitted in accordance with existing instructions for submission of work requests. The size, weight, material and location of the plaques and the letter size of the inscriptions shall be in accordance with instructions issued by BuShips or BuAer as appropriate.

In any event, if your ship is lacking any of the above, why not start the ball rolling?—Bob Ohl, JO1, USN.

TYPICAL INSIGNIA OF NAVY SHIPS

A growing tradition in today's Navy is other activities of the Navy to adopt in from each other in a colorful way. For and display of insignia, s and the article



USS PROSERPINE
ARL 21



U S NAVAL SUPPLY DEPOT
BAYONNE NEW JERSEY



MARINE NIGHT FIGHTER
SQUADRON 542



USS WAINSCOT
AK



MINE SPOTTING UNIT
NINE



TRANSPORT SQUADRON
31



NAVY PATROL SQUADRON
50



USS MAINE
CL



U S NAVAL
AMPHIBIOUS BASE
LITTLE CREEK VIRGINIA



USS DIACHENKO
APD 123



USS LOWRY
DD 770



USS LAKE CHAMPLAIN
CVA 39



AMPHIBIOUS
FORCE



PCEC 898



USS COLAHAN
DD 658



DESTROYER SQUADRON
THIRTY



USS LYMAN K. SWENSON
DD 729



USS BRYCAN
AD

Prepared by ALL HANDS Magazine

STATIONS, SQUADRONS AND UNITS

Custom by ships, stations, squadrons and individual insignia, distinguishing naval units and regulations governing establishment OpNav Instruction 5030.2, preceding page.



JOHNSTON
94



CHESTER
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GROUP FOUR
82



CANYON
86



ESCORT DESTROYER DIVISION
FORTY ONE



NAVY ATTACK SQUADRON
45



NAVY FIGHTER SQUADRON
82



USS FLOYD'S BAY
AVP 40



CARRIER DIVISION
FIFTEEN



UNITED STATES NAVY
CONSTRUCTION BATTALION



NAVY FIGHTER SQUADRON
111



USS DIONYSUS
AR 21



USS RANDALL
APA 224



USS ULVERT M. MOORE
DE 442



FLEET AIR SERVICE SQUADRON
101



U S NAVAL
MOBILE CONSTRUCTION
BATTALION EIGHT



USS BANG
SS 385



USS MURRELET
AM 372

May 1954

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS ROCHESTER (CA 124) prepares to drop anchor in Japan. Scoring impressively during Korean action, the cruiser is on her fourth tour in the Far East.

PC Gets Shot at—and Likes It

PC 564 gets shot at everyday. That's nothing unusual to the crew though, for the PC is the target vessel for practicing submarines from the U.S. Navy Submarine Base, New London, Conn.

Each day old 564 leaves her pier at the submarine base, cruises down the Thames River and out to the operating area, where she simulates a cruiser, tanker, aircraft carrier or any other target within a submarine captain's imagination.

The only difference is that instead of the inevitable explosion when a torpedo runs hot, straight and normal, a quartermaster simply signals the submarine that it has made a direct hit.

The torpedoes which streak toward the PC, bubbles rising in their wake, are practice missiles with dummy warheads. The torpedoes are set for a depth that will cause them to run beneath the patrol craft.

The crew of PC 564 thinks riding their patrol craft is the safest job in the world except for rare occasions. The rare occasions come when a torpedo goes "amuck" and surfaces (in submarine language, broaches) while heading for its target.

When this happens, the PC

quickly rings up "all engines ahead full" and executes the well known classic maneuver. However, even if the torpedo were to hit the ship, it would merely add another dent in her already battered sides.

Actually, the torpedo would be the one to come out second best in such an encounter. The dummy warhead which is water-filled would be crushed and the fish would sink.

PC 564 was presumed sunk once—by a German gunboat during the Normandy landings. The Germans were so sure that they had sunk the ship they had her silhouette painted on the funnel of the mine sweeper that was credited with doing the job. There it was found when the mine sweeper was later captured by the Allies.

Naval Base and Depots in Spain

The Bay of Cadiz, home port of Christopher Columbus, will become the site of the U.S. Navy's main base in Spain, with construction slated to begin in May or June of 1954.

Six other naval depots are also scheduled but the sites of these have not been disclosed. The main base in the general area of Cadiz, will be the largest.

Rear Admiral J. R. Perry, CEC, usn, Chief of the Bureau of Yards and Docks, has been designated as the construction agent for the Spanish bases and will administer the building of both the naval bases and four Air Force bases planned for Spain.

Under the terms of the agreement entered into by the U.S. and the Spanish governments, the actual work to be performed on the bases will as far as possible be by Spanish sub-contractors using local manpower.

In addition to the base building, plans call for a complete radar warning and communication net throughout Spain and a 540-mile fuel pipeline connecting the main Navy base with the Air Force bomber bases.

The agreement signed by the two countries in 1953, provides that the U.S. will have the use of the bases for 10 years and by mutual agreement for another 10 years.

No date has been named for completion of the naval bases and requests for duty in Spain are *not* desired by the Bureau of Naval Personnel at this time. When planning reaches the stage that personnel are desired, ALL HANDS will carry the information for its readers.

YESTERDAY'S NAVY



The Naval Academy was transferred from Annapolis, Md., to Newport, R. I., in May 1861. The famous expression, "You may fire when you are ready, Gridley!" was uttered by Commodore George Dewey in the Battle of Manila Bay, 1 May 1898, when he defeated a Spanish squadron under Admiral Montojo. Taking off from Newfoundland in May 1919, three Navy seaplanes undertook a pioneer flight across the Atlantic Ocean. After stopping at the Azores, the flight continued to Lisbon, Portugal. The NC-4, commanded by LCDR A. C. Read, however, was the only one to complete the trip.

Here's Line-Up of the New Secretary of the Navy and His Assistants

A new Secretary of the Navy took over the helm of the U. S. Navy when Charles Sparks Thomas succeeded Robert B. Anderson. Mr. Anderson was appointed to the post of Deputy Secretary of Defense.

Here is the line-up of the top civilian team in the Navy Department:

• **New SecNav Thomas**, in accepting the Navy's top civilian post, returned to the Navy Department where he started his service under the present administration. He served as Under Secretary of the Navy from February 1953 until last summer when he became the Assistant Secretary of Defense for Supply and Logistics.



Charles S. Thomas

The new SecNav is a Navyman from way back. He began his career as a naval aviator in World War I. During World War II he was a special assistant to Artemus Gates, Assistant Secretary of the Navy for Air. Later he served in the same capacity with the late James Forrestal, Secretary of the Navy.

While working with Mr. Forrestal, Mr. Thomas set up the Navy's inventory control program and its first contract negotiation section. One of his major projects was expediting the program establishing a single catalog of all the equipment and materials used by the three armed services.

Mr. Thomas was born 56 years ago in Independence, Mo. He is the 53rd man to hold the office of SecNav. The first SecNav was Benjamin Stoddert, appointed in 1798.

• **Under Secretary of the Navy Thomas Sovereign Gates, Jr.** — Mr. Gates was commissioned Lieutenant, USNR, in April 1942. He completed the air intelligence school at Quonset Point, R. I., and

served at the Atlantic Fleet Naval Air Intelligence Center until the spring of 1945 when he was assigned to the light aircraft carrier *uss Monterey* (CVL 26) as an air combat intelligence officer.

In June 1944 while serving as Flag Lieutenant to Rear Admiral Calvin T. Durgin, usn, with additional duty as air combat intelligence officer, he participated in the invasion of Southern France. He



Thomas S. Gates, Jr.

was later transferred to the Pacific theater and participated in the liberation of the Philippines and in Iwo Jima and Okinawa operations. For service in these campaigns he was awarded

the Bronze Star with Gold Star. He holds the rank of commander, USNR.

• **Assistant Secretary of the Navy Raymond Henry Fogler.** — Mr. Fogler brought to the Navy his experience and practical understanding of the business world.

During his prominent business career Mr. Fogler has served as the director, general manager and president of two large chains of



Raymond H. Fogler

stores, Montgomery Ward and W. T. Grant & Co. Before he accepted the position of Assistant SecNav, Mr. Fogler also served as trustee of an insurance company, a director of the Chamber of Commerce of the United States, director of the National Retail Dry Goods Association, director of the American Management Association and director of the Commerce and Industry Association of New York City.

• **Assistant Secretary of the Navy for Air James Hopkins Smith, Jr.** — During World War II Mr. Smith

served in the Pacific on the staffs of Carrier Divisions 26 and 6, and as Assistant Operations Officer for Aircraft to a Commander Fast Carrier Task Group. He also had duty as a pilot in scouting and torpedo squadrons based on the carriers *uss Yorktown* (CVA 10) and *uss Belleau Wood* (CVL 24).

For meritorious service while participating in action at Tarawa, Wake Island, Saipan, Iwo Jima, Okinawa and the Philippines, he was awarded the Bronze Star with Combat "V," the Air Medal with two Gold Stars and the PUC ribbon. Now on the USNR Retired List, he holds the rank of captain.

In civilian life he was a vice president of Pan American Airways and a director of Slick Airways.



James H. Smith, Jr.

• **Out-going SecNav and New Deputy Secretary of Defense,**

Robert B. Anderson was a prominent lawyer and state government administrator in Texas before his appointment as SecNav in 1953.

At various times in his career, he has been a member of the legislature, Assistant Attorney General of the state, a law professor and chairman of the Texas Unemployment Commission, a body he helped create while a member of the legislature. He has also served in an executive capacity in several fields, including banking, petroleum and ranching.



Robert B. Anderson

Death of a Hero

A Navy pilot heroically gave his life in an attempt to crash land his F6F fighter plane rather than bail out and take a chance that his plane would fall clear of the city of Lake Charles, La.

Lieutenant George G. Jeffries, usn, had been on a routine flight from the Naval Air Station, Kingsville, Texas, when the plane developed engine trouble.

Advised to bail out, he replied that there was an overcast at 3400 feet and he wanted to see what was

below before he parachuted.

Seeing the city below, and concerned that his plane might kill or injure those below, he changed his directions and crash landed his aircraft into a nearby rice field. He was killed when the plane hit an embankment.

New Nurse Corps Head Is POW Survivor

The Navy Nurse Corps received a new director this month when Captain Wilma Leona Jackson, (NC), USN, took over from retiring Captain Winnie Gibson, (NC), USN.

Notified of her appointment while serving as Chief of the Nursing Service at the Naval Hospital, Portsmouth, Va., Captain Jackson assumed her duties after a month's orientation in Washington, D. C.

She attained the rank of captain on 1 May, the date she relieved Captain Gibson.

Appointed to the Navy Nurse Corps in 1936, Captain Jackson was on duty at the naval Hospital, Guam, when that island fell to the Japanese in World War II, and was taken a prisoner of war.

She returned to the U.S. in the first group of war prisoners exchanged and was back in the



CAPT Gibson



CAPT Jackson

Pacific in time to take over as Island Nursing Supervisor of the Marianas Island Group with headquarters on Guam, shortly after U.S. Marines recaptured the island.

Captain Gibson, who has been director of the Navy Nurse Corps since 1 May 1950, entered the Navy in April 1930, and has served in Naval medical facilities throughout the U.S. and on foreign shores during her 24-year span of duty.

Nurse Stops Traffic in Japan

One member of the U. S. Navy has a tough—but interesting—time when she goes sightseeing in Yokosuka, Japan. She usually ends up surrounded by an eager group of Japanese instead of being able to take in the sights.

Whenever this happens, she has to explain, either in broken Japanese and sign language or in her perfect English, that she is a lieutenant (junior grade) in the U. S. Navy Nurse Corps.

A Japanese-American born in California, LTJG Shizue Suwa is often assumed to be a native Japanese although her only connection with the land of her ancestors is a very slight knowledge of the language and a liking for "nori," a tangy seaweed delicacy she often eats at home.

Despite the commotion she causes, Miss Suwa enjoys spending her off-duty hours much the same as any other American visitor. She shops for souvenirs, strolls the crooked streets and does her best to absorb the atmosphere of her parents' native land.

However, she has yet to achieve her two biggest desires. She hopes to visit the southern part of Japan to see distant relatives. There she will dress in a traditional kimono, and have pictures taken for her friends at home.

Supply System Pays Off

A progress report on the Navy's "Integrated Supply System," a set-up adopted seven years ago, brings to light the fact that the Navy has returned to the U. S. Treasury 1½ billion dollars in cash saved.

The saving has been accomplished largely as a result of the supply system itself which now makes possible more accurate inventory reporting and coordination of stocks, resulting in more efficient use of World War II accumulated stocks.

Each inventory "control point" maintains a continuing record of all items under its control—how much is on hand, where it is stored, how much is needed and when and where it must be delivered.

It is also able to tell which items are fast-moving or "best sellers," which will be needed in the event of mobilization, those that are only occasionally requisitioned and those that are no longer useful.

Banshee Waltzes Solo

A bull in a china shop couldn't have caused any more worry than a F2H *Banshee* which got loose aboard USS *Yorktown* (CVA 10). Luckily, there was a handy chief around to get the *Banshee* under control.

Yorktown was en route to Sasebo, Japan, running through heavy swells, when the *Banshee* decided it was time to break loose and go on a tear.

A sudden surge of the ship broke the tie-down which had been slack, and the plane started off on a short and exciting trip, unguided by human hands.

Parked on the port side of the ship, the *Banshee* began to move toward another aircraft parked in the middle of the deck while anxious crewmen strained at the wings in an effort to hold the plane.

An opposite roll of the ship reversed the plane's route and it began to move toward the side of the ship. That's where an alert CPO took the picture in, summed it up and got to work.

Racing at top speed, Augustine Moreno, ADC, USN, sped across the deck and made a last minute leap for the cockpit. Disregarding his own safety he grabbed the wing and scrambled into the cockpit.

He made it in time and applied the brakes to stop the plane with the wheels only six inches from the

edge of the deck. The tail section and more than half of the fuselage of the jet extended out over the water.

That closed the case of the AWOL *Banshee*.

EM Crew Makes Record Hop

The first non-stop coast-to-coast flight ever made by a P5M-1 *Marlin* patrol plane was recently completed by an all-enlisted crew of Air Transport Squadron 31. The crew picked up the plane in Baltimore, Md., and flew to San Diego, Calif., via Lake Charles, La., and El Paso, Texas.

Normally, seaplanes being ferried from the Atlantic to the Pacific Coast make the trip in three hops: Baltimore to Jacksonville, Fla.; Jax to Corpus Christi, Texas; and Corpus to San Diego. It usually takes three to four days to make the trip.

The overland flight was made in 16 hours. The average speed of the aircraft on the 2800-mile jaunt was 150 knots and the highest altitude reached was 13,000 feet, recorded while flying over the Rocky Mountains.

Pilot of the record-setting *Marlin* was William O. Jones, AD1 (AP), USN, and the co-pilot was J. G. Kearse, AD1 (AP), USN. Besides the two pilots, the aircraft carried J. P. Windham, AD1, USN, as flight engineer, and four other enlisted aircrewmen.

New Quarters for Sonar School

The Fleet Sonar School at Key West, Florida has moved into three new two-story air-conditioned buildings built to withstand hurricane winds.

In keeping with the thinking that anti-submarine warfare will be one of the most important Navy missions in the event of another war, every effort has been made to equip the school with not only the latest in sonar equipment but also other gear used in fighting submarines.

Since 1940 the Sonar School had been housed in temporary structures. The new buildings were planned with an eye to making them more soundproof and better suited for the teaching of sound than any building ever built.

Because of the climate, air conditioning and the ability to withstand powerful winds were a "must" in the construction. These two factors combined to make it a much easier job to soundproof many of the rooms, a prime factor in the new school buildings, since the teaching of particular sounds to students is of great importance.

The degree of sound treatment for individual rooms at the school is suited to the particular use of the room. Office space and some of the classrooms received only a minimum of the soundproofing, while the laboratory spaces were fitted with light weight pumice concrete walls with a one-inch facing of dense concrete.

In the classrooms, a horseshoe-shaped seating arrangement has been installed to give each student a work desk and to bring student and instructor into closer contact.

The instructors weren't forgotten

either, and special air-conditioned rooms were included with a desk for each instructor to prepare and correct students' lessons.

According to officials at the school, "The new Fleet Sonar School will provide the U. S. with the most modern plant available for the teaching of sonar and allied subjects."

Lenawee Brightens Ship

"Brighten Ship" has become the by-word aboard USS *Lenawee* (APA 195) as crew members of the attack transport turn to with willing hands to improve the vessel's "habitability."

The move is in line with the current trend for improving habitability in ships throughout the Navy.

The commissary department went at the task full power, purchasing plastic table cloths, installing paper napkins in dispensers on each table and replacing the old-style mess benches with folding chairs.

During a recent yard overhaul, the crew helped install bright red tile in the mess hall and a more conservative rubber tile in many of the ship's office spaces.

One of the troop compartments has been converted into a special TV lounge and is fast becoming the most popular spot on the ship. Other space has been utilized for table tennis, writing desks and a "knock down" basketball court. The regular ship's lounge sports a "juke box" offering a variety of popular and western music.

Another step forward has been the installation of "brunch" on Sunday. With no reveille and the ship's loudspeaker secured except for emergencies, off duty crewmen can sleep late on Sunday and eat anytime between 0700 and 1200.

Submerging with SCUBA

Submariners are learning a new way to submerge.

The 120-foot-high, water-filled Escape Training Tank at the Submarine Base, New London, Conn., is the classroom for selected men of the submarine force who are training in the use of the "self-contained underwater breathing apparatus" (SCUBA) equipment.

The lung is a 70-pound unit consisting of two air flasks strapped to the back and component air hoses and mouthpiece with air fed to the user by a depth-controlled regulator valve. Students qualified in the use of the lung will be able to do underwater inspections, repair and rescue work. With SCUBA equipment, no air lines are required. The swimmer is also outfitted with underwater goggles and swim fins.

The New London student learns underwater swimming techniques, diving signals, use of face goggles, medical aspects of diving, safety precautions, artificial respiration, and the working of the self-contained diving unit.

The first trial class has graduated. If the instruction proves adequate, subsequent classes will be scheduled to begin on the first Mondays of each month. To qualify, a candidate will have to be either Master, First or Second Class Diver and a qualified swimmer.

The first class was instructed by supervising personnel from the U.S. Naval Submarine School and from the Medical Research Laboratory. Two of the instructors, J. K. Peterson, MEC, USN, and Robert Allen, GM1, USN, helped to establish the class. They are graduates of a similar class held at the Deep Sea Diving School, Washington, D. C.

USS *ANTIETAM* (CVS 36) is shown in flash shot taken of jet plane being catapulted from aircraft carrier at night.



TODAY'S NAVY

MATS Hits New High

The Military Air Transport Service (MATS) flew high, wide and handsome, the records show, during 1953. More than half a million passengers and patients were transported to and from overseas bases and within the continental limits of the U.S. without a single fatality.

This was an average of 54 passengers and six patients being air-lifted every hour of the year. MATS also flew 82,000 tons of high priority cargo and mail in 1953 or moved an average of more than nine tons every hour of the year.

All this required MATS to fly a grand total of 1,064,000,000 passenger-miles, 132,000,000 patient-miles and 318,000,000 ton-miles, over 38 countries, two oceans and many seas and foreign lands.

Until the Korean armistice the emphasis on MATS flying efforts was centered in the Pacific. Here the aircraft averaged a crossing of the Pacific Ocean every 53 minutes of the year. Nearly 66,000 sick and wounded U.N. personnel were air-lifted from the Far East to the U.S. for medical treatment from June 25, 1950 to the end of 1953.

The MATS team consists of approximately 100,000 Air Force, Navy and civilian personnel. MATS also includes personnel assigned to five technical Air Force supporting services. They are the Air Rescue Service, the Air Weather Service, Airways and Air Communications Serv-



SUPER CONSTELLATIONS (R7V-1), assigned to Navy Squadron VR-8, are readied for use in MATS flights.

ice, Air Photographic and Charting Service and Flight Service.

Naval operational participation is centered in Navy Air Transport Squadrons Three, Six, Seven and Eight, and on MATS Hq. staff.

Naval air transport before World War II was pretty much on a "try-and-get-one" basis. Five days after the Japanese blitzed Pearl Harbor, the Naval Air Transport Service became a reality—on paper. In March 1942, it became a fact with the commissioning of VR-1. This initial squadron boasted a grand total of 27 officers, 150 men, four R4Ds and half a hangar at NAS, Norfolk, Va.

By the end of the war, however, NATS operations spanned oceans and continents over world wide air routes for the Navy.

With a stroke of the late Secretary of Defense James Forrestal's pen five years ago, MATS was established combining the Naval Air Transport Service of the Navy and the Air Transport Command of the Air Force.

Since MATS birth, the Navy has had three squadrons, VR-3, VR-6 and VR-8, in the MATS organization. As of 6 April 1953 a fourth squadron, VR-7 was added. More than 4000 Navymen including some 450 naval aviators, man these squadrons.

During the days of the Berlin airlift, VR-6 and VR-8 were the record-setting squadrons of the lift. In that period, their planes flew 55,666 hours, moving 157,439 tons of badly needed supplies into the beleaguered city.

More recently, VR-6 has been flying the frigid route to Thule, Greenland, supplying those newly built Arctic bases.

The day when air transports will replace surface transportation hasn't arrived yet, but Navy air transport squadrons in MATS are lifting their share of the load.

Finding Needle in a Snow Stack

Looking for the tie-down stakes and rings on a snow-covered airstrip is like looking for the proverbial "needle in a hay stack," but a couple of ADs at NAS Niagara Falls, N. Y., have found one solution to the problem.

During the winter months at the Niagara airstrip, when the station is covered with snow and ice, it is quite a job for the line crew to find the tie-down stakes and rings used to anchor planes in rough weather.

But now the days of hunting and digging are all over, thanks to Clifford Goodwin, AD2, usn, and Bernard Howe, AD3, usn, who solved the problem with a small magnetic compass. They found that when the compass is passed within a few feet of the buried ring, its needle is deflected and points straight to the tie-down.

The Aircraft Maintenance Department at the air station estimates that this compass method saves several man hours each time a plane must be tied down after a snow storm.



TEAMWORK—Air Force and Navy flight nurses, attendants work side by side in MATS program. Here, foursome heads for MATS plane and another flight.

New Library for Mt. McKinley

A new and sparkling crew's library was opened recently aboard USS *Mount McKinley* (AGC 7) with all the fanfare of ribbon cutting and flashing bulbs of the press camera.

Capt. J. T. Hardin, USN, Commanding Officer of the Amphibious Force flagship, officially opened the renovated library by cutting the ribbon at the entrance as Rear Admiral John M. Will, USN, Commander Task Force 90, looked on.

The library is designed to provide the men on board *Mount McKinley* with a place where they can read and write with maximum comfort and quiet.

If the environment contributes to the tone of the letter, the folks back home will be getting colorful and cheerful mail from *Mount McKinley* sailors hereafter.

Marine Corps Memorial

The Marine Corps National Memorial, a 100-ton bronze statue of the flag raising on Iwo Jima, is to be erected on a seven-and-a-half acre tract bordering the northern end of Arlington National Cemetery, Virginia.

The ground breaking ceremonies were held 19 February, the ninth anniversary of the date when Marines stormed the rugged defenses of Iwo Jima. The statue is expected to be dedicated on 10 Nov 1954, the 179th anniversary of the founding of the Marine Corps.

The completed work will be the largest cast-bronze statue in the world and will be the only Marine Corps Memorial of its kind in the country. Over-all height of the statue will be 78 feet, including an eight-foot high base. On top of the statue will be a 30 foot flagpole from which will fly a huge flag.

Although the statue depicts one of the most famous incidents of World War II, the memorial is dedicated to all Marines who have given their lives since the Corps was founded in 1775.

The base of the statue will list the place and date of every Marine Corps engagement. Also inscribed on the base will be "Uncommon Valor was a Common Virtue" a tribute to the Marines at Iwo Jima by Fleet Admiral Chester W. Nimitz, USN, then Commander-in-Chief of the Pacific Fleet and Pacific Ocean Areas.

Nearly all of the half-million dol-



READING AND WRITING facilities are better than ever for sailors in USS *Mount McKinley* (AGC 7). The ship's library has been completely renovated.

lars already raised for the memorial construction has been donated by Marines and former Marines. A final drive to raise the remaining \$250,000 is now in progress.

Sculptor of the huge statue is Felix de Weldon. The internationally known artist has been working on the project since the famous photograph, taken by Joe Rosenthal, was released in 1945. The stirring photo shows the six American fighting men struggling to place the flag atop Mount Suribachi, the highest land on Iwo Jima.

Star-Shaped Barracks

A new shape in enlisted men's barracks may be seen at the Marine Corps Air Station at El Toro, California.

Three modern buildings, consisting of five wings, have been built. Each building is in the shape of a huge star. This shape provides for a more central location of facilities.

The interior design is planned to make individual quarters roomier and eliminate congestion. Each wing is divided into cubicles to be occupied by four men, providing more room for the individual marine.

A recreation room has been installed on each floor of the three story building, separate from the sleeping quarters. Gone are the old wooden floors, being replaced by floors of concrete. Washrooms and showers are all tiled, eliminating upkeep and repair expense.

They'll Be Expendable—Again

Contrary to popular opinion the thousands of expended shell casings left over from Navy firing exercises each year aren't used up in making lamps or other ornaments. Instead, the majority are sent back to the Naval Gun Factory, Washington, D. C., to start another tour of active duty.

Day after day used shell casings from all over the world arrive at the Gun Factory to be melted down, milled and machined in a one-day process which turns out brand spanking new shell cases.

Savings on the re-use of the casings mount up in a hurry. During 1953 nearly 15 million pounds of brass were salvaged.

First, the used casings are melted down, then poured into large forms. The resulting bars are rolled until they are flattened to a one-inch thickness.

The flattened brass is then cut into disks which in turn are run through a series of stamping machines. When the brass emerges from the stamping machine it is again a casing.

A fuse plug hole is cut and each case is washed with salt and sulphuric acid before being polished. From that point it moves to an ammunition plant where a fuse and powder are added. A warhead is fitted and the new shell is ready for action.

NEWS OF OTHER NAVIES

In this section **ALL HANDS** reports news items of interest concerning the navies of other nations.

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FRANCE—Eleven landing ships, nine LSMs and two LSSLs, are being transferred to the French Navy for use in Indo-China under the Mutual Defense Assistance Program.

The ships were formerly a part of the Navy's Reserve Fleet and are being outfitted to bring their material condition in line with U. S. Fleet operational requirements before being turned over to the French.

Other ships that have been turned over to the French Navy during the past two years include one small carrier, eight destroyer escorts and 14 mine sweepers. Turned over directly to the Indo-Chinese were one landing ship dock and 301 other vessels, which included LCVP, LCM, LSIL and LCU type craft.

Also under the Mutual Defense Assistance Program, *uss Bath*, the last of a group of 18 patrol frigates, was delivered to the Japanese Coastal Safety Board last December. In addition to the patrol frigates, the U. S. had previously transferred more than 50 landing ships to the Japanese.

★ ★ ★

GREAT BRITAIN—Here's a summary of the part the British and Commonwealth navies performed in the Korean war.

A total of 74 warships of the British and Commonwealth navies, and of the Royal Fleet Auxiliary service, served off Korea. These included 34 Royal Navy vessels (including four aircraft carriers and six cruisers), 16 ships of the Royal Fleet Auxiliary Service, one hospital ship, nine ships of the Royal Australian Navy (including one aircraft carrier), eight destroyers of the Royal Canadian Navy and six frigates of the Royal New Zealand Navy.

In three years of operations, 23,000 six-inch and 148,000 four-inch shells were fired in bombardments, 15,000 bombs of various weights were dropped and 57,600 three-inch rocket shells were expended by air-

craft. In addition, 3.3 million rounds of 20mm aircraft gun ammunition were fired. To maintain ammunition and other supplies of the fleet, ships of the Royal Fleet Auxiliary steamed more than 300,000 miles.

During a large part of the war, Britain had 24,000 men in action—including 14,000 ground troops, nearly 10,000 naval forces, and a Royal Air Force contingent. Many of these fighting men were young conscripts doing their two years' national service. In addition, there were about 13,000 men from the Commonwealth countries engaged in the fighting.

★ ★ ★

CANADA—The Canadian Navy is getting a new type homing torpedo stamped "Made in Canada." This marks a first time in Canada's growing modern fleet that such has been the case. The new torpedo, which is designed closely along lines of similar American torpedoes is the end product of a \$40,000,000-program.

The torpedo also marks another step in standardization of arms and weapons that Canadians and Americans are developing for interchange in the event of necessity.

Four Canadian officers, specialists in electronics and ordnance, who have attended the U. S. Navy school on ASW weapons at Key West, Fla., will form the nucleus of many Canadian officers and men who will eventually be trained in the new weapon. In addition, several Canadian civilian maintenance torpedomen employed by Canadian Naval Shipyards, attended schools on the weapon. Canadian enlisted men will be sent to a school being formed in Canada to learn maintenance and operation of the weapon aboard ship.

Although the new torpedo has not as yet been placed on board Canadian ships, it is expected that it will go in the majority of Canadian anti-submarine ships, including the new post-war Canadian-built destroyer escorts now being fitted out in Canadian shipyards. The weapon, however, has completed its operational evaluation, making "straight, hot and normal" runs and surfacing with flying colors.



AN AUSTRALIAN and an American bo'sun's mate compare pipes and find them to be almost identical in shape and sound. Right: Turkish seamen aboard their sub *Sakarya* visit with men of SubRon Six before leaving for home.



TWO DUTCH SEAMEN begin 'feeling out' process of their new antiaircraft guns, received under MDAP. Right: A Leading Wren in British Navy, on duty with Wren Telegraphist, radios directions to overhead plane.

SWEDEN—The Swedish Navy is now in the midst of a seven-year plan of conversion into a fleet of light and fast forces of cruisers, destroyers, submarines and motor torpedo boats.

The present fleet comprises two 20-unit squadrons, as well as certain local forces.

Ships and boats being added to the Swedish Navy include two big destroyers, *Halland* and *Smaland* (both of a new type of about 3000 tons), which are expected to be delivered this year. Also under construction are four 2000-ton destroyers of a modified *Oland* type. Their main armament will be four all-automatic 120-mm guns that have a fire speed claimed to be higher than that of any known foreign gun of that caliber. Eleven older destroyers are to be converted into frigates.

The motor torpedo boat squadrons, now made up of 26 units, will be doubled. The new boats will include 11 MT or MG boats of a new 140-ton type. The first experimental ones, completed over a year ago, permitted high-speed operations even in rough seas.

Also in either the planning or building stage are six new submarines of about 800 tons each. Most of the 21 subs now in service were built during World War II. These have been modernized and are equipped with snorkel masts.

In addition, there are two mine cruisers of 1700 and 400 tons with another of 2000 tons planned under the rejuvenation program. Smaller mine sweepers and mine layers from 50 to 430 tons number about 60; 20 more are being built or planned. Among Sweden's auxiliary craft is a new naval icebreaker, the 1850-ton *Thule*, which brings the number of icebreakers to three.

Sweden's two largest ships are the modern 8000-ton cruisers *Tre Kronor* and *Gota Lejon*. Possessing an officially rated speed of 33 knots, both cruisers are equipped with seven 152-mm guns and 27 40-mm guns, and are all-automatic, quick-firing design. Each cruiser carries six torpedo tubes. In addition to the cruisers, there are two 7000-ton armored ships (pocket battleships) of the *Sverige* class, and the training cruiser *Gotland*.

REPUBLIC OF KOREA—As small, speedy patrol craft glide out of Chinhae's quiet inner harbor carrying the Republic of Korea flag, another day of training begins for ROK sailors.

The patrol craft are former U.S. Navy PT-boats which have been loaned to Korea to help train ROK sailors. Along with the loan of the craft, the U.S. Navy also provided personnel for supervision of training and maintenance.

Training for the Korean PT-boat enlisted man includes high-speed maneuvering and night patrol operations. He receives rigorous exercises in operating and repair of guns, operation and maintenance of radio equipment, and shipboard damage control.

Korean officers who command the patrol craft are graduates of the ROK Naval Academy at Chinhae.

The pride of the Korean sailors in their ships is reflected in the appearance and operating efficiency of the craft. Decks, bulkheads and hulls of the boats are always kept freshly painted and spotless.



CHINESE NATIONALIST sailors, training aboard USS *Benson* (DD 421), relax as they pore over mail from home.

THE BULLETIN BOARD

More EM Advancements within Set Limits Assured by New System

FOLLOWING the next examinations for advancement in rating, promotions will be divided over a six months' period instead of coming in one large group as they have in the past.

The next examinations are scheduled for this August. Successful candidates will be promoted in increments on 16 Nov 1954, 16 Jan 1955 or 16 Mar 1955. This system will permit more advancements to be made and still stay within the limit of petty officer strength imposed by budgetary restrictions.

Final decision on which candidates will be advanced on the three promotion dates will be based on the final multiple achieved. Candidates with higher multiples will be promoted first, those with lower multiples later.

The August examinations will be for the E-4, E-5 and E-6 pay grades only and will be utilized for:

- Advancement in rating of USN and USNR personnel on active duty.
- Change in rating from fire controlman to fire control technician.
- Change in rating from aviation electronicsman to aviation electronics technician.
- Advancement in rating of personnel on continuous active duty in the Naval Reserve Organization. (TAR).
- Substantiation of qualifications of Naval Reserve personnel to enlist in the Regular Navy in equal pay grade.

In the last category there are only certain rates for which personnel may take the substantiating examinations.

In the following ratings, Reservists may take examinations in *all* pay grades: AE, AG, BT, BU, CD, CE, CM, CT, DM, EM, ET, FP, FT, IC, JO, MM, MN, MR, PM, RD, RM, SK, SO, SV, SW, TD, TE and UT.

In the case of Reservists taking substantiating exams for transfer to USN in other ratings, examinations for the following may be only in the *pay grades noted*: DC3, DC2, EN3, EN2, HM3, HM2, IM3, ME3, ME2,



"Can't you picture a small vine covered cottage, with white picket fence and a large fire place and the both of us together . . . studying for Third Class."

ML3, ML2, MU3, MU2, OM3, QM3 and QM2.

These are the only ratings which are open to Reserve personnel for substantiating purposes and it is considered that many of these will be closed following the 1954 examinations.

Personnel in some ratings which come under the current change in the rating structure will feel the effects of this planned change in the August examinations. This will be the last examination provided for advancement in the AL rating and no examinations will be provided for the FC, FCS or FCU ratings.

The last two may take either the FTA, FTM, or FTU examinations while the ALs may take the AT examination this time if they desire but after this examination will have to take the AT examination.

Many personnel who meet the requirements may take more than one examination in the series, or may take one examination for more than one purpose.

For example: an eligible AL2 may take the AT2 examination for change in rating and may also take the AT1 exam for advancement and change in rating.

Navymen with certain other ratings in current use, which have been the subject of announced changes in the rating structure, will continue to take their examinations in their current rating until implementing directives have been issued.

As in the February 1954 examinations, yeoman will not be required to take stenographic performance tests in August unless they are in the YNS rating.

Air controlmen will not need the CAA certificate requirement heretofore needed for advancement in all pay grades unless they are assigned to control tower duties. Those assigned control tower duties will be required to have the certificate as before.

Korean Veterans Have A Thirst for Knowledge

Veterans of the Korean war have been quick to take advantage of the educational benefits offered them under the Korean G.I. Bill. Latest figures from the Veterans Administration reveal that one out of every six Korean veterans in the U. S. has trained at some time or other under the law.

Some 377,000 Korean G.I. Bill trainees have enrolled for courses ranging from accelerated grade school work to post-graduate college study.

More than half of the trainees are attending colleges or universities.

Another 30 per cent are enrolled in schools below the college level. Trade and vocational courses are the most popular types, accounting for nearly 69,000 veterans. More than 23,000 are enrolled in grade schools and high schools; 19,000 have selected business schools while 5700 took or are taking their training in correspondence schools.

Veterans who have thus far trained on-the-job under the Korean G.I. Bill number nearly 56,000. Nearly two-thirds of these are in apprenticeship programs. The rest are taking other forms of job training.

Approximately 13,000 veterans were enrolled in institutional on-the-farm training — a combination of classroom study with actual experience down on the farm.

New applications for training from Korean veterans are being received by VA Regional Offices at the rate of 35,000 a month.

Educational Requirements Are Reduced for WO and Enlisted Applicants for OCS Training

A high school education or the equivalent, plus a GCT or ARI of 60, are the new educational requirements for selection to the Officer Candidate School in Newport, R. I. for training leading to appointment as ensign, USN in either the line or staff corps.

Previously, two years of college or the USAFI 2CX examination were the minimum educational requirements.

Following are the basic requirements needed to be considered for selection. For more complete details, see BuPers Inst. 1120.7A, dated 2 Mar 1954.

- **Eligible applicants:** All commissioned warrant officers, warrant officers, enlisted men and women of the Regular Navy who are citizens of the U. S. and serving in the Navy at the time a selection board designates those it considers best qualified for appointment.

- **Service:** Commissioned warrant officers, warrant officers and chief petty officers of the Regular Navy must have completed at least two and one-half years of service in their respective grades in the Regular Navy immediately preceding the date of submission of their application (by 1 July). No person in this category can be appointed to commissioned grade who has had less than three years of service in any of these grades by 30 June of the calendar year in which appointed.

Enlisted men and women applicants, including chief petty officers, must have completed at least three and one-half years of continuous service in the Regular Navy immediately preceding the date of submission of application. No person in this category can be appointed to commissioned grade who has had less than four years of continuous service in the Regular Navy immediately prior to the time of appointment.

CPOs have the option of meeting the service requirements under either of the above paragraphs.

Selectees must have at least one year of obligated enlisted service upon entering the program.

For the two-year period preceding the date of application, the applicant must have no record of conviction

WAY BACK WHEN

Salt Junk and Hard Tack

Today's Navyman is among the best fed people in the world, but back in the days of the sloop, frigate and corvette, a sailor's stomach had to be nearly as strong as his back. His principal diet consisted of salt meat and sea biscuits—better known as "salt junk and hard tack."

"Salt junk" is the term for partly dried pork pickled in brine, but the name was also applied to either salt beef or salt pork.

"Hard tack" accurately described the usual meal's second course, biscuits baked without salt and kiln-dried. These biscuits were either round or square in shape and were often used as provisions for lengthy voyages. Other names for the biscuits were *sea biscuit*, *ship biscuit* and *Liverpool pan-tiles*.

The familiar habit of dunking one's doughnuts in coffee had its counterpart in those early days, for the old fashioned hard tack



usually had to be softened in coffee before it could be chewed. Sometimes its was prepared in the palatable form of *cracker hash* and was customarily included in a delicacy such as *lobscouse* (potatoes and salt beef hashed together).

tion by a general, special or summary court martial.

- **Age:** Male applicants must be at least 19 and under 31½ years of age at the time of initial application. Women applicants must be at least 21 and under 28½ years of age at the time of initial application.

- **Education:** Must be a high school graduate or have the service-accepted equivalent, as set forth in BuPers Inst. 1560.1, and have a GCT or ARI score of at least 60. In lieu of the above, personnel with four semesters of work toward a degree in an accredited college or university, or who have satisfactorily completed the USAFI Educational Qualification Test 2CX, prior to 1 Jan 1954, are also eligible.

- **Physical Requirements:** Must be physically qualified for original appointment in the line or staff corps, as appropriate, in accordance with the provisions of the Manual of the Medical Department.

- **Dependents:** Male applicants may have any number of dependents. A woman applicant will not be eligible for consideration if she is the adoptive parent of a child under 18; if she has personal custody of a child under 18; if she is the step-parent of a child under 18 and the child lives within her household for a period

of more than 30 days a year; if she is pregnant; or if she is the mother of a child under 18 to whom she has not lost all rights of custody and control through formal adoption proceedings.

All requests for selection to the next class at OCS, for either the line or staff corps, must be submitted to your commanding officer on or before 1 Jul 1954.

Candidates appointed to commissioned grade under this plan will compete with officers of unrestricted classification in all selections and assignments to duty.

Number of OCS Selectees Doubled Over Last Year

The latest group of selectees for the Officer Candidate School at Newport, R. I., included three warrant officers, two enlisted women and 91 enlisted men, nearly twice the number selected in the previous year.

The 96 selected were among the 314 who took the fleet-wide examinations last December upon recommendation of their commanding officers.

After successful completion of a 16 week training program at the Officer Candidate School in Newport, they will be commissioned Ensign, USN, in either the line or staff Corps.

Wave Officer-Training Program Open to Qualified Enlisted Women on Active, Inactive Duty

A new Wave officer-training program will be conducted at Newport, R.I., commencing in July 1954, with applicants accepted for the program designated as "Officer Candidates, Women, USNR."

The officer candidates will undergo eight weeks of basic training and indoctrination. Upon successful completion of this indoctrination, those selected will be commissioned as ensign, USNR, and will undergo an additional eight weeks' training in either the Line officer training course or Staff Corps training course.

Enlisted members of the Regular Navy and Naval Reserve on active duty who have a baccalaureate degree are eligible for selection. Eligible applicants not on active duty are women who either have a baccalaureate degree from an accredited college or are in their junior or senior year. These women, as well as Reservists on inactive duty, may obtain full information on application procedures from local Naval Recruiting Stations.

In the case of active duty candidates, whose applications are processed through their CO, details on

procedures are contained in current BuPers Instructions.

College graduates, selected and appointed under the program, will take the two training periods consecutively. Those who enter the program at the end of their junior year will take the eight weeks basic training during the summer and will return to college for their senior year. Following graduation those selected will be commissioned ensign, USNR, and then enter the line officer or staff corps training course as required.

The inauguration of the new program will terminate the two methods of procuring Wave officers for active duty which have been in effect. Previously women college graduates were directly appointed in the grade of ensign, USNR, and after indoctrination at Newport were then assigned to Navy billets. Others were appointed as Ensign after completing two summer Reserve Officer Candidate (ROC) training periods.

Women currently in the ROC program have been notified of the change by individual letter. Others who have already completed the second phase of the training will be considered for appointment as ensign.

Limited Duty Officer and Warrant Officer Programs Are Scheduled for Revision

A complete revision of the Limited Duty Officer and Warrant Officer programs has been approved for implementation by the Chief of Naval Personnel after a four-month study of the two programs by a special board.

Biggest change will be in the WO program where fourteen categories were eliminated and one—*Mine Warfare Technician*—added.

Two other WO titles were changed: *Aviation Boatswain* to *Aviation Operations Technician* and *Aviation Machinist* to *Aviation Maintenance Technician*.

Twelve of the titles eliminated were categories for which no billets are currently written. They are *Ship Controlman*, *Communications Supervisor*, *Printer*, *Machine Accountant*, *Journalist*, *Instrument Technician*, *Foundryman*, *Flight Controller*, *Aviation Survival Technician*, *Training Devices Technician*, *Utilities Technician* and *Drafting Technician*.

The other two categories which are eliminated are *Aviation Electrician* and *Aviation Structural Technician*. It was determined that the personnel in these two categories were being assigned mainly to other billets.

Enlisted men whose ratings fall under the categories eliminated will be given every chance for promotion to warrant rank through a "replotting" of paths of advancement. They will be given an opportunity to qualify in the most closely related field and additional training will be given where necessary.

Another innovation under the new program will be appointment to warrant officer only through means of a competitive examination. Examination for promotion to the grade of commissioned warrant officer (Pay Grade W-2 and subsequent advancement to W-3 and W-4) will be by means of a professional examination. Exams will be established at such time as qualifications standards for warrant officers have been written and published.

Enlisted men who entered the Navy before 30 Sep 1945 will be eligible to be promoted to warrant grade, provided they meet all other qualifications, until they reach the

HOW DID IT START

The Navy Hymn

Familiar to many Navymen is a hymn written nearly 100 years ago.

"Eternal Father Strong to Save," more popularly known as "The Navy Hymn," was composed in 1860 by Reverend William Whiting, a clergyman of the Church of England. The hymn was composed after the clergyman had come safely through a violent storm in the Mediterranean Sea. John Bacchus Dykes, another Englishman, wrote the music.

As a hymn dealing with the sea, its popularity with Navymen and sea travelers goes back to the date of its first publication. It was printed in the U. S. in 1870. It is frequently sung at divine services in ships and stations throughout the entire Navy.

The tradition of singing this hymn at the Navy Academy dates back to 1879. A young officer, Charles J. Train, who was in charge of the midshipman choir, initiated the singing of the hymn in the chapel. The present custom calls for singing the first stanza at

the close of each chapel service. The words to the first stanza are:

Eternal Father, strong to save

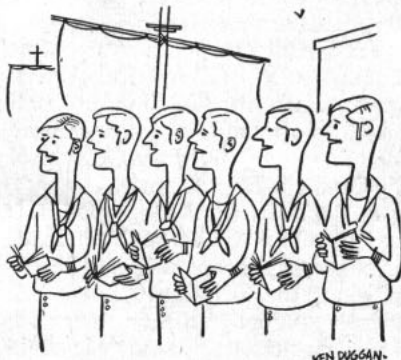
Whose arm doth bind the restless wave,

Who bidd'st the mighty ocean deep,

Its own appointed limits keep;

O hear us when we cry to thee

For those in peril on the sea.



age of 40. For all others the age limit remains 35.

In the LDO program one title, *Aerology*, was added and that of *Aviation Engineering* changed to *Aviation Maintenance*.

It was also decided that future appointees to the LDO program would be required to attend an indoctrination school at the Officer Candidate School in Newport when they are appointed under the program.

Special consideration for WOs desiring to apply for appointment to LDO has been made with the provision that any WO may apply for any LDO category he desires and for which he considers himself qualified.

In addition, all LDO selection boards will be required to indicate a special group of applicants who "just missed" being selected each year. This special group will be given another opportunity to apply a subsequent year even though they may have already applied and failed of selection two times.

The BuPers board, known as the "Grenfell Board," for its senior member, Rear Admiral E. W. Grenfell, USN, interviewed more than 100 LDOs and WOs, studied several hundred questionnaires from those in the field and had the views of the Atlantic and Pacific Fleet commanders in making its recommendations.

Members of the board stressed that the most important change was the grouping of the operational ratings, RD, SO, RM and TE with the ETs under one path of advancement.

As a result of this change radar-men, sonar-men, radiomen and tele-men will be required to have a broader knowledge of maintenance work during and after their second enlistment. Additional schooling will be made available for these ratings to provide them with more detailed instruction on maintenance then had previously been given in their rate.

Under the old system, men in the RD, SO, RM and TE ratings, when promoted to WO, found themselves in fields far removed from their training. As a result they sometimes had trouble fitting into their new billet. Now, however, because of the additional maintenance training, they will have a direct line of promotions to a more opportune field.

LINE—GENERAL Primary Path of Advancement

Rating	WO/CWO Category	Limited Duty Officer Classification
BM QM	Boatswain	Deck
GM	Surface Ordnance Technician	Ordnance
FC/FT GS	Control Ordnance Technician	
TM	Underwater Ordnance Technician	
MN	Mine Warfare Technician	
PN YN MA PI/LI JO	Ship's Clerk	Administration
CT	Communications Technician	Engineering
MM BT MR EN OM IM	Machinist	
DC FP ME ML PM	Ship Repair Technician	Hull
RD SO RM TE ET	Electronics Technician	Electronics
EM IC	Electrician	

Alternate Path of Advancement

GM	Boatswain	Deck
FC/FT GS	Electronics Technician	Electronics
TM	Mine Warfare Technician	None
MN	Underwater Ordnance Technician	None
JO	Photographer	None
CT	None	Electronics
EM IC	Electronics Technician	Engineering

LINE—AVIATION Primary Path of Advancement

Rating	WO/CWO Category	Limited Duty Officer Classification
AB AC PR	Aviation Operations Technician	Aviation Operations
AF/PH	Photographer	None
AO GF AQ	Aviation Ordnance Technician	Aviation Ordnance
AD AM	Aviation Maintenance Technician	Aviation Maintenance
AE AL/AT TD	Aviation Electronics Technician	Aviation Electronics
AG	Aerographer	Aerology

Alternate Path of Advancement

GF AQ	Aviation Electronics Technician	Aviation Electronics
AE	Aviation Maintenance Technician	Aviation Maintenance
TD	Electronics Technician	Electronics

SUPPLY—CORPS Primary Path of Advancement

DK SK AK CS SH SD	Supply Clerk	Supply
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CIVIL ENGINEER CORPS Primary Path of Advancement

CM CD UT	Equipment Foreman	Civil Engineer
CE	Construction Electrician	
DM SV BU SW	Building Foreman	

Alternate Path of Advancement

UT	Construction Electrician	None
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MISCELLANEOUS

HM DT	Medical Service Warrant Dental Service Warrant	Medical Service Corps
MU	Bandmaster	

Central Recreation Fund Report Shows Navywide Activities During Past Year

In the past few years, Navymen in various parts of the globe have been able to take advantage of new facilities provided by funds from the BuPers Central Recreation Fund.

Things like EM clubs, recreation centers, swimming pools, and other off-duty sports activities have sprung up at various places, thanks to generous assistance from this fund. Not to mention the latest in movies which are brought to Navymen all over the world—and paid for primarily out of this fund.

Take a bearing on these, for example. You might even have some first-hand knowledge about one or more of them:

- Norfolk, Va. — Here a large grant of \$1 million has been made toward the development of a new, modern Fleet Recreation Center (see ALL HANDS, February 1954, p. 41).

- Bainbridge, Md. — Loan of \$120,000 was granted toward a new swimming pool.

- Boston, Mass. — Two grants, one of \$140,000, the other for \$45,000, were made for a new Enlisted Men's Club and an athletic field.

- Kwajalein — Grants of \$60,000 and \$30,000 and a loan of \$30,000 were made for two swimming pools.

- Whidbey Island, Wash. — A \$34,000 grant for an Enlisted Men's Club and another of \$22,000 toward a Navymen's golf course were made.

- Guantanamo Bay, Cuba — Two



"I found enough of 'em to fill the black gang complement, chief."

grants totaling more than \$50,000 were made for a swimming pool and other recreation facilities.

- El Centro, Calif. — A combination grant and loan totaling \$28,750 was made for recreation facilities.

As you probably realize, the money awarded by the Central Recreation Fund to ships and stations for projects like these come from Navymen and their families who purchase in the Navy Exchange and Ship's Store. The purpose of these activities is to provide merchandise to authorized patrons at reasonable prices. And even in the small profit earned by these activities the Navyman stands to benefit—now and in the future—through improved recreational facilities, movies and other special services.

An appropriation by Congress also is usually awarded the Navy each year for Special Services. This amount, however, is normally earmarked as part-payment of costs of operation of the Motion Picture Program—although by far the largest

chunk for this program is provided by the BuPers Central Recreation Fund — and the library program which provides books to naval vessels, and for commissioning allowances for vessels joining the Fleet.

Last year, Congressional appropriations amounted to eight per cent of the total spent for Special Services in the Navy. The other 92 per cent was the result of the nickels and dimes of profit of your Navy Exchanges and Ship's Stores—nickels and dimes making their way back to you.

Last year, the Special Services program cost \$4,263,000. But the recreation fund received during the same period only \$3,613,000 — that, is, it operated at a deficit.

In the last two years, the amount of money in the Central Recreation Fund has been steadily declining due to two logical reasons: (1) less money has been coming in, and (2) more money has had to be spent on special services, movies and recreation facilities.

As an example of higher cost, consider the main item in the Fund budget, the Motion Picture program. This program annually provides all ships of the fleet and bases overseas with some 260 different movies (30 prints of each). Back in 1951, it cost the Recreation Fund only \$300,000 as its contribution to provide you with these faintail flickers; the rest was made up by appropriated funds. In 1953, on the other hand, the corresponding contribution from the Fund soared to somewhat more than \$2 million; the appropriated part decreased accordingly. In 1954, it is estimated the Fund will pay out \$2.5 million toward your movies.

At present, the Fund has an operating capital of approximately \$5.5 million, most of it carefully tucked away in interest-bearing bonds. This back-log was built up mainly during World War II and has been carefully husbanded since.

However, as can be seen, continued large expenditures are gradually cutting down the amount in the Fund, hence decreasing the possibility of making grants for worthwhile special projects. Cost-cutting and continuing keen merchandising on the part of Ship's Stores and Navy Exchanges can help to ease the drain and enable the Fund to maintain its grant program.

New Enlisted Correspondence Courses Available

Six new Enlisted Correspondence Courses are now available from the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

All enlisted personnel, whether on active or inactive duty, may apply for the courses listed below.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular
*Electronics Technician 3	91373-1	AL, AT, ET, ETN, ETR, ETS, RM, RMN, RMT, SO, SOG, SOH, TD, TDI, TDR, TDU, TDV, MMG
Field Manufacture of Industrial Gases Handbook for General	91505	
Dental Technicians	91684	DA, DN, DR, DT, DTG
Journalist 3	91451	JO
Journalist 2	91452	JO
*Navy Mail, Vol. 1	91401-2	TE, TEM

*Available for repeat credit.

Openings in Naval Aviation Cadet Training Program For Regulars and Reserves

The Naval Aviation Cadet program which leads to a commission and "Navy wings" has vacancies for applicants. The program provides flight training for qualified EMs of the Regular and Reserve components of the Navy and Marine Corps on active duty.

Reservists on inactive duty are also eligible, under regulations applicable to civilians. Information on this may be obtained at Navy recruiting stations.

The latest qualification standards and procedures for active duty personnel are listed in BuPers-MarCorps Joint Ltr. 52-164 (NDB, 31 Mar 1952). To be considered under the present instructions an applicant on active duty in the Navy or Marine Corps must—

- Be a U.S. citizen over 18 but under 25 years of age on the date application is submitted.
- Agree to remain on active duty for four years from date of first reporting for active duty in the grade of Naval Aviation Cadet, unless sooner released by the Navy.
- Be unmarried and agree to remain unmarried until commissioned.
- Be physically qualified, "aeronautically adapted," strongly motivated to fly, and possess "officer-like qualities."
- Be selected and recommended by his CO (who utilizes the service of a locally convened selection board). The educational requirements call for one of the following:
 - Satisfactory completion of either the USAFI 2CX test or two full years (60 semester or 90 quarter hours) of passing work at an accredited college or university. (Since 1 Jan 1954, 2CX tests have been abandoned, however applicants may still take the USAFI college level GED test (first year college level) which under qualifications required and outlined below makes him educationally eligible for NavCad training).
 - Satisfactory completion of one full year (30 semester or 45 quarter hours) of passing work at an accredited college or university plus attainment of high standard classification test scores, OR graduation from an accredited high school or

WHAT'S IN A NAME

"Roads"

As a Navyman, you have probably set one or two landlubbers to guessing when you told them your ship was anchored "in the road"—say Hampton Roads, Va., Lahaina Roads, T. H., Coronado Roads, Calif., or in any of the other "roads" located throughout the world.

In this sense, as you know, a "road" is an anchorage where vessels may either wait to enter a port or harbor or anchor for a time after leaving port before going to sea. There are several definitions of the term. One authority boils it down nicely by describing a "road" as "a large natural or artificial basin having an outlet to the sea where vessels may anchor in safety." To carry the definition a step further, an "open roadstead" is exposed to winds from the sea; and a "closed roadstead" is well sheltered either naturally or by construction.

Apart from the essential quality of partial protection, another characteristic of many a "road" is its accessibility from several directions. Notice how this holds true for most of the well-known roads listed below:

Quoddy Roads: U.S.-Canada at the entrance to Passamaquoddy Bay; Cobscook Bay, St. Croix River. The name, first recorded in 1866, was obviously derived from Passamaquoddy Bay.

Friar Roads: Between the U.S. and Canada at Eastport, Me. Its name was recorded as long ago as 1861. On the Canadian side there is Friar Bay and Friar Head from which terms the Road probably took its name.

President Roads: Located in outer Boston Harbor, where a wide section of the main channel is surrounded by islands. The name goes back at least to 1875.

Nantasket Roads: This name also dates back at least to 1875, when the water area



north of Georges Island was called "Inner Nantasket Roads." It is located in outer Boston Harbor.

Hampton Roads: Located at Norfolk, Va. The exact origin of this name has not been found, but it may have been named for the settlement of Hampton on its north shore or for Hampton Creek (originally Hampton River). Most "Hamptons" in the U.S. are derived from the town of Hampton in England south of London, the location of Hampton Court Palace.

Roosevelt Roads: Located between the western end of Vieques Island and Puerto Rico. This road is named for the late President Franklin D. Roosevelt.

Bolivar Roads: Forms the inner part of the approach to Galveston Bay and Harbor. It is presumably named for Bolivar Peninsula or Point. The place names date back to 1851, and honor the great South American patriot.

Seward Roads: On the west side of Midway Islands, but not a very well defined body of water. There seems no doubt that this was named for the Civil War Secretary of State, William Seward.

secondary school plus satisfactory completion of the USAFI college level GED tests plus high classification test scores.

The following are the minimum test scores acceptable for those in the two latter categories:

Naval personnel—GCT plus ARI, 120; and Mech 58.

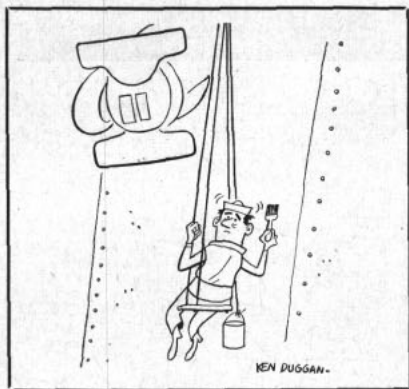
MarCorps personnel—GCT 120 and Pa 116.

Men who have previously been dropped from any military flight training program by reason of flight failure, or who have previously qualified as a naval or military aviator, are not eligible for this program.

Applications will be submitted on form NavPers 953A, endorsed by the CO, accompanied by loyalty certificates, educational transcripts, USAFI test reports, NavCad contract, and consent forms and classification test scores as applicable.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of the action taken in his case. Eligible applicants will have their names placed on a priority list in accordance with their date of acceptance.

Quota allowances will govern selection of candidates from this list. No specific information can be given



"Stand by to let go the anchor."

as to when a man will be ordered to flight training. Accepted applicants will be ordered to NAS Pensacola, Fla., for training in the grade of Naval Aviation Cadet, USNR.

NavCads who successfully complete the flight training course will be appointed as ensigns, 1325, USNR, or, if they volunteer and are selected, as second lieutenants, USMCR.

Candidates selected under this directive will be released to inactive duty upon fulfillment of their contract after four years of service. At that time, should vacancies in the service permit, a limited number may be permitted to continue on active duty—subject to their request. After 18 months' commissioned service in the Naval or Marine Corps Reserve, a limited number may be appointed to the U.S. Navy or U.S. Marine Corps—once again, subject to the needs of the service.

Correspondence Course in Photography Is Revised

A new, revised Officer Correspondence Course in Photography, NavPers 10957, is now available from the Naval Correspondence Course Center. It is open to officers and CPOs on active and inactive duty.

The new course consists of eight assignments and carries 16 points credit for Naval Reserve enrollees. Those who completed the earlier nine-assignment, 18-point course for credit will not receive additional credit for completion of this revision.

Application for enrollment in this course should be made on form NavPers 992, through official channels to the Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y.

Training and Transfer to FT and ET Ratings Offered To Men in Grade E-4 and Above

Petty officer shortages in electronic technician and fire control technician ratings have caused the Chief of Naval Personnel to institute a new program whereby personnel in pay grade E-4 and above in many other ratings may request training designed to qualify them as FTs and ETs.

Aimed at career Navymen, the program has been designed to fill the present shortage of FT and ET petty officers and to supply a "hard core" of trained men in the higher pay grades for future requirements.

A by-product of the program will be the opportunity for many men, now in ratings which are overloaded, to change their ratings and be in line for more rapid promotions.

Personnel selected under this new program will be enrolled in special training programs which are designed to qualify them for a change in rating. The men in pay grade E-4 will be enrolled in either the FT or the ET class A school where they will be required to take the regular course.

The schools will be prepared to give special conversion trainees additional instruction when required.

The men in pay grades E-5 through E-7 will be enrolled in special programs approximately one year in length. The FT and ET programs will be similar, both including the same units on electricity and electronics. The men studying for change to the fire control technician rating will be required to learn the same electricity and electronics required for the ET and in addition will be required to learn applications of the basic principles as they apply to fire control equipment. The instruction for FT will include maintenance of complicated fire control and guided missile systems, including radars, computers, designation and stabilization equipment.

Upon successful completion of the training period, the ratings of graduates will be changed to FT or ET in equal pay grade. Anyone who does not successfully complete the training, however, will be reassigned to other duty in his old rate without penalty.

Incidentally, while undergoing the training, a man may still qualify for advancement in his current rating.

The advancement will be effected as long as the authorization to do so is received prior to the date set for the change of rate.

Only USN personnel in pay grades E-4 and above who have decided to make the Navy a career and who presently hold ratings other than FT/FC, ET, SO, MN, TE (except TE-2250-2259), RM, CT, EM, IC or any aviation rating are eligible.

An applicant must also have:

- A minimum of four years' and maximum of 12 years' active naval service.

- Five years' obligated service. Personnel having less than the required five years must agree to extend their enlistments for a period of one, two, three or four years as necessary.

In a case where the aggregate of extensions or reextensions would exceed four years in any one enlistment, the Chief of Naval Personnel will, upon request, authorize discharge for the purpose of immediate reenlistment for a period of six years.

- A minimum combined GCT and ARI test score of 110; a MECH or MK ELECT score of 50 or above and normal color perception.

- An average of 3.5 or higher in proficiency in rating as a Petty Officer.

Personnel meeting the requirements may submit their requests via their commanding officers direct to the Chief of Naval Personnel (Attn: Pers-B212), furnishing the information needed.

Requests received will be reviewed and applicants advised as to action taken.

Men selected will then be assigned to the appropriate training leading to qualification and change of rating.

Selectees who cannot be assigned immediately will be placed on a waiting list.

(Complete details concerning the program can be found in BuPers Instruction 1440.12).

It is emphasized that personnel may assure themselves of maximum opportunity for selection for this training by requesting the program only and not limiting their requests either to FT or ET.

Navy Personnel Man Develops Quick and Easy Way of Figuring Leave with Circular Slide Rule

If you're a long-suffering yeoman or personnel man who has had to sit down and figure out how much leave each man on board has earned, here's a gadget you can make that may prove to be a big time-saver.

The unique brainstorm, designed by John Perruzzi, PN3, USN, of the Naval Training Center, San Diego, Calif., is a "circular slide rule leave computer."

Perruzzi's leave computer has been endorsed by the experts in BuPers. The computer has also been recommended for use by YNs and PNs throughout the naval establishment.

By following the directions and referring to the illustration, you can make one of your own. Here's how the computer works.

The leave computer is based on the principle of a circular slide rule, which consists of two scales. The outer (larger) scale is divided into twelve sections representing the months of the fiscal year from July to June, inclusive.

Each of the months are then subdivided into five sections, each representing the period for which one-half day of leave is earned.

The inner (smaller) scale is divided into 60 sections corresponding in measurements to the subdivisions

on the outer scale. Each division in the inner scale is numbered consecutively by halves, i.e. $\frac{1}{2}$, 1, $1\frac{1}{2}$, 2, etc. An arrow is then drawn to point at the number 30.

The smaller scale is then centered on the larger scale and the two are tacked together in the center with a paper fastener, loosely enough to allow for movement of the two scales.

All problems are figured to the nearest $\frac{1}{2}$ -day credit. For example, if a man who enlisted on 20 December wants to know his leave accumulation as of 30 June, the arrow on the inner scale would be placed at 18 December (the nearest scale marking) and the inner scale would be read at the point corresponding to 30 June to determine the accrued leave at that time. This reading would show 16 days' leave (See fig. 1).

Assuming that on 10 March this particular man requests 20 days' leave, set the scale again on 18 December, then look at the outer scale at 12 March (the end of the six-day period). The inner scale shows he has but seven days' earned leave coming to him (See fig. 2).

After a person completes one year's service, the inner scale arrow then is set on 30 June. Now, on the date leave is desired, earned leave will show on the inner scale. For example, on 6 October a man will have earned eight days' leave.

Any material can be used in making the computer, but cardboard is recommended. The suggested size is five inches in diameter for the larger disk and three and a half inches in diameter for the smaller one.

Uniform Code of Military Justice Is Discussed in Film Series

Available for distribution to the fleet are six short films with good information on the new articles of the Uniform Code of Military Justice.

The film series MN7855, "This is the Code," has been produced to assist in explaining the articles of the Code to naval personnel.

The six films, which are listed below, serve to show Navymen their rights as well as responsibilities:

- Absence Offenses (12 minutes)—MN7855A

- Respect, Obedience and Performance of Duty (18 minutes)—MN7855B

- Conduct before the enemy (12 minutes)—MN7855C

- Crimes Against Persons and Property (17.5 minutes)—MN7855D

- Procedural Articles concerning the Code (16 minutes)—MN7855E

- General Criminal Article (16 minutes)—MN7855F

The films illustrate the commission of offenses under the Code and are valuable in drawing attention to the punishments which may be adjudged for committing various offenses.

Figure 1

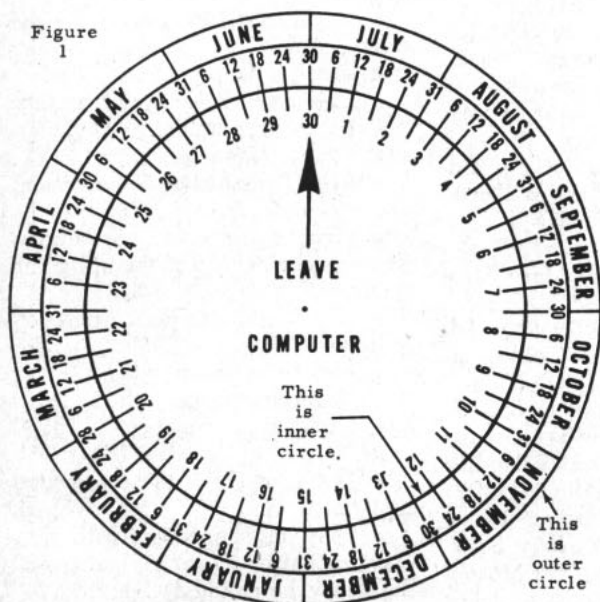
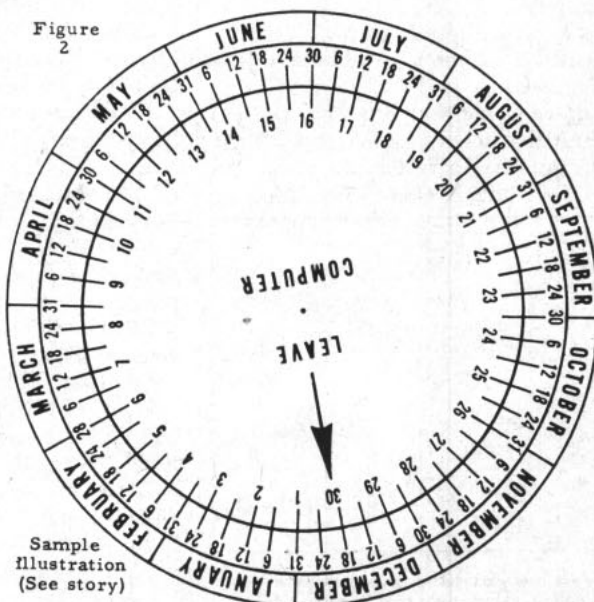


Figure 2



Sample illustration (See story)

List of New Motion Pictures Available for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in March.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Inferno (1379) (T): Suspense Drama; Robert Ryan, Rhonda Fleming, William Lundigan.

The Nebraskan (1380) (T): Western; Phil Carey, Roberta Haynes.

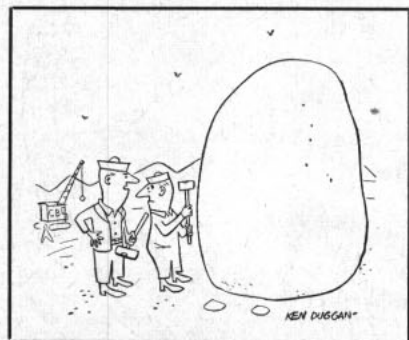
Money From Home (1381) (T): Comedy; Dean Martin, Jerry Lewis, Marjorie Miller, Pat Crowley.

The Golden Idol (1382): Jungle Adventure; Johnny Sheffield, Anne Kimbrell.

She Couldn't Say No. (1383): Comedy; Robert Mitchum, Jean Simmons.

Here Come the Girls (1384) (T): Musical Comedy; Bob Hope, Tony Martin, Rosemary Clooney.

Mr. Potts Goes To Moscow



"What are you doing, trying to slow down the whole job? I told you to use the ten, not the eight pound hammer!"



Is he an Aviation Structural Mechanic Third Class, too, Daddy?

(1385): British Comedy; Nadia Gray, George Cole.

Paratrooper (1386) (T): Drama; Alan Ladd, Leo Genn, Susan Stephen.

Eddie Cantor Story (1387) (T): Musical Biography; Keefe Brasselle, Marilyn Erskine.

The Man Between (1388): Suspense Melodrama; James Mason, Claire Bloom.

Kiss Me Kate (1389) (T): Cole Porter Musical; Howard Keel, Kathryn Grayson, Ann Miller.

Dodge City (1390) (Re-issue): Western; Errol Flynn, Olivia DeHavilland.

Charge of the Lancers (1391) (T): War Drama; Paulette Goddard, Jean Pierre Aumont.

They Died With Their Boots On (1392) (Re-issue): Western; Errol Flynn, Olivia DeHavilland.

Glenn Miller Story (1393) (T): Musical Biography; James Stewart, June Allyson, Frances Langford.

El Alamein (1394): War Drama; Scott Brady, Rita Moreno.

Easy To Love (1395) (T): Romantic Musical; Esther Williams, Tony Martin, Van Johnson.

The Wild One (1396): Melodrama; Marlon Brando, Mary Murphy.

Diamond Queen (1397) (T): Adventure Drama; Arlene Dahl, Fernando Lamas.

Charge Of The Light Brigade (1398) (Re-issue): War Drama; Errol Flynn, Olivia DeHavilland.

Appointment In Honduras (1399) (T): Jungle Melodrama; Glenn Ford, Ann Sheridan, Zachary Scott.

Man In The Attic (1400): Murder Mystery; Jack Palance, Constance Smith.

Three Sailors And A Girl (1401) (T): Musical; Jane Powell, Gordon MacRae, Gene Nelson, Sam Levene.

Captain's Paradise (1402): Comedy; Alec Guinness, Yvonne DeCarlo, Celia Johnson.

Hondo (1403) (T): Western; John Wayne, Geraldine Page, Ward Bond.

Go, Man Go! (1404): Basketball Drama; Dane Clark, Pat Breslin, Harlem Globetrotters.

Captains Courageous (1405) (Re-issue): Adventure Drama; Freddie Bartholomew, Spencer Tracy.

Red Garters (1406) (T): Western Musical; Rosemary Clooney, Jack Carson, Guy Mitchell, Pat Crowley, Cass Daley.

Definition of Sea Duty for Determining Your Eligibility For Advancement in Rating

In answer to the many questions sent in by readers, ALL HANDS is publishing pertinent information on the definition of sea duty for establishing eligibility for advancement in rating, and how such duty is computed.

First, duty while attached to, or serving in, any of the following ships, stations, fleets, etc., can be included in your computations:

- Ships and units of the active fleet, including aviation units and MSTs ships.
- Units of the Fleet Marine Force.
- Naval district vessels, service craft.
- Reserve fleet.
- Fleet amphibious warfare units.
- Beach jumper units.
- Fleet training units.
- Fleet Operational Development Force commands.
- Fleet, force, and type administrative commands of the sea-going forces.
- Seagoing units operating directly under CNO.
- Fleet logistic air wings.
- Naval components of MATS.
- Explosive ordnance disposal units.
- Duty outside of the continental limits of U. S.
- Duty in connection with new construction or recommissioning (60 days may be counted).

Remember, when you are search-

ing your record for dates that merely drawing sea pay is not a governing factor in determining if a particular duty counts toward sea-duty requirements for advancement in rating.

In considering these various types of billets and in the computing of the time involved, there are certain rules to observe:

- Add up sea duty in months and days and convert days into months on the basis of 30 days equaling one month. A remainder of 16 days or more, may be counted as one month.

- All sea duty counts. Breaks in service and reduction in rate do not affect credit for sea duty.

- Sea duty starts on the day you report or transfer from a receiving station or other activity within the continental limits of the U. S. for transportation to your new duty station.

- Sea duty ends on your date of transfer, or on the date of reporting to, the first shore activity within the U. S. when transportation from outside the U. S. is involved.

- Periods between sea-duty assignments, not to exceed 60 days (including any leave) shall be considered sea duty. If the period is over 60 days you cannot count any of it.

- Temporary additional duty under instruction in schools within the U. S. shall be counted as sea duty if you are ordered from sea duty to the school. If the course of instruction is longer than three months, only three months may be counted toward sea duty.

- You cannot include time not served between discharge and reenlistment in any of the above computations.

Additional information may be ob-

tained from BuPers Inst. 1414.2 (Change 1), dated 23 Dec 1953.

Remember, the foregoing should not be confused with BuPers Inst. 1306 which outlines requirements for sea-shore rotation of enlisted personnel.

255 Enlisted Candidates For NROTC Scholarships Pass Preliminary Tests

Two hundred and fifty-five enlisted men of the Navy and Marine Corps have successfully completed the first step in competition that leads to a college education and eventual commission through the Naval Reserve Officer Training Corps.

This year's preliminary selections were made on the basis of test scores attained by candidates in the Navy College Aptitude Test conducted throughout the Fleet last December, and review of individual records in BuPers.

This month the enlisted candidates will receive orders to the Naval Preparatory School, Bainbridge, Md., for intensive academic refresher training beginning on or about 1 Jun 1954. However, these orders do not constitute final selection for NROTC. Following the refresher training and careful screening at Bainbridge, final selection of candidates will be made within the quota of scholarships allotted to the Fleet this year. Successful candidates will be discharged from enlisted status, appointed midshipmen and ordered to college in September. Unsuccessful candidates will be returned to general duty.

In addition to these enlisted candidates for the NROTC scholarships, processing is currently being conducted throughout the nation to select the 1800 civilian applicants for this program slated to enter college in the fall.

Successful completion of the four-year subsidized education in one of the 52 NROTC colleges and universities will prepare the midshipmen for careers as officers in the U.S. Navy or Marine Corps.

It is anticipated that another Navy College Aptitude Test will be conducted this December to obtain candidates for enrollment in the 1955 program. Details will be announced this summer.



Changes Made in Length Of Duty Tour in Alaska

A change has been made in the length of time needed for a complete tour of duty in the Seventeenth Naval District.

Under the new provisions men without dependents at their duty station will have their tour of duty shortened while those with dependents will spend more time than had been previously required.

At Kodiak, men without dependents in the area have had their tour reduced from 18 to 12 months. Men with dependents in the area will now be required to do a 24-month tour of duty instead of 18.

In the district's other commands, the Adak tour of duty will now be 12 months without dependents and 18 months with dependents. Point Barrow, Whittier, Dutch Harbor and Attu will be six months with rotation to a more desirable station to complete 12 months in the area. The last four spots do not have accommodations for dependents.

Drivers 'Take the Pledge' At NAS Moffett Field

Three thousand five hundred owners of vehicles at NAS Moffett Field, Calif., sport emblems on their cars which are safe driving pledges.

The pledges, which they signed read as follows:

"I will do my part by making caution, care, common sense and self control my car code of the road for 1954, and encourage others to do likewise."

This is additional evidence that all hands are convinced that safe driving is important to the individual and to the Navy.



"Any requests?"

Answers to Queries on Advancement to Third Class PO Grades

THERE has been a recent influx of letters to ALL HANDS and the enlisted promotion section of BuPers regarding the slowdown in promotions from seaman to third class petty officer.

In an effort to clear the air, ALL HANDS has compiled several of the most-often-asked questions and checked with the promotion section for the answers.

However, before going into the questions and their answers a little background on the Service-wide Examinations may help to eliminate a few misunderstandings.

Prior to the beginning of service-wide examinations in July 1950, promotions had been granted by quota to major commands of the Navy. Each command, in turn, would give tests allowing the men under its jurisdiction to compete with one another for the few advancements allotted that command. A study of this situation convinced BuPers that the method did not always procure the best men for the openings, that standards were not uniform, and that the method resulted in stagnation of advancement in some rates.

Under the old system a man's

Certain Officer Designators Are Now Eliminated by BuPers

Officers presently holding the Unrestricted Line designator "111X" (for example, "1110" or "1115") will have their designator changed by BuPers to an appropriate "110X" (line) code.

The Unrestricted Line designator code is being eliminated as it is considered that officers currently holding such designators have since transferred out of aviation billets and have gained new skills that are of a predominantly line nature.

The original purpose of the designator "111X" was to place officers temporarily transferred from aviation duties in a special classification that indicated lapsed, but not lost, qualifications for aviation duties. BuPers now feels that time has made these once-held qualifications less valuable and the individual is better suited for general line functions. Details can be found in BuPers Notice 1210.



"You mean the war's over! And that isn't the Maine out there?"

chances for advancement varied with his duty assignments, the difficulty of the examinations varied from one command to another, and in some ratings with few vacancies some commands got no quotas for advancement at all.

The service-wide system allows all candidates to compete on an equal basis for the vacancies that exist in each rate.

The service-wide program was instituted during a time when the Navy had an excess of men. By the time the first exams were given, the Korean war had broken out, causing a sudden growth in the size of the Navy. As a result, everyone who took and passed the examinations in July of 1950 was advanced. The exams were therefore used merely to select those who were fully qualified for the rate.

Since then the situation has changed. The fighting has stopped and budgetary restrictions have been placed on the Navy. Only a certain per cent of the strikers can be made petty officers. As a result the quota control feature of the Navy-wide examination system was put into effect for the first time for the purpose of getting the best men for the vacancies existing, regardless of duty station.

Now for the most often-asked questions.

Q. Why must quota limitations be placed on advancements?

A. Budgetary restrictions and the reduction in the authorized strength of the Navy are the big reasons.

Thus through the Navy-wide exams, the cream of the crop going up for rates are the ones who will be promoted in the "tight" rates.

Q. Why are limitations for advancement in some rates more severe than in others?

A. Some ratings are just more popular than others. Naturally these have an excess of personnel trying for advancement, while many of the technical ratings which have more difficult qualification requirements, have a shortage of qualified men. The reenlistment rate also varies greatly, so Bureau efforts to keep the ratings in balance by controlling input are often to no avail. However, a certain number of advancements will continue to be authorized as a result of the service-wide examinations, even in ratings that are full.

Q. Why do I have to take the exam over and over again, if I have passed it once?

A. New people are constantly coming into the E3 pay grade and it is only fair that when they become eligible for advancement, they compete against all other E3s. It is your current ability that BuPers wants to measure and compare, not what you knew six months or a year ago. The man who wants to rest on the oars is not the one to be advanced.

Q. Why not establish a waiting list of those who have passed the exam?

A. This would cause stagnation, with the exams few and far between. Even if the waiting list was only good for a year or two, it would discourage study and training effort. It would cater to the lazy man. Ambitious personnel should be given the opportunity of competition with all other eligible men rather than be held to a waiting list system. Also, if a waiting list were established, men who studied and improved themselves after the list was made up would receive no recognition for their extra efforts.

Q. What hope is there for me if I keep taking the exam and don't get advanced?

A. Each time you take the examination your multiple credit becomes a little higher since time in rate and

time in the Navy both add points to your score. Good Conduct Medals also add points. These all help on subsequent tests and in addition, by taking the tests you can get a good idea of what you are lacking and thus be better prepared for the next test. Continue to study and your chances get better every exam. Be sure you are studying the right things, however. Ask your division officer or training officer to explain the requirements for the rate you are going up for. These are listed in the "Manual of Qualifications for Advancement in Rating" (NavPers 18068). The books to study to qualify yourself in the listed requirements are specified in the "Training Courses and Publications for General Service Ratings," (NavPers 10052).

Q. Why not give more credit to the experienced man who can't put his knowledge on paper?

A. It is to do this that the multiple choice type questions are used on the exams. The average person, even if he can't put his answers in writing can pick out the correct answer when he sees it. This and the increased multiple credit for total service and service in pay grade all help the more experienced man in his quest for a rate.

Q. Why not give a quota to each ship and let the commanding officer decide who is to be advanced?

A. For several reasons this is not fair. You already know many of the reasons if you've read the above. Furthermore, in a case where there were only a few openings in a rate, each ship could not be given a quota, thus closing the rate to men in many ships. Under the Navy-wide examinations, regardless of how few openings there are, they are open

to competition by all qualified men.

Q. Are there quota restrictions in advancements on all third class PO rates?

A. No, and here is a good chance for many an SN to take a bearing and decide just where he is heading. In the August 1953 exams, the following third class rates were not restricted by any quota and many are still open all the way up: QM, RD, SO, FT, MN, ET, IM, OM, TE, RM, CT, MU, MM, MR, EM, IC, ME, FP, ML, CM and BU.

"What the whole situation boils down to is this," a BuPers official states, "the best man is the one who will make the rate. If you are willing to work hard, study hard and become the best man, then you will get that long awaited crow on your arm."

Eligibility and Rules Listed For Participants in Fifth Interservice Photo Contest

Judging of entries in the Fifth Interservice Photography Contest will be done at the Pentagon in Washington, D. C., on 1 Nov. 1954. This contest is for the amateur and beginning photographer and is designed to encourage participation in photographic activities.

There will be two classes of competition: Black-and-white, and color transparencies. There will be no separate categories within the two classifications. In the final judging, seven places in the black-and-white and three places in color transparencies will be awarded.

Subject matter should have appeal and meaning. Subjects may include, but are not limited to, landscapes, seascapes, still life, babies and children, animals, customs and people, documentary scenes of service life, architectural studies, interiors, flowers, abstractions and human-interest subjects from daily life.

Entries will be judged primarily upon originality, interest and appeal. While good craftsmanship is important and desirable, photographic technique will be a secondary factor in determining winners.

A group of professionally recognized photographers will be invited by the sponsors of the photo contest to select the final winners.

All naval personnel, and Coast Guardsmen, on active duty for more

than 90 days, are eligible to enter photographs in the contest. Only photographs taken after 1 May 1953, however, will be eligible for competition and no official military photographs may be submitted. Entries must be taken by the contestant. Developing, printing and enlarging of black-and-white photos by the contestant are encouraged, but not required.

Entries from Navy and Coast Guard contestants will be judged by a board designated by the Commandant, Third Naval District. The 50 best black-and-white photographs and 12 color transparencies from among the Navy and Coast Guard entries will be entered in the Interservice contest.

It should be noted that there will be no awards or an "All Navy" designation given on the Navy level.

Regional eliminations will be held. There is no limit to the number of photographs a contestant may enter. Entries may be submitted from now until a deadline to be designated by each area commander.

Here is a run-down on the regional eliminations and the territory they include.

- ComEleven—Activities within the Eleventh, Twelfth, Thirteenth and Seventeenth Naval Districts and all Pacific Fleet Units on the West Coast.

- ComFourteen—Activities ashore and afloat in both the Hawaiian area and west of the Hawaiian Islands.

- ComFive—Activities within the Fifth, Tenth and Fifteenth Naval Districts, Potomac and Severn River Naval Commands, fleet and shore based units of the Atlantic Fleet including Atlantic Fleet units operating under CinCNeM.

- ComFour—Activities within the First, Third, Fourth, Sixth, Eighth and Ninth Naval Districts.

Complete details and rules for the Fifth Interservice Photography Contest are contained in BuPers Notice 1710 of 12 Mar 1954.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9

1. (a) USS Nevada (BB36).
2. (c) 1916.
3. (b) Hose.
4. (a) Closed.
5. (b) Vice-President of the U. S.
6. (b) Admiral's March.



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 a 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. 4—Reminded naval personnel of the deadline date of 30 April for joining the new annuity plan, the "Uniformed Services Contingency Act."

No. 5—Contains a statement by the Secretary of Defense stressing the importance of the training given foreign military students in the U. S.

No. 6—Announces the convening of a board to recommend Naval Reserve officers for active duty agreements of from one to five years under a new program.

No. 7—Requests applications for Naval Aviation Cadets (NavCads).

No. 8—Authorizes a Reserve Officer Review Board whose job it is to establish priority lists governing the retention of Naval Reserve officers on active duty during fiscal year 1955.

BuPers Instructions

No. 1080.14—Announces addition of "Service Identification Suffixes" to USN and USNR designations of both Regular and Reserve personnel.

No. 1085.33—Authorizes a "Privilege Card" for members of the Naval Reserve retired with pay.

No. 1085.34—Concerns submitting records of courts of inquiry and investigations in the case of deceased or injured personnel.

No. 1120.7A—Summarizes procedures to be followed in appointing enlisted personnel to commissioned grade in the Regular Navy.

No. 1120.9A—Summarizes eligibility requirements and processing procedures whereby enlisted women of the Regular Navy or Naval Reserve who have a college degree and are currently serving on active duty may apply for appointment to the grade of ensign, 1105 or 3105.

No. 1120.11A—Revises and brings up to date eligibility requirements and processing procedures for enrollment of enlisted members of the naval service in the Officer Candidate School at Newport, R.I., for in-

doctrination and appointment in the Naval Reserve.

No. 1616.1A—Emphasizes the necessity of submitting evaluation sheets on all chief petty officers and petty officers first class once a year.

No. 1626.7A—Cites rules of conduct relating to drafts of men or individual Navymen using public transportation facilities.

No. 1140.1A—Outlines the procedure to be followed to notify the home draft board of a person who enlists, reenlists, is awarded an appointment or is reappointed in the Regular Navy or Naval Reserve on active duty.

No. 1650.4A—Authorizes naval personnel who have served on duty in combat with the Fleet Marine Force to wear a miniature Marine Corps emblem on the appropriate campaign ribbon.

BuPers Notices

No. 1743 (3 Mar 1954)—States that wherever possible leave may be granted for observance of the Jewish Feast of Passover.

No. 1530 (3 Mar 1954)—Announces list of enlisted personnel provisionally selected for enrollment in the NROTC program this year on the basis of scores in the Navy College Aptitude Test.

No. 1418 (4 Mar 1954)—Calls attention to the service-wide competitive exams for advancement in rating to pay grades E-4, E-5 and E-6 set for August.

No. 1210 (4 Mar 1954)—Eliminates the officer designator code "111x" and states that all officers holding this code will have their designators changed to the appropriate "110x" code.

No. 1520 (5 Mar 1954)—Announces that the joint Armed Forces Information School at Fort Slocum, N. Y., is being discontinued and that the Army will establish an Army Information School there.

No. 5510 (9 Mar 1954)—Concerns up-grading of certain Army-produced films.

No. 1120 (11 Mar 1954)—Announces the list of warrant officers and enlisted men and women of the Regular Navy selected for training leading to a commission as ensign in the line or Supply Corps of the Regular Navy.

No. 1130 (12 Mar 1954)—Requests applications for enlistment or reenlistment in the Regular Navy of

Ruffled Sergeant Rattles Caller—He Wants Ryffel, Not Rifle

Even the Marines let the situation get out of control once in awhile. Take a recent telephone conversation between a sergeant on the firing range at Camp Lejeune and an unidentified caller.

The phone rang and the sergeant answered. "Firing range."

"I'd like to speak to Ryffel."

"Rifle?" the sergeant queried. "We've got plenty of rifles here. In fact, you can hear them firing now."

"Yes, I know Ryffel's firing now," the caller replied, "but it's important that I talk to him."

"Say what kind of a gag is this?"

"No gag at all, I just want to speak to Ryffel, serial number 1346431, of—"

By this time the sergeant was getting a little hot under the collar, "Yeah, I know. All rifles have

serial numbers. You want a rifle? Well go over to your company and check one out."

"But this Ryffel is already checked out of Headquarters Company and is firing now."

"Oh" said the sergeant, thinking he had seen the light, "you lost your rifle and think we've got it down here at the rifle range."

"No, my rifle isn't lost. I just want to speak to Ryffel."

"Where are you calling from? In just a jiffy I'll have the hospital send over a straight jacket and transportation."

"Look, I'm not nuts. I just want to speak to Private First Class Robert E. Ryffel. Will you call him to the phone?"

"Oh, you want to speak to PFC Ryffel—A Marine firing,—a person,—not a rifle—oh—."—MSgt Donald F. Ball, USMC.

men in FT, ET and RM ratings or in allied emergency service ratings in the Training and Administration of Reserves (TAR) program.

No. 1700 (12 Mar 1954)—Gives the rules for the Fifth Interservice Photography Contest.

No. 4641 (12 Mar 1954)—States that "furlough fares" will be continued for servicemen in uniform on passenger-carrying railroads through 30 Jun 1954.

No. 1806 (23 Mar 1954)—Makes a change in retirement point credit that may be earned by Naval Reservists for periods of active training and for service on the Honorary Retired List.

No. 1710 (23 Mar 1954)—Makes several additions to BuPers Inst 1710.1A which sets down the basic rules governing All-Navy and Interservice sports championships.

EM Volunteers Commended For Their Rescue Effort

Two destroyer sailors have received commendations for a heroic attempt to rescue two other Navy-men washed overboard during heavy seas.

The incident took place in the Sea of Japan when two seamen from the destroyer *uss Cone* (DD 866) were washed over the side while securing equipment on the deck during rough weather. Strong winds caused *Cone* to drift away and her crew was unable to aid the men.

However, *uss Ozbourn* (DD 846), which was steaming nearby, went immediately to the scene where Jack B. Evans, RM3, USN, and Bobby D. Parrack, SN, USN, volunteered to attempt the rescue.

As a searchlight illuminated the water the two were lowered over the side by ladder and had almost succeeded when *Ozbourn* rolled heavily to one side and the high seas broke over the ladder tossing all the men into the stormy sea.

The four men were momentarily sucked below the surface of the ship. Struggling frantically to bring themselves to the surface, Evans and Parrack yet managed to hang on to one of the drowning men. The other man was washed away and an intense 12-hours search by the destroyers failed to locate him.

For their efforts, Evans and Parrack were commended by the Commander of Task Force 77.

Summary of Congressional Action Taken on Bills Affecting Naval Personnel

Changes in status of items on the legislative calendar of interest to naval personnel are reported in the following roundup.

As usual, this summary includes new bills introduced as well as action taken on other bills previously covered. The summary includes Congressional action covering the month since the last roundup.

Tax Decrease — Public Law 324 (evolving from H. R. 8224): Makes cuts averaging 50 per cent on Federal excise taxes on a long list of items from pocketbooks to household appliances, the decreased rates to take effect 1 Apr 1954. As a result less will be paid for many household items, as well as tickets for motion pictures, legitimate theaters and sports events.

Limitations on Officers — H. R. 7103: passed by House; would provide for a limitation on the number of officers who may serve in the commissioned grades of the Army, Navy, Air Force and Marine Corps. It would substitute for the present flat percentage of officer strength, a table of numbers of officers above the grade of lieutenant allowed for various total officer strength levels. The bill is based on the principle that as the size of the Navy, for example, increases, the proportion of senior officers in it will decrease. If enacted, the legislation would provide permanent "guide lines" to replace certain arbitrary limitations attached to the last three Defense Department appropriations acts. It would also repeal current restrictions on the voluntary retirement of USN officers.



"Adjust your parachute Joe... we may fly back to the base yet."

Foreign Decorations — H. R. 6051 and S. 2247; passed by Senate would provide that members of the U. S. armed forces may be authorized by the service secretaries to accept from certain allied governments decorations, orders or emblems which may be tendered them for Korean service. A similar bill which would extend this privilege to veterans of World War II was previously introduced.

Combat Pay — S. 3097: introduced; would extend combat duty pay to all servicemen missing-in-action for the entire time they were missing, rather than for three months as at present.

Old-time Ships — H. R. 8247: introduced; would provide for the restoration and maintenance of *uss Constitution* and for the disposition by sale, grant or other means of *uss Constellation*, *uss Hartford*, *uss Olympia* and *uss Oregon*.

Annuity Plan — H. R. 8539: introduced; would extend the deadline for decision on whether or not to enter the new "Uniformed Services Contingency Option Act" from 30 Apr 1954 to 30 Nov 1954 (except for persons on the Retired List who have already had to make a definite decision).

Cemetery Markers — H. R. 4690: introduced; would provide for the erection of appropriate markers in national cemeteries to honor the memory of members of the armed forces missing in action.

VR-2 of NAS Alameda Adopts Three Orphans

The 400 officers and men of Air Transport Squadron Two at the U.S. Naval Air Station, Alameda, Calif., are the proud "parents" of three Korean orphan boys.

The men of VR-2 adopted the three Korean orphans through the Foster Parents Plan for War Children, a non-profit organization devoted to the interest and care of children who have been made orphans by war.

The three boys adopted by the squadron are Park Kil Yong, 7; You Hang Koo, 9; and Kang Tae Won, 11 years old. The lads are being cared for by the Foster Parent's Plan through its field headquarters in Korea with money sent from the squadron.

DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ DOWDING, Fred Y., HM3, USN, serving with a Marine Infantry Company on 3 Feb 1953.

★ SMITH, Ralph A., LT, USNR (missing in action), serving in Composite Squadron 35 on the night of 7 Jul 1953.

★ SUSZKO, August, HM3, USN, serving with a Marine Infantry Company on 26 Jul 1953.

• Woods, William C., HN, USN, serving with a Marine Infantry Company on the night of 2 Dec 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ MACINNIS, Jack, CAPT, USN, Commander Destroyer Squadron 24 from 9 May to 8 Jul 1953. Combat "V" authorized.

★ MANIGAULT, Peter, LTJG, USNR, attached to the staff of Commander East Coast Blockade and Patrol Group from 30 Mar to 27 Jul 1953. Combat "V" authorized.

★ MYERS, Richard E., CAPT, USN, Commander Destroyer Squadron Seven from 6 Mar to 24 Jul 1953. Combat "V" authorized.

★ OUTERBRIDGE, William W., CAPT, USN, Deputy Chief of Staff on the Staff of Commander Naval Forces, Far East, from 21 Jul 1952 to 25 Jun 1953.

★ OVROM, Allan A., CAPT, USN, Commander Task Element 95.21 from 19 Mar to 1 Apr 1952. Combat "V" authorized.

★ PARKS, John E., CDR, USN, Commander Carrier Air Group 15 from 13 Mar to 27 Jul 1953. Combat "V" authorized.

★ RUSSILLO, Michael P., CAPT, USN, Commander East Coast Blockade and Escort Force from 18 Nov to 10 Dec 1952 and from 7 Jan to 4 Feb 1953. Combat "V" authorized.

★ RYAN, Paul B., CDR, USN, on the staff of Commander Service Squadron Three from 11 Oct 1952 to 27 Jul 1953. Combat "V" authorized.

★ SHANDS, Courtney, CAPT, USN, CO of USS *Oriskany* (CVA 34) from 1 Nov 1952 to 21 Apr 1953. Combat "V" authorized.

★ SOUTHERLAND, Leonard B., CAPT, USN, Chief of Staff to Commander Carrier Division One and Commander Task Force 77 from 24 Jul 1952 to 23 Jul 1953. Combat "V" authorized.

★ SWEENEY, John R., CDR, USN, Commander Carrier Air Group Four from 12 Jun to 27 Jul 1953. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ MICHEEL, John C., CDR, USN, (posthumously), CO of Attack Squadron 929 on 1 Feb 1951.

★ MILLER, Ward S., LCDR, USN, CO of Fighter Squadron 63 on 23 Jun 1952.

★ NELSON, Marvin D., Jr., LTJG, USN, serving in Composite Squadron Three on 12 Dec 1952.

★ NELSON, Roger D., LT, USN, serving in Attack Squadron 55 on 20 Dec 1952.

★ NIXON, Edwin A., Jr., ENS, USNR (posthumously), serving in Fighter Squadron 91 on 1 Mar 1953.

★ O'TOOLE, Lawrence T., LTJG, USNR, serving in Fighter Squadron 23 on 22 Nov 1952.

★ PEEL, Gaylord A., LTJG, USNR, serving in Attack Squadron 95 on 17 May 1953.

★ PHILLIPS, Edward, LTJG, USN, serving in Attack Squadron 195 on 1 May 1951.

★ PRENDERGAST, Francis J., LT, USNR, serving in Fighter Squadron 54 on 2 Jan 1952.

★ PRICHARD, Reuben P., Jr., LTJG, USN, serving in Fighter Squadron 53 on 29 Oct 1951.

★ PRUITT, Bertie C., LT, USNR, serving in Fighter Squadron 53 on 5 Jan 1952.

★ PUTINTA, Mike, LT, USNR, serving in Attack Squadron 75 on 24 Jul 1952.

★ QUIEL, Lawrence L., LTJG, USNR (posthumously), serving in Fighter Squadron 153 on 31 Mar 1953.

★ QUINLEY, William M., ENS, USNR, (missing in action), serving in Fighter Squadron 152 on 5 May 1953.

★ RICHEY, Leland R., LT, USNR (missing in action), serving in Fighter Squadron 152 on 6 May 1953.

★ ROBERTS, Robert E., ENS, USNR,

serving in Fighter Squadron 193 on 16 Jul 1952.

★ ROCHE, Thomas C., AD1, USN, serving in Helicopter Squadron One on 13 Jun 1952.

★ ROSTINE, Robert E., LTJG, USNR, serving in Fighter Squadron 51 on 11 Sep 1951.

★ ROULLARD, George P., AL1, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 13 Feb 1951.

★ RUDD, Richard O., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 2 Feb 1951.

★ SAMPLES, Evan J., ENS, USNR, serving in Fighter Squadron 54 on 4 Sep 1951.

★ SANDERSON, James R., LTJG, USN, serving in Attack Squadron 195 on 1 May 1951.

★ SCHAD, "F. A.", AT2, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 5 Jan 1951.

★ SCHLOER, Eric G., LT, USNR, serving in Fighter Squadron 192 on 22 Jul 1952.

★ TEUFER, William E., LCDR, USN, attached to Attack Squadron 75 on 27 Jul 1952.

★ THOMAS, Harry E., LTJG, USN, serving in Fighter Squadron 193 on 13 Jun 1952.

★ WAGNER, Hale W., LTJG, USNR, serving in Composite Squadron 61 on 23 Jul 1952.

★ WOERMAN, William B., LT, USN (posthumously), serving in Fighter Squadron 92 on 7 Apr 1953.

Gold star in lieu of second award:

★ ABBOTT, John, LTJG, USNR, serving in Fighter Squadron 53 on 15 Jan 1952.

★ BOE, Nils W., LCDR, USN, serving in Fighter Squadron 193 on 23 Jun 1952.

★ BROWN, Earl E., ADC, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 14 Jan 1951.

★ BROWN, Frederick J., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

★ CLAPP, Atlee F., LT, USN, serving in Composite Squadron 35 on 1 May 1951.

★ DENTON, William Jr., CDR, USN, serving in Air Group 19 on 23 and 24 Jun 1952.

★ ENGLISH, Addison R., LT, USN, serving in Composite Squadron 35 on 1 May 1951.

★ GRAY, Paul N., CDR, USN, serving in Fighter Squadron 54 on 29 Oct 1951.

★ KEEFE, William J., Jr., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

★ SWEENEY, John, CDR, USN, serving in Fighter Squadron 191 on 23 Jun 1952.

★ THELEN, Robert H., LT, USN, serving

in Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.

★ WHITEMORE, John B., LTJG, USN, serving in Attack Squadron 195 on 1 May 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BEHNKEN, Clifford R., ENS, USNR, for saving the life of a crew member of a patrol plane during a night flight in the vicinity of Timbakion, Crete, on 3 Oct 1953.

★ RANGLES, Dale E., MMC, USN, for rescuing a man from drowning at the Naval Recreation Beach, Imperial Beach, San Diego, Calif., on 24 Jun 1953.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ALEXANDER, Jack C., BMC, USN, serving in *uss Helena* (CA 75) from 24 Apr to 21 Nov 1951. Combat "V" authorized.

★ ALLEN, Thomas R., LTJG, USN, CO of *uss Waxbill* (AMS 39) on 13 and 14 Oct 1952. Combat "V" authorized.

★ ANDRASKI, Peter, HM1, USN, serving with a Marine Infantry Battalion on 23 Apr 1951. Combat "V" authorized.

★ ANTHONY, James O., Jr., LCDR, USNR, CO of Fighter Squadron 783 from 31 May to 28 Nov 1951. Combat "V" authorized.

★ APPLETON, Charles K., HM2, USN, serving with a Marine Infantry battalion from 2 to 29 Mar 1951. Combat "V" authorized.

★ ASHLEY, Archie C., HM2, USN, serving with a Marine Infantry Company on 21 Sep 1950. Combat "V" authorized.

★ AUSTIN, Henry E., LCDR (then LT) CHC, USN, serving with a Marine Infantry Battalion from 10 Mar to 4 Apr 1951. Combat "V" authorized.

★ BAKER, Robert E., CAPT, MC, USN, serving in *uss Consolation* (AH 15) from 16 Aug to 15 Oct 1950.

★ BALCH, John B., CDR, USN, serving in *uss Helena* (CA 75) from 8 Jun to 27 Nov 1952. Combat "V" authorized.

★ BALL, Harry E., Jr., HN, USN, attached to a Marine Infantry Company on 19 Sep 1951. Combat "V" authorized.

★ BARHAM, John T., LT, SC, USN, serving in Fleet Activities, Sasebo, Japan, from 27 Jun 1950 to 3 Nov 1951.

★ BARRY, Garret P., HM2, USN, at-

tached to a Marine Infantry Company on 14 and 15 Sep 1951. Combat "V" authorized.

★ BEASLEY, Harold G., BM1, USNR, serving in *uss New Jersey* (BB 62) from May to November 1951. Combat "V" authorized.

★ BEDE, John A., HM3, USN, attached to a Marine Infantry Company on 17 Sep 1951. Combat "V" authorized.

★ BENTLEY, Paul E., HMC, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ BERNARDINI, Robert J., HN, USNR, serving in a Marine Infantry Company on 23 and 24 Apr 1951. Combat "V" authorized.

★ BERRY, Charles A., CDR, USN, CO of *uss Wiltsie* (DD 716) from 6 Nov 1951 to 15 May 1952. Combat "V" authorized.

★ BITTING, Frederick E., LCDR, USN, serving in *uss Charles S. Sperry* (DD 697) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ BOLDUC, Alfred G., LCDR, USN, serving in *uss Essex* (CVA 9) on 16 Sep 1951.

★ BOYNTON, Mack M., LT, USN, member of Underwater Demolition Team Three from 12 to 24 Dec 1950 and from 29 Apr to 4 May 1951. Combat "V" authorized.

★ BREWER, Cleon A., LCDR, USN, serving in *uss Helena* (CA 75) from 8 Jun to 27 Nov 1952. Combat "V" authorized.

★ BROWN, Robert B., CAPT, MC, USN, serving in *uss Repose* (AH 16) from 20 Sep 1950 to 12 Jul 1951.

★ BRUNDRETT, William R., AD3, USN, serving in Attack Squadron 115 on 21 May 1952.

★ BURLEY, Thomas G., Jr., CDR, USN, CO of *uss Bausell* (DD 845) from 15 Jul to 7 Nov 1952. Combat "V" authorized.

★ BUSH, Robert M., GM1, USN, serving in *uss Helena* (CA 75) from 24 Apr to 21 Nov 1951. Combat "V" authorized.

★ CALHOUN, Henry H., LCDR, USN, serving on the staff of Commander, Naval Forces, Far East, from 8 Jul 1950 to 20 Nov 1951.

★ CARLISLE, Geoffrey E., CDR, USN, serving with a Marine Division from 16 Jun to 15 Dec 1951. Combat "V" authorized.

★ CHACE, James F., LCDR (then LT), USNR, commander of an Underwater Demolition Team Detachment from 30 Apr to 4 May 1951. Combat "V" authorized.

★ CHAPMAN, George H., Jr., CDR, USN, CO of *uss Perkins* (DDR 877) from 22 Mar to 16 May 1951. Combat "V" authorized.

★ CHAPMAN, Raymond C., HN, USN, (posthumously), serving in a Marine Infantry Company on 19 Aug 1952. Combat "V" authorized.

★ CLARK, R. W., CDR, USN, CO of

uss Rogers (DDR 876) from 15 Mar to 27 May 1951.

★ CLAREY, Bernard A., CDR, USN, serving in *uss Helena* (CA 75) from 29 Jun to 21 Nov 1951. Combat "V" authorized.

★ CLELAND, Cook, LCDR, USNR, CO of Fighter Squadron 653 from 4 Dec 1951 to 10 Jun 1952. Combat "V" authorized.

★ COCHRAN, Jerald F., BM1, USNR, coxswain of an LCM on 29 Nov 1951. Combat "V" authorized.

★ COE, Carl W., LT, USN, CO of *uss Redstart* (AM 378) from 29 Apr 1951 through February 1952. Combat "V" authorized.

★ COHEN, Ruth M., LT, NC, USN, serving in *uss Haven* (AH 12) from 21 Sep 1950 to 12 Jul 1951.

★ COLE, Walter C., LCDR, USN, CO of *uss William Seiverling* (DE 441) from 6 Jul to 6 Nov 1951. Combat "V" authorized.

★ CONKEY, George L., CDR, USN, serving in *uss Helena* (CA 75) from 8 Jun to 27 Nov 1952. Combat "V" authorized.

★ COYL, Edwin B., CAPT, MC, USN, serving in *uss Repose* (AH 16) from 26 Aug 1950 to 12 Jul 1951.

★ CROWLEY, John D., CAPT, USN, serving on staff of Commander Seventh Fleet from 28 Mar 1951 to 3 Mar 1952. Combat "V" authorized.

★ CUTTS, Robert E., CDR, USN, on the staff of Commander Cruiser Division Three from 6 Jun to 25 Nov 1952. Combat "V" authorized.

★ D'ALFONSO, Victor, HM3, USN, serving with a Marine Artillery Battery on 8 Dec 1951. Combat "V" authorized.

★ DERLETH, Russell E., ET3, USN, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ DICKSON, Donald J., HM3, USNR, serving with a Marine Infantry Company on 29 May 1951. Combat "V" authorized.

★ DORAN, William K., LTJG, USNR, serving in *uss Douglas H. Fox* (DD 779) during May 1952. Combat "V" authorized.

★ DOW, Robert L., LTJG, MC USNR, serving with a Marine Infantry Battalion from 5 Jan to 17 Jul 1951. Combat "V" authorized.

★ ELLIS, Walter J., LCDR, USN, serving on the Staff of Commander Naval Forces, Far East from 27 Jun 1950 to 4 Jun 1952. Combat "V" authorized.

★ EMPFIELD, James R., HN, USN (posthumously), serving in a Marine Infantry Company on 22 Nov 1952. Combat "V" authorized.

★ ENGLER, Clifford W., LT, USN, serving in *uss Rochester* (CA 124) from 26 Jun 1950 to 9 Jan 1951. Combat "V" authorized.

★ ERKE, Robert F., SA, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

BOOKS:

LOTS OF INTERESTING VOLUMES ARE ON WAY TO NAVY READERS

A LIBERAL SUPPLY of salty tales is finding its way to Navy libraries ashore and afloat. Here are reviews of some of the latest books chosen by the BuPers library staff:

• **The Great Iron Ship**, by James Dugan; Harper and Brothers.

Almost a century ago, Isambard Kingdom Brunel — known as the "Little Giant"—finally succeeded in launching the so-called "mother" of modern ocean liners — the *Great Eastern*.

The huge iron vessel had a length of 692 and a beam of 120 feet. She would have been too wide for today's Panama Canal; she was too deep for the Suez Canal of her time.

Great Eastern's career was incredible from start to finish. It took months to launch the ship once she was completed. And the launching cost some \$5000 a foot (to move her into the water). The launching also cost several lives.

During the course of her activities, she managed — among other

things — to sink or damage 10 vessels, kill her designer and 34 others, cause 13 lawsuits, log four mutinies, drown her first skipper and lay the Atlantic cable. She wound up as a floating circus.

Today's Navymen will enjoy reading about sea-going behemoth of another year, a forerunner of such ships as the *Queen Mary*, the *SS United States*. It's got lots of illustrations.

★ ★ ★

• **Away All Boats**, by Kenneth Dodson; Little Brown and Company.

Novels about World War II are still rolling off the presses quite regularly. This one has to do with a mythical attack transport vessel, *uss Belinda*, and the Pacific campaign—from Makin to Kwajalein, Saipan, Angaur, Lingayen Gulf and Okinawa.

LT. Dave MacDougall is the yarn's central character. As *Belinda* steams from adventure to adventure and until she's finally knocked out by a Kamikaze at Okinawa, Mac is around — first as boat group commander during practice landings, then as navigator, exec and, finally, CO. Along with Mac there are a hundred or more characters, including Captain Hawks and his monkey, "Chipchee," Quigley, and Ryan, the stowaway who wanted to avenge his brother's death at Pearl Harbor.

Action and adventure are the order of the day in this novel, however. Little space is devoted to character delineation.

If you've ever hit a beach under fire, then Dodson's book will bring back memories by the dozen. If you haven't, it'll give you a pretty fair idea of how things were.

The author has spent most of his life at sea—as a merchant mariner and, during the second world war, as an officer in *uss James R. Pierce* (DD 753). There's lots of salt in this book—more than enough to commend it to Navy readers.

★ ★ ★

• **Of Whales and Men**, by R. B. Robertson; Alfred A. Knopf.

During 1950-51, Dr. Robertson acted as senior medical officer of a large whaling expedition to the Ant-

arctic. He sailed with the fleet for eight months, covering 48,000 miles. *Of Whales and Men* is his account of the adventures that befell the more than 12,000 whalers.

Mixed in with his medical and psychiatric experiences are the doctor's observations of whaling as a profession and whaling men as a "breed." He skillfully describes the rigid social strata whalers observe. He captures the excitement and thrills of the chase and follows through with a good account of the operations of the modern "factory ship" on which whales are processed.

★ ★ ★

• **Bhowani Junction**, by John Masters; Viking Press.

The setting of this novel—one of the best to come along so far this year—is modern India, shortly before she gained her independence from Great Britain.

It is a crucial period in India's history. The country is struggling for independence. Patriots are fighting among themselves for what they believe to be right. And there is the ever-present Communist threat.

During this turbulent period, we find Victoria Jones, an Anglo-Indian, home after a stay in Delhi picking up the threads of her romance with Patrick Taylor, railway official.

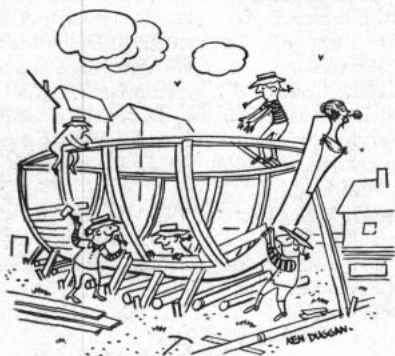
Terrorism in the area—caused by Communists and misguided patriots—brings about the arrival of Lieutenant Colonel Rodney Savage and his Gurkha battalion. Victoria, a subaltern in the British WAC, is ordered to assist Savage in the effort to stop the uprisings and sabotage.

It isn't long before there is a running feud between Taylor and Savage. There is a romantic interlude between Victoria and the Indian, Ranjit, who later becomes a Congress party leader. Victoria is torn between the emotional pulls of her Anglo-Indian heritage.

Masters uses an interesting device to tell his story. The three main characters act as narrators in turn—starting with Taylor, then Victoria, then Savage and finally reverting, briefly, to Taylor.

This is the sort of book which can be read with two "approaches." To some, for example, it will be a romantic novel with suspense and plenty of excitement. To others, it will be a fictionalized account of India's "awakening." Either way it makes for good reading.

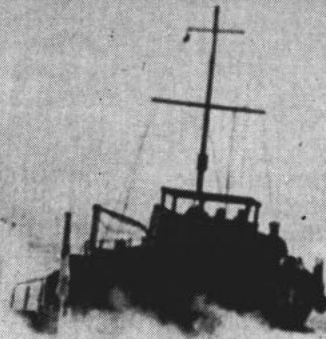
SONGS OF THE SEA



Alabama

When the Alabama's keel was laid,
Roll, Alabama, roll!
They laid her keel at Birkenhead,
Oh, roll, Alabama, roll!
Oh, she was built in Birkenhead,
Built in the yard of Jonathan Laird,
Away down the Mersey she rolled one day,
And across the "Western" she ploughed
her way.

—Old Sea Chanty



SOUND BEATS SUBS-1918

SUB CHASERS IN WORLD WAR I

They were only thin-skinned, wooden-hulled ships and they bounced around like a cork in a bathtub, but they had what the U-boats feared most—"underwater ears." A first-hand account of the sub chasers by RADM William S. Sims, USN.

During the first World War, the Allies tried several ways of combating the German submarine menace. They threw a protective ring of destroyers around convoys, they laid minefields at the entrances of vital harbors, they sent to sea "mystery ships" whose merchant lines disguised the fact that they packed guns enough to blow an unsuspecting sub out of the water.

In varying degrees, all these methods were effective. However, to each action there is usually a reaction, and the close guarding of the convoys was no exception.

When the destroyer screens made it tough for the U-boats to attack convoys in mid-ocean, the subs shifted their operations to off-shore waters.

The Allies counteracted this move with a new weapon—the subchaser. A subchaser in those days was only 110 feet of wooden hull but it carried within its thin sides a hydrophone, a sort of "Model T" of today's sonar anti-submarine detection systems.

This was listening equipment with nowhere near the efficiency of the echo ranging systems of today but the old "K-Tube" could pick up the sound of a large vessel up to 20 miles away while the "C-Tube" could hear underwater

noises at shorter distances. Both also gave their operator a fair determination of the direction of contact.

As soon as these subchasers were ready for action, the U. S. Navy dispatched them to two trouble spots: the coast of England and the Mediterranean. By June 1918, 36 of the ships were operating off England and a similar number were operating in the Strait of Otranto where the Adriatic Sea meets the Mediterranean.

Here is the story of the wooden subchasers—their methods of operation, primitive by today's standards, and a couple of their successes—as told in his own words by a man who saw them in action, Rear Admiral William S. Sims, USN, the commander of American naval forces in European waters during World War I.

BY THE TIME that Captain Cotten's squadron began work [Cotten commanded the first squadron of SCs to reach England] the hunting tactics which had been

From *The Victory at Sea* by Rear Admiral William S. Sims, USN, Commander of American naval forces operating in European waters during the Great War, in collaboration with Burton J. Hendrick, Doubleday, Page and Co., Garden City, New York, 1920. Printed by permission of the copyright owner.

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developed during their training at New London had been considerably improved.

Their procedure represented something entirely new in naval warfare. Since the chasers had to depend for the detection of the foe upon an agency so uncertain as the human ear, it was thought to be necessary, as a safeguard against error, and also to increase the chances of successful attack, that they should hunt in groups of at least three.

The fight against the submarine, under this new system, was divided into three parts—the search, the pursuit, and the attack. The first chapter included those weary hours which the little group spent drifting on the ocean, the lookout in the crow's nest scanning the surface for the possible glimpse of a periscope, while the trained listeners on deck, with strange little instruments which somewhat resembled telephone receivers glued to their ears, kept constantly at tension for any noise which might manifest itself under water.

It was impossible to use these listening devices while the boats were under way, for the sound of their own propellers and machinery would drown out any other disturbances. The three little vessels therefore drifted abreast—at a distance of a mile or two apart—their propellers hardly moving, and the decks as silent as the grave; they formed a new kind of fishing expedition, the officers and crews constantly held taut by the expectation of a "bite."

The middle chaser of the three was the flagship and her most interesting feature was the so-called plotting room. Here one officer received constant telephone reports from all three boats, giving the nature of the sounds, and, more important still, their directions. He transferred these records to a chart as soon as they came in, rapidly made calculations, and in a few seconds he was able to give the location of the submarine. This process was known as "obtaining a fix."

The point at which these lines of bearing cross is the "fix;" it shows the spot in the ocean where the submarine was stationed when the sound was first detected. If three observations, made independently, agree in locating the enemy at this point, the commanding officer may safely assume that he is not chasing a will o' the wisp.

But this "fix" is merely the location of the submarine at the time when it was first heard. In the great majority of cases, however, the submerged vessel is moving; so, rapidly as the men in the plotting room may work, the German has advanced beyond this point by the time they have finished their calculations.

The subchasers, which have been drifting while these

observations were being made, now start their engines at full speed, and rush up to the neighborhood of their first "fix." Arrived there, they stop again, put over their tubes, and begin listening once more.

The chances are now that the noise of the submarine is louder; the chasers are getting "warmer." It is not unlikely, however, that the direction has changed, for the submarine, which has listening devices of its own—though the German hydrophones were decidedly inferior to the American—may have heard the subchasers and may be making frantic efforts to elude them. But changing the course will help it little, for the listeners easily get the new direction, and send the details to the plotting room, where the new "fix" is obtained in a few moments.

Thus the chasers keep inching up to their prey; at each new "fix" the noise becomes louder, until the hunters are so near that they feel justified in attacking. Putting on full speed, all three rush up to the latest "fix," drop depth charges with a lavish hand, fire the "Y" howitzers, each one of which carries two depth charges, meanwhile manning their guns on the chance that the submarine may decide to rise to the surface and give battle.

In many of these hunts a destroyer accompanies the subchasers, always keeping at a considerable distance, so that the noise of its propellers will not interfere with the game; once the chasers determine the accurate "fix," they wire the position to this larger ship, which puts on full steam and dashes with the speed of an express train to the indicated spot to add ten or a dozen depth charges to those deposited by the chasers.

Such were the subchaser tactics in their perfection; yet it was only after much experience that the procedure began to work with clock-like regularity. At first the new world under the water proved confusing to the listeners at the tubes. This watery domain was something entirely new in human experience.

When Dr. Alexander Bell invented his first telephone an attempt was made to establish a complete circuit by using the earth itself; the result was that a conglomerate of noises—moanings, shriekings, howlings, and humming sounds—came over the wire, which seemed to have become the playground of a million devils. These were the noises, hitherto unknown, which are constantly being given out by Mother Earth herself.

And now it was discovered that the under ocean, which we usually think of as a silent place, is in reality extremely vocal. The listeners at the C- and K-tubes heard many sounds in addition to the ones which they were seeking. On the K-tubes a submarine running at full speed was audible from fifteen to twenty miles, but louder noises could be heard much farther away. The day might be bright, the water quiet, and there might not be a ship anywhere within the circle of the horizon, but suddenly the listener at the tube would hear a terrific explosion, and he would know that a torpedo, perhaps forty or fifty miles distant, had blown up a merchantman, or that some merchantman had struck a mine.

Again he would catch the unmistakable "chug! chug! chug!" which he learned to identify as indicating the industrious and slow progress of a convoy of twenty or thirty ships. Then a rapid humming noise would come along the wire; that was the whirling propeller of a destroyer. A faint moan caused some bewilderment at first; but it was ultimately learned that this came from a wreck, lying at the bottom, and tossed from side to side by the current; it sounded like the sigh of a ghost,

TYPICAL sub chasers like SC 49 were only 110 feet long.



and the frequency with which it was heard told how densely the floor of the ocean was covered with victims of the submarines.

The larger animal life of the sea also registered itself upon the tubes. Our listeners, after a little training, could identify a whale as soon as the peculiar noise it made in swimming reached the receivers. At first a school of porpoises increased their perplexities. The "swish! swish!" which marked their progress so closely resembled the noise of a submarine that it used to lead our men astray.

But practice in this game was everything; after a few trips the listener easily distinguished between the porpoise and the submarine, though the distinction was so fine that he had difficulty in telling just how he made it. In fact, our men became so expert that, out of the miscellaneous noises which overwhelmed their ears whenever the tubes were dropped into the water they were able almost invariably to select that of the U-boat.

In many ingenious ways the chasers supplemented the work of other anti-submarine craft. Destroyers and other patrol boats kept track of the foe pretty well so long as he remained on the surface; the business of the chaser was to find him after he had submerged. The Commander-in-Chief on shore sometimes sent a radio that a German had appeared at an indicated spot, and disappeared beneath the waves; the chasers would then start for this location and begin hunting with their listeners.

Aircraft which sighted submarines would send similar messages; convoys that had been attacked, individual ships that had been torpedoed, destroyers which had spotted their prey, only to lose track of it as soon as it submerged, would call upon the chasers to take up the battle where they had abandoned it.

As long as the chasers operated in the waters which I have indicated, those between Start Point and Lizard Head, they "got" no submarine; the explanation was simple, for as soon as the chasers and British hunting vessels became active here, the Germans abandoned this field of operations. This was the reason that the operative area of the Plymouth detachment was extended. Some of the chasers were now sent around Land's End and up to the north Cornish coast, where colliers bound from Wales to France were proving tempting bait for the U-boats; others operated farther out to sea, off the Scilly Islands and west of Brest. In these regions their contacts with the submarine were quite frequent.

There was no U-boat in the German Navy which the Allied forces were so ambitious to "get" as the U-53. It was this submarine, it will be recalled, which had suddenly paid a ceremonious visit to Newport, R. I., in the autumn of 1916, and which, on its way back to Germany, had paused long enough off Nantucket to sink half a dozen British cargo ships. It was the same submarine which sank our own destroyer, the *Jacob Jones*, by a chance shot with a torpedo. Thus Americans had a peculiar reason for wishing to see it driven from the seas.

About the middle of August, 1918, we discovered that the U-53 was operating in the Atlantic about 250 miles west of Brest. At the same time we learned that two German submarines were coming down the west coast of Ireland. We picked up radio messages which these three boats were exchanging; this made it quite likely that they proposed to form a junction west of Brest and attack American transports which were then sailing to France in great numbers.

Here was an opportunity for the subchasers. The distance—250 miles to sea—would be a severe strain upon their endurance, but we assigned four hunting units, twelve boats in all, to the task, and also added to this contingent the destroyers *Wilkes* and *Parker*. On the morning of September 2nd one of these subchaser units picked up a suspicious sound. A little later the lookout on the *Parker* detected on the surface an object that looked like a conning tower, with an upright just forward which seemed to be a mast and sail; as it was the favorite trick of the U-53 to disguise itself in this way, it seemed certain that the chasers were now on the track of this esteemed vessel.

When this mast and sail and conning tower suddenly disappeared under the water, these suspicions became still stronger. The *Parker* put on full speed, found an oilslick where the submarine had evidently been pumping its bilges, and dropped a barrage of sixteen depth charges. Had these injured the submarine? Under ordinary conditions there would have been no satisfactory answer to this question; but now three little wooden boats came up, advanced about 2000 yards ahead of the *Parker*, stopped their engines, put over their tubes, and began to listen. In a few minutes they conveyed the disappointing news to the *Parker* that the depth charges had gone rather wild, that the submarine was still steaming ahead, but that they had obtained a "fix" of its position.

But the U-53, as always, was exceedingly crafty. It knew that the chasers were on the trail; its propellers were revolving so slowly that almost no noise was made; the U-boat was stealthily trying to throw its pursuers off the scent. For two and a half hours the chasers kept up the hunt, now losing the faint noise of the U-53, now again picking it up, now turning in one direction, then abruptly in another. Late in the afternoon, however, they obtained a "fix," which disclosed the welcome fact that the submarine was only about 300 yards north of them. In a few minutes four depth charges landed on this spot.

When the waters had quieted, the little craft began listening. But nothing was heard. For several days afterward the radio operators could hear German submarines calling across the void to the U-53, but there was no answer to their call. Naturally, we believed that this long-sought enemy had been destroyed; about a week later, however, our radios caught a message off the extreme northern coast of Scotland, from the U-53 telling its friends in Germany that it was on its way home. That this vessel had been seriously damaged was evident, for it had made no attacks after its experience with the subchasers; but it apparently had as many lives as a cat, for it was able, for all its battered condition, to creep back to Germany around the coast of Scotland, a voyage of more than a thousand miles. The subchasers, however, at least had the satisfaction of having ended the active career of this boat.

On the morning of September 6th three subchaser units, under the command of Ensign Ashley D. Adams, U.S.N.R.F., were listening at a point about 150 miles west of Land's End. At about eleven-thirty two of these units detected what was unquestionably the sound of a submarine. Moreover, the usual "fixes" disclosed that the enemy was close at hand; so close that two of the units ran up and dropped their charges. This first attack produced no result on the submarine.

However, for two hours Ensign Adams's division kept closely on the heels of the quarry, now stopping to obtain

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a "fix," now running full speed to catch up with the fleeing prey. At one o'clock the plotting room reported that the submerged boat was just about a hundred yards ahead. The three chasers laid barrages according to pattern, and the three "Y" guns shot their depth charges; the region of the "fix" was so generously sowed with these bombs that it seemed an impossibility that the German could have escaped.

As soon as the tumult quieted down, the chasers put out their tubes and listened. For twenty minutes not a sound issued from the scene of all this activity. Then a propellor was heard faintly turning or attempting to turn. The noise this time was not the kind which indicated an effort to steal away furtively; it conveyed rather the impression of difficulty and strain.

There was a slight grating and squeaking such as might have been made by damaged machinery. This noise lasted for a few seconds and then ceased. Presently it started up again and then once more it stopped.

The submarine was making a little progress, but fitfully; she would go a few yards and then pause. A slight wake now appeared upon the surface, such as a submerged U-boat usually left when the water was calm; the listeners at the tube were pleased to note that the location of this disturbance coincided precisely with their "fix," and thus, in a way, confirmed their calculations.

One of the subchasers promptly ran ahead and began to drop depth charges on this wake. There was not the slightest doubt that the surface boat was now directly on top of the submarine. After one of the depth charges was dropped, a black cylindrical object, about thirty inches long, suddenly rose from the depths and jumped sixty feet into the air; just what this unexpected visitant was no one seems to know, but that it came from the hunted submarine was clear.

Under such distressing conditions the U-boat had only a single chance of saving itself; when the water was sufficiently shallow—not deeper than three hundred feet—it could safely sink to the bottom and "play dead," hoping that the chasers, with their accursed listening devices, would tire of the vigil and return to port. A submarine, if in very good condition, could remain silently on the bottom for two or three days.

The listeners on the chaser tubes presently heard sounds which suggested that their enemy was perhaps resorting to this maneuver. But there were other noises which indicated that possibly this sinking to the bottom was not voluntary. The listeners clearly heard a scraping and a straining as though the boat was making terrific attempts to rise. There was a lumbering noise, such as

might be made by a heavy object trying to drag its hulk along the muddy bottom; this was followed by silence, showing that the wounded vessel could advance only a few yards.

A terrible tragedy was clearly beginning down there in the slime of the ocean floor; a boat, with twenty-five or thirty human beings on board, was hopelessly caught, with nothing in sight except the most lingering death. The listeners on the chasers could follow events almost as clearly as though the inside of the U-boat could be seen; for every motion the vessel made, every effort that the crew put forth to rescue itself from this living hell, was registered on the delicate wires which reached the ears of the men on the surface.

Suddenly sharp metallic sounds came up on the wires. They were clearly made by hammers beating on the steel body of the U-boat.

"They are trying to make repairs," the listeners reported.

If our subchasers had had any more depth charges, they would have promptly put these wretches out of their misery, but they had expended all their ammunition. Darkness was now closing in; our men saw that their vigil was to be a long one; they sent two chasers to Penzance, to get a new supply of bombs, and also sent a radio call for a destroyer.

The spot where the submarine had bottomed was marked by a buoy; lanterns were hung out on this buoy; and two units of chasers, six boats in all, prepared to stand guard. At any moment, of course, the struggling U-boat might come to the surface, and it was necessary to have forces near by to fight or to accept surrender.

At three o'clock in the morning a British destroyer arrived and presently the two chasers returned from Penzance with more ammunition. Meanwhile, the weather had thickened, a fog had fallen, the lights on the buoy had gone out, and the buoy itself had been pulled under by the tide. The watching subchasers were tossed about by the weather, and lost the precise bearing of the sunken submarine.

When daylight returned and the weather calmed down the chasers again put over their tubes and attempted to "fix" the U-boat. They listened for hours without hearing a sound; but about five o'clock in the afternoon a sharp piercing noise came ringing over the wires. It was a sound that made the listeners' blood run cold.

Only one thing in the world could make a sound like that. It was the crack of a revolver. The first report had hardly stilled when another shot was heard; and then there were more in rapid succession.

The listeners on two different chasers heard these pistol cracks and counted them; the reports which these two men independently made agreed in every detail. In all, twenty-five shots came from the bottom of the sea. As there were twenty-five to thirty men in a submarine crew the meaning was all too evident. The larger part of the officers and men, finding themselves shut tightly in their coffin of steel, had resorted to that escape which was not uncommonly availed of by German submarine crews in this hideous war. Nearly all of them had committed suicide.

Meanwhile, our subchaser detachment at Corfu was performing excellent service.

I have already referred to the sea-going abilities of the subchasers; but the feat accomplished by those that made the trip to Corfu was the most admirable of all. These

AN SC, on duty in European waters, has her hull painted.





VICTORIOUS after a tour of European duty during World War I, U. S. subchasers enter New York Harbor in 1919.

thirty-six boats, little more than motor launches in size, sailed from New London to Greece—a distance of 6000 miles; and, a day or two after their arrival, began work on the Otranto Barrage (an elaborate defense system consisting of minefields, ships and nets).

The Otranto Strait was an ideal location for this type of anti-submarine craft. It was so narrow—about forty miles—that a force of moderate size could keep practically all of, the critical zone under fairly close observation. Above all, the water was so deep—nearly 600 fathoms (3600 feet)—that a submarine, once picked up by the listening devices, could not escape by the method which was so popular in places where the water was shallow—that of sinking to the bottom and resting there until the excitement was over.

The several lines of patrolling vessels extended about thirty-five miles; they were vessels of several types, the whole making a formidable gauntlet, which the submarines had to run before they could get from the Adriatic to the Mediterranean. First came a line of British destroyers; it was their main duty to act as protectors and to keep the barrage from being raided by German and Austrian surface ships—a function which they fulfilled splendidly. Next came a line of trawlers, then drifters, motor launches, and chasers, the whole being completed by a line of kite balloon sloops. Practically all these vessels, British as well as American, were provided with the American devices; and so well did these ingenious mechanisms function that it was practically impossible for any submarine to pass through the Otranto barrage in calm weather without being heard. In fact, it became the regular custom for the enemy to wait for stormy weather before attempting to slip through this dangerous area.

From July, 1918, until the day of the armistice, our flotilla at this point kept constantly at work, and the reports of our commanders show that their sound contacts with the enemy were frequent. There were battles that unquestionably ended in the destruction of the submarines; just how much we had accomplished, however, we did not know until the Austrians surrendered and our officers came into touch with officers of the Austrian navy.

These men, who showed the most friendly disposition toward their American enemies, though they displayed the most bitter hostility toward their German allies, expressed their admiration for the work of our subchasers. These little boats, the Austrians informed us, were responsible for a mutiny in the Austrian submarine force. Two weeks after their arrival it was impossible to compel an Austrian crew to take a vessel through the straits, and from that time until the ending of the war not a single Austrian submarine ventured upon such a voyage.

All the submarines that essayed the experiment after this Austrian mutiny were German. And German crews, the Austrian officers said, did not enjoy the experience any more than their own. There was practically no case in which a submarine crossed the barrage without being bombed in consequence; the morale of the German crews steadily went to pieces, until, in the last month of the war, their officers were obliged to force them into the submarines at the point of a pistol. The records showed, the Austrian high officers said, that the Germans had lost six submarines on the Otranto barrage in the last three months of the war.

We have evidence that the American device on a British destroyer "got" one of these submarines. One dark night this vessel, equipped with a C-tube, had pursued a submarine and bombed it with what seemed to have been satisfactory results. However, I have several times called attention to one of the most discouraging aspects of anti-submarine warfare: that only in exceptional circumstances did we know whether the submarine had been destroyed.

This destroyer was now diligently searching the area of the battle, the listeners straining every nerve for traces of her foe. For a time everything was utterly silent; then, suddenly, the listener picked up a disturbance of an unusual kind. The noise rapidly became louder, but it was still something very different from any noise ever heard before.

The C-tube consisted of a lead pipe—practically the same as a water pipe—which was dropped over the side of the ship fifteen or twenty feet into the sea; this pipe contained the wires which, at one end, were attached to the devices under the water, and which, at the other end, reached the listener's ears. In a few seconds this tube showed signs of lively agitation. It trembled violently and made a constantly increasing hullabaloo in the ears of the listener.

Finally a huge German, dripping with water like a sea lion, appeared over the side of the destroyer and astounded our British Allies by throwing up his arms and shouting "Kamerad!" This visitant from the depths was the only survivor of the submarine which it now appeared had indubitably been sunk. He had been blown through the conning tower, or had miraculously escaped in some other way—he did not himself know just what had taken place—and while floundering around in the water in the inky darkness had, by one of those providences which happen so frequently in war time, caught hold of this tube, and proceeded to pull himself up hand-over-hand until he reached the deck!

In writing to our officers about this episode, the British commander said: "We have found a new use for your listening devices—salvaging enemy crewmen."

TAFFRAIL TALK

THE INK wasn't even dry on our March issue before we received an interesting sequel to a story printed that month.

Our story had predicted that a new flare system, designed by three Navymen at NAS Alameda, which warns pilots if they are making a "wheels up" landing, "might sometime save the life of a pilot or prevent the loss of an aircraft."

A few days after the installation of the system, D. J. Wyatt, AEAN, USN, spotted an F9F Panther with its port landing gear not in a fully extended position. He fired the flare. That afternoon R. L. Heck, ATAN, USN, noticed another F9F coming in,



this one with its nose gear only partially extended. He too fired a flare. In both cases the pilots took a wave-off and made a normal, safe landing on their second pass.

Four days later Thomas Tompkins, AA, USN, was watching a TBM start his take-off run when he noticed the red rudder batten still in place. Again the flare system was given a work out and the pilot brought his plane to a stop in time to avert a possible crash. Result: Another happy pilot.

Our guess is that A. H. Bossert, ADC, USN, R. C. Hanley, AE1, USN and A. S. Neto AM2, USN, are popular among the pilots out California way. The warning system in use was devised by these three gent's.

★ ★ ★

How are you on tongue twisters? Here's a paragraph lifted from the rules and regulations of an Officers' Mess (written with tongue in cheek). It's true, too.

"There are times when the Open Mess is closed. This is especially noticeable when the Closed Mess is open. Again, there are times when the Open Mess is open, and the Closed Mess is open, too. Seldom, if ever, is the Closed Mess closed. The Closed Mess is open to some people and closed to others, while the Open Mess is open to the Closed Mess residents and others, too."

Even the typewriter had trouble with that one.

★ ★ ★

Did you know that the Navy runs a mail order house supplying women's clothing? Set up for WAVES on duty outside the U. S., the system provides a means for these gals to buy their uniforms by simply sitting down at a typewriter with a copy of BuSanda Manual. It saves money by doing away with the need of stocking too many sizes at smaller activities.

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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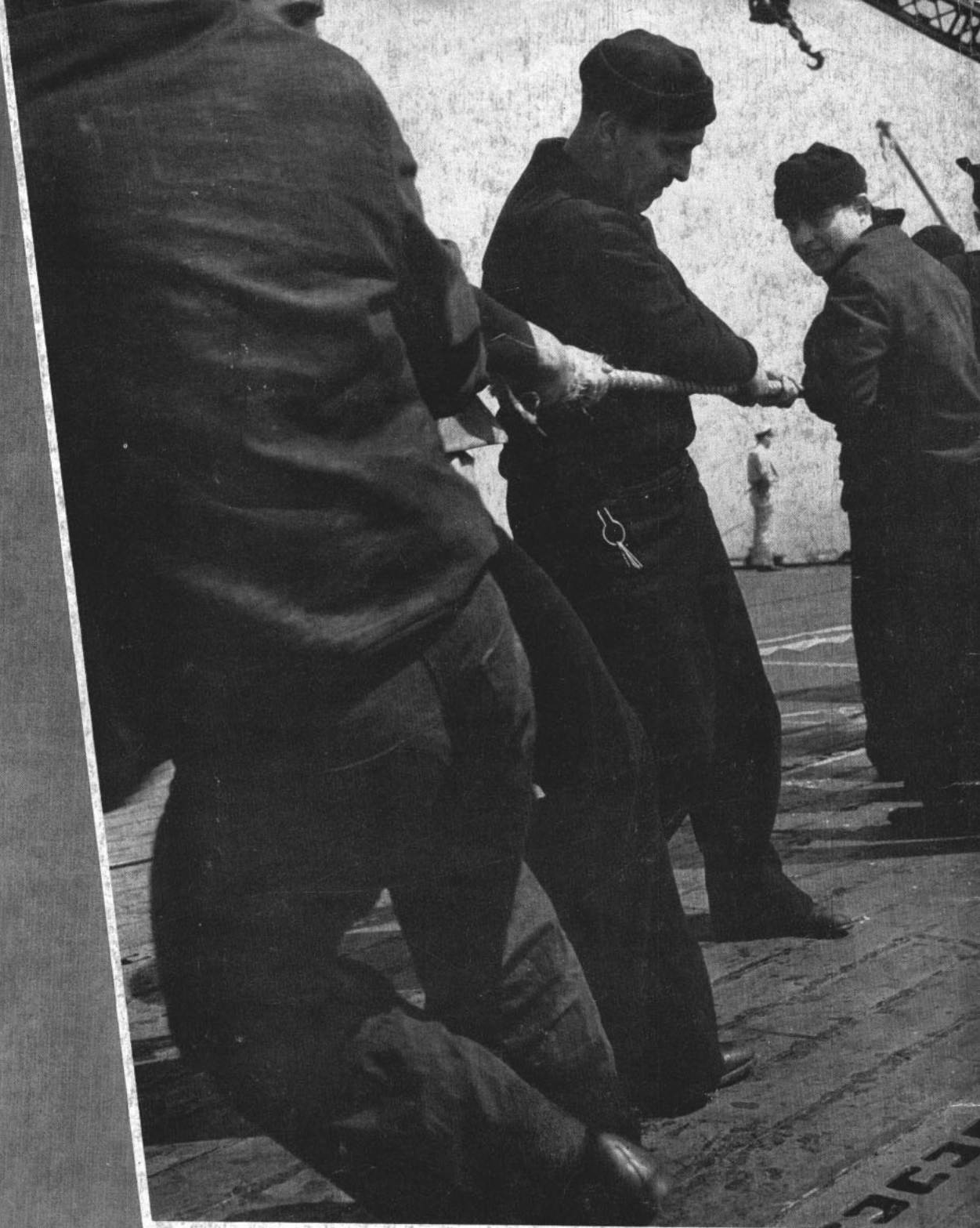
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: POWER-PACKING battleships dwarf other vessels at Norfolk Naval Base. Six tugs ease USS New Jersey (BB 62) into her berth. At left is her 45,000-ton sister ship, USS Missouri (BB 63).





TEAMWORK

makes tough work easier