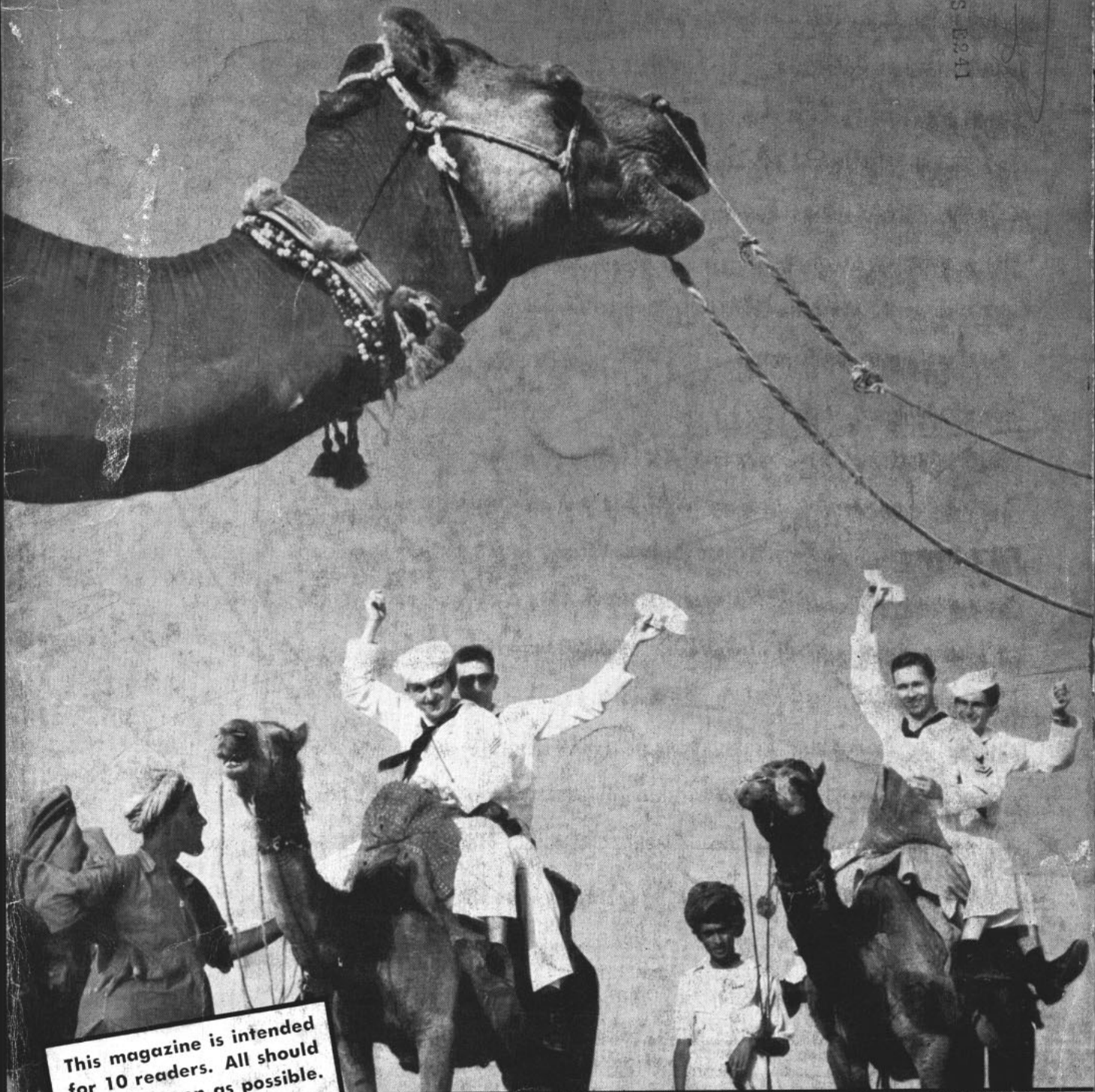


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

PER-ES-41



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JULY 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1955

Navpers-0

NUMBER 461

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• **FRONT COVER:** SHIPS OF THE DESERT were taken over by the sea legs of Navymen from USS Valcour (AVP 55) for a dryland pleasure cruise while their ship was on a goodwill visit to Karachi, the capital city of Pakistan.

• **AT LEFT:** HOW WET CAN YOU GET? Underwater demolition men towed in wake of speeding craft make ready to go over the side during training to blow coral reefs in Kaneohe Bay.

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

Have Bulldozer and Crane

A LITTLE MORE than 13 years ago, 99 former construction men were sworn into the U. S. Navy. They were among the best draftsmen, electricians, bricklayers, carpenters, steelworkers, plumbers, surveyors, heavy-equipment operators and mechanics available.

This small group of men formed what was later to become the famed Seabees of World War II. At the time of their organization, civilian workers and engineers on Wake, Guam and the Philippines, frantically trying to complete landing fields and air bases, were being captured or slaughtered by the enemy.

Existence of the Seabees was dictated by the World War II emergency with the result that many fabulous legends were established that set the standards which are met by the Seabees of today.

The mission of the Seabees was to build the bases which would enable the Allies to defeat the enemies, carrying on construction in places so close to enemy lines that civilians could not be employed. They did such an outstanding job that they have been retained as a permanent part of the Navy.

The World War II activities of the Seabees were dictated by urgency. They built air bases, supply depots, fuel and ammunition storage depots, hospitals, roads, bridges and harbor

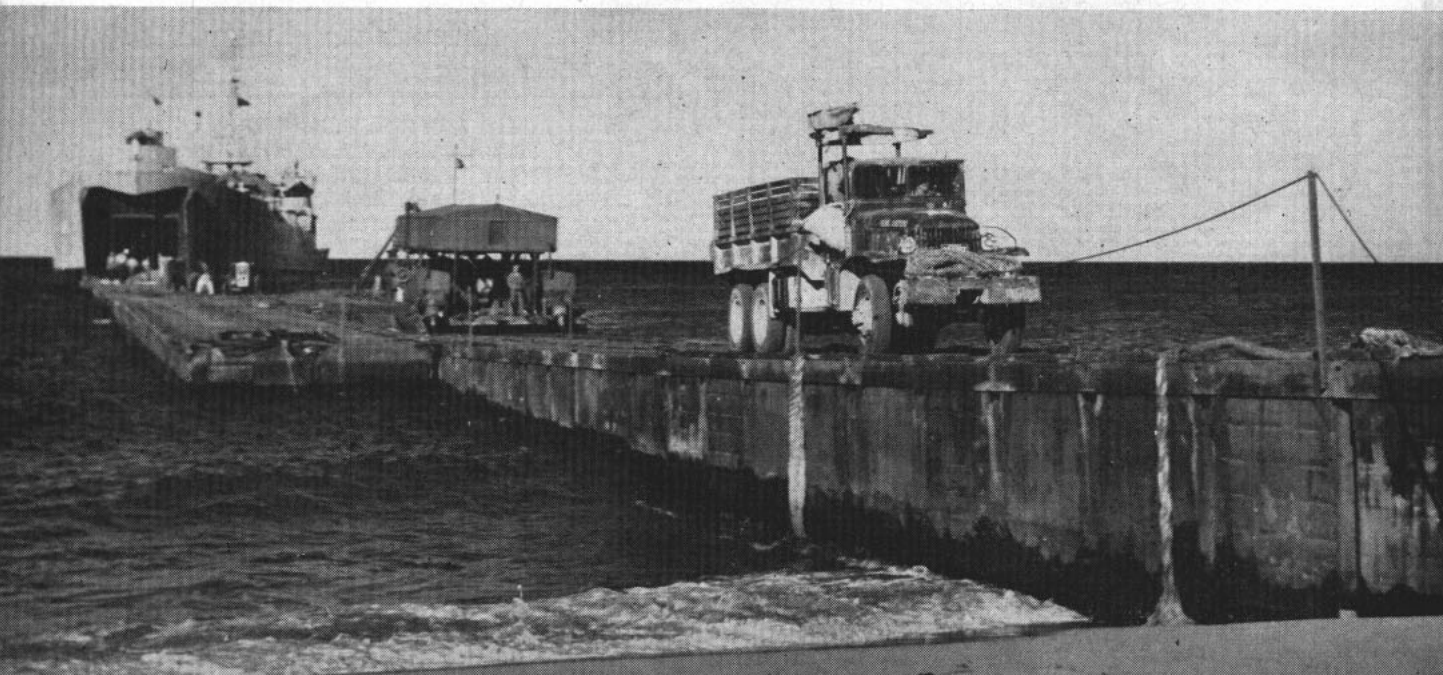
facilities, and many times while they were building they were engaged in actual battle. They moved mountains and changed the course of rivers. They helped to make possible the Sicilian and the Normandy landings and the Rhine crossing. With the Marines they invaded Peleliu, Saipan, Guam, Tinian, Iwo Jima and Okinawa, and built bases from which U.S. B-29s bombed Japan.

It was at Guadalcanal that the Seabees proved their mettle. Thirteen days after the Marines made their landing, a Civil Engineer Corps officer flew to Guadalcanal from Espiritu Santo, where a Seabee battalion was being held pending the stabilization of the beachheads. After a quick tour of the area held by the Marines, to size up the situation the Seabees would have to face, he sent word for two companies to come forward immediately.

The first contingent of the battalion, consisting of 387 men and five officers, landed on Guadalcanal on 1 Sep 1942. They dug in immediately, in a narrow strip of coconut grove adjoining the newly-acquired Henderson Field, and the next day a detail took over the construction and maintenance of the airfield. They found a runway 3800 feet long by 150 feet wide, with 150 clearance zones adjacent to the flight strip. The field had been graded and rolled by



WITH A SPLASH section of causeway is dropped while second waits. Below: LST unloads on Seabee-built causeway.



Will Travel

the Japanese, but they had made no provision for drainage. Near the center of the strip, there was still about 600 feet not yet completely cleared and graded, but the Marine Engineers had done enough grading to make the runway usable for fighter planes. The soil was generally an unstable muck which had been corrected with a gravel base over a small portion of the field.

Construction work on the airfield consisted of clearing and grading an additional 1300 feet of flight strip, building a crown on the existing runway, and surfacing with Marston mat. Operations were complicated by the need to keep the field open for use at all times, despite frequent shellings and bombings from the Japanese, who made the field one of their prime targets.

The maintenance crew set to work filling and grading the ruts with a mixture of clay, rotten stone and coral. Another crew began clearing the extension to the runway and building the crown. Hundreds of coconut palms were cut and the stumps blasted with Japanese powder. In locations where the soil was unsuitable for compaction, it was excavated to a depth of 21 inches and replaced with coral. Grading for the crown was difficult, for it was necessary to maintain a smooth transition between the uncrowned portion of the runway and the 12-inch crown in order to permit continued plane operation.

This base was to receive a great many bombings. During an all-day attack, one of the most severe, the Seabees kept dirt-filled trucks moving from crater to crater, filling the holes almost as the bombs fell in order that Allied aircraft could land for refueling.

Again, on the island of New Georgia, they built a 3000-foot runway at Munda Point in five days, rendering it a central field of operations. Also on New Georgia, under heavy artillery fire, they completed a 3300-foot strip at Segi Point.

In one month they converted the jungles and swamp lands of Bougainville into the Torokina Fighter Field.

In the Gilberts and the Aleutians the Seabee story was the same.

Space does not permit the listing of all the accomplishments carried out by the Seabees in World War II



SEABEE BUILDERS work together for the speedy construction of a Quonset hut. Below. Navy catskinners move 'dozers out onto finger pier to be loaded.

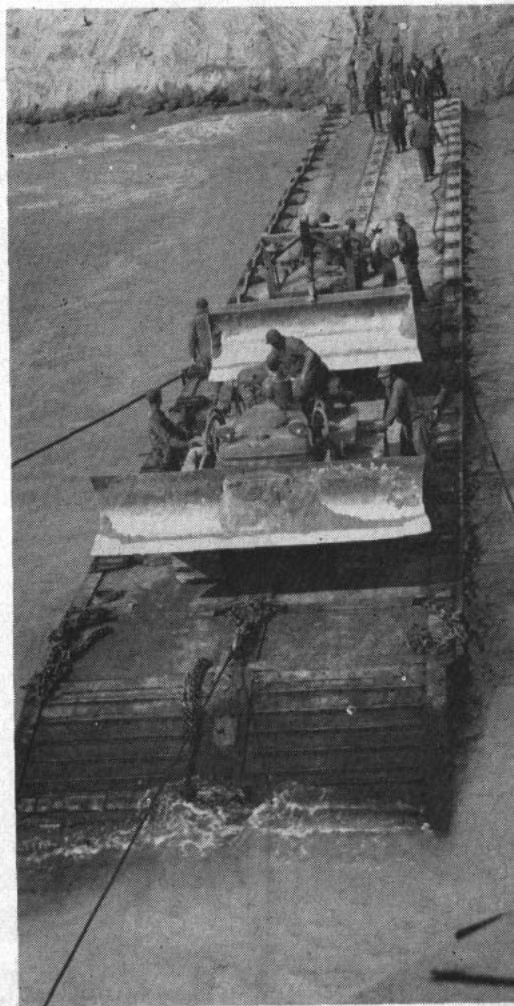
but they will long be remembered for their work on Tinian.

In making a fortress out of the island, from which B-29s could bomb Japan, the Seabees were up against the same kind of problem a contractor would face if he had to build Grand Coulee Dam and the Empire State Building at the same time. This huge job required 450 trucks, 44 power shovels, 50 motor graders, 125 giant carryalls, 150 tractors and bulldozers, 12 well-drilling rigs and 120 air-compressors.

In cutting out the airfields which turned out to be considerably larger than New York's Idlewild Airport, the Seabees drilled as many as 12,000 shot holes for a single blast and moved 12 million cubic yards of coral—enough to fill three Hoover Dams.

While this was going on, other Seabees were down on the beach, dredging a channel and constructing a 4800-foot breakwater. Through their hard work the immense job was finished ahead of schedule and U. S. Superforts were soon hammering Japan around-the-clock.

Since World War II, the Seabees have kept in training by maneuvers and as members of special task forces such as Operations High Jump and Portrex. The Amphibious CBs have perfected the handling and operation of pontoon structures which they began during the war. Their

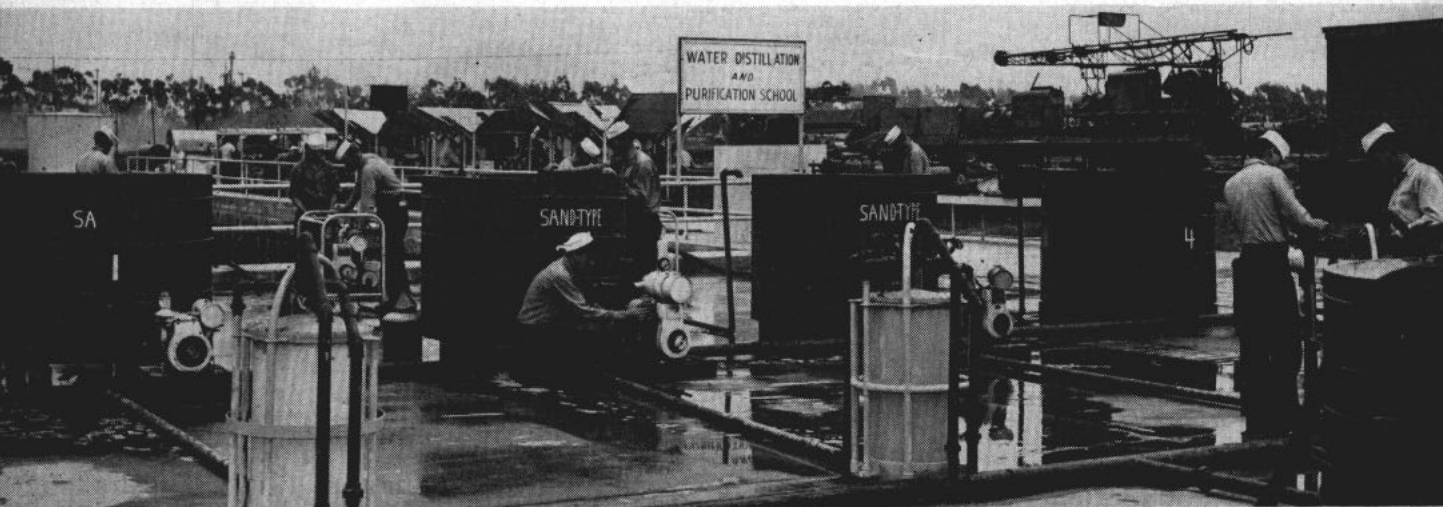




BULLDOZER AND SHOVEL operators became famous for construction in face of enemy during WWII. Below: Navy construction men take time out to relax.



WATER PURIFICATION is one of the many important jobs of the Seabee specialist. Here they learn use of equipment.



United States bases are at Little Creek, Va., and Coronado, Calif.

In the Korean fighting, Seabees proved they were worthy descendants of WW II heroes as they fashioned pontoons for the Inchon and Wonsan landings. They also helped restore port facilities for the unloading of vitally important supplies.

While the enemy held Wonsan, the Seabees built an air strip on Yodo Island in Wonsan Harbor which saved many lives and countless aircraft during the Korean campaign.

Amphibious Construction Battalion One did this job. Although they were under continuous fire from enemy shore batteries, the battalion completed the job of blasting hills and filling in paddies in record time. By the 20th day a 2400-foot landing strip was ready to receive carrier planes which were damaged and unable to return to their bases at sea. Nine aircraft made use of the emergency field on "opening day" and many more followed.

At Pohang the men of Construction Battalion Maintenance Unit 101, which was organized for the Korean campaign, completed such necessary projects as paved runways and improved roads on the air base there as well as contributing substantially to the American Forces Assistance to Korea program by building an orphanage and repairing several bridges bombed out during the war.

The CMBU 101 detachments at Atsugi and Iwakuni, in Japan expanded facilities there by completing runway extensions at both bases and adding taxi strips, parking areas and a seaplane parking ramp.

Typical of the problems that con-

fronted the men of 101 in Korea was the reconstruction of a bridge, requiring the removal of the old bridge in the shortest possible time and replacing it with a structure capable of carrying loads up to 30 tons. The bridge was an old Korean structure, 22 feet long and made of rapidly deteriorating logs and hand-driven piles that created a hazard to heavily loaded military vehicles.

The steelworker crew of "C" Company, using heavy I-beams and timbers, laid out and completely prefabricated the new bridge. All material was pre-cut and pre-drilled. The structure was assembled and each individual piece was marked. The steelworkers then disassembled the bridge and loaded the parts in order on a low-bed trailer.

At 0700 on the morning of 30 Aug 1954 all equipment was moved out in sequence to the old bridge, a distance of about six and a half miles. To make matters a little more difficult, rain fell in a steady downpour throughout the day. However, by 1600 that afternoon the old bridge was removed, the approaches broken away, the I-beams laid in, cross beams bolted on, decking spiked down and the approaches filled and graded. That evening the road was reopened to traffic.

The Seabees' work today includes building airstrips, roads, piers, utilities, ammunition and fuel storage and replacement housing to improve the living conditions for the Navyman and his dependents all over the world. They also operate sawmills, assemble and place pontoon causeways and carry on base maintenance. In areas where deterioration is a problem this base maintenance is a vital service to the Navy.

Today's approximately 10,000 Seabees are divided into two main types of units: the *Amphibious Construction Battalions*, which specialize in pontoon handling and amphibious maneuvers, and the *Mobile Construction Battalions* which more nearly resemble the World War II Naval Construction Battalions.

Although the men of these two types of units fill a variety of Navy billets the majority come under the following Group VIII Construction ratings.

- **Surveyors** who make reconnaissance, preliminary and final location surveys for roads, airfields, buildings and all other types of construction.

- **Drivers** who operate bulldozers, cranes, trucks and other power-driven equipment.

- **Mechanics** who lubricate, repair and overhaul the equipment which the Seabee driver operates.

- **Builders** who erect and dismantle concrete and wooden structures such as buildings, bridges, cofferdams, wharves and tanks.

- **Construction Electrician's Mates** who install and repair all types of electrical systems such as distribution panels, telephone switchboards, transformers and outside and inside wiring of buildings.

- **Steelworkers** who erect and dismantle steel structures; place, fit, weld, cut, and bolt steel shapes, pipes, plates and built-up sections. They also rig and erect A-frames, gin poles, derricks, booms, and blocks and tackle; operate winches and hoists in moving and hoisting work.

- **Utilities Men** who handle the plumbing, water purification, sewage disposal and the operation of all types of boilers and evaporators.

Today the Seabees are completing jobs as great as any they have tackled in the past. At Cubi Point in the Philippines, for example, Seabees are engaged in an airstrip construction project in which they have literally had to move a mountain. This job, one of the largest earth-moving operations ever attempted, involved about 15,000,000 cubic yards of "unclassified excavation" and required the use of about one million pounds

of dynamite. Approximately one and a half million sacks of cement were used in the quarter of a million cubic yards of concrete in the airstrip. The project, on which excavation work is halted from June to October because of the rainy season, includes such work as the removal of jungle growth, filling large areas with fill dirt, and the laying of two and one half miles of pipe. When completed the air facility will be the Navy's most advanced base in support of carrier striking forces in the Far East.

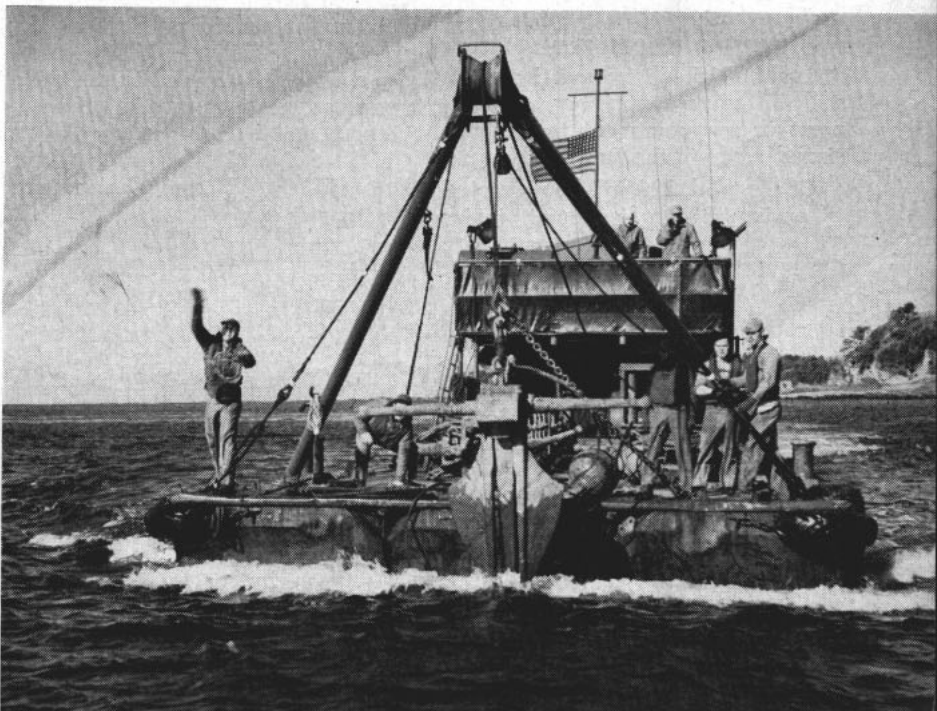
And up toward the North Pole the Seabees built a mile-long emergency air strip. They worked 24 hours a day, in temperatures as low as 49 degrees below zero to finish this job.

At Argentia, Newfoundland, the Seabees have added a 1000-foot extension to an airfield runway.

Last year at Quonset Point, Rhode Island, the Seabees tangled with a hurricane. Working round-the-clock for four days, the Seabees worked on broken power lines, cut off damaged water mains and kept the roads clear during the height of the storm.

Seabees today are at work in Alaska, Japan, Guam, Kwajalein, Newfoundland, French Morocco, Philippine Islands, Cuba and the Caribbean Islands — they are busy designing, building and replacing structures for a better Navy. It is no wonder that they have chosen the motto "Can Do" — for, wherever Seabees are found, they continue to do the impossible. —Ted Sammon

STRANGE CRAFT resembling Robinson Crusoe's raft is an Amphibious Construction Battalion's warping tug used to beach causeways and in salvage.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **EM PROMOTIONS**—A total of 63,250 men and women may anticipate promotions to pay grades E-4, E-5 and E-6 as a result of service-wide examinations held last February. The first in this group were promoted on 16 May, with two increments to follow in July and September.

In addition to the 63,250, the Chief of Naval Personnel has authorized the advancement of 114 individuals in 11 rates to PO1 from results of the August 1954 examinations. This group, which will be advanced with the first increment on 16 May, comprises rates for which no examinations were provided in February 1955 because of the anticipated lack of vacancies.

The first promotion involved 31,738, including 19,003 to PO3, 9720 to PO2 and 3015 to first class in addition to the 114 mentioned above. The second increment on 16 Jul 1955, concerns 15,812, including 9502 to PO3, 4860 to PO2 and 1450 to PO1.

The last promotions from the February exams will be on 16 Sep 1955, with a total of 15,814, including 9502 to third class petty officer, 3861 to second class and 1451 to first class.

• **ENLISTED PILOTS PROMOTED**—A total of 315 enlisted aviation pilots will be given temporary appointment or reappointment to commissioned grade in the Regular Navy.

Of the total, 220 will be promoted to ensign; 68 to lieutenant, junior

grade, and 27 to lieutenant. Those being promoted to LTJG and LT had previously held appointments in the same ranks and some of the ensigns had previously been commissioned.

Provided the men meet all physical qualifications, the appointments will become effective this month. All will be assigned officer designator 1312 and ordered to duty involving flying.

• **NROTC RETENTIONS**—A total of 217 officers obtained from NROTC sources during 1952 have been selected for retention as permanent Regular Navy officers. The selections, made from a list of 219 officers who applied for retention, are in the following categories: Line (General)—113; Line (Aviation)—76; Supply Corps—25; Civil Engineer Corps—2; Medical Service Corps—1.

• **MISSING EDITIONS**—Spot checks over the past few months have disclosed the fact that many ships and stations have been overlooking Article C-9705, *BuPers Manual*, which requires them to send two copies of their newspapers to the Chief of Naval Personnel.

Under the provisions of the article each newspaper, excluding only unedited shipboard publications devoted exclusively to daily press news, should be mailed immediately upon publication to the Bureau. Correct mailing address should be Chief of Naval Personnel (Attn: Pers G-15), Navy Department, Washington 25, D.C.

• **INCENTIVE PAY**—Any month or part of a month that you have orders indicating your primary duty as involving explosive demolition, you're entitled to incentive pay. This is the interpretation of paragraph 044112-1A of the Navy Comptroller's Manual.

Besides the orders to demolition duty, you must perform any one of the following conditions: 1) perform actual demolition duty involving live explosives; 2) conduct or assist in demolition operations for fleet and field training purposes involving the use of live explosives; or 3) be undergoing basic training or be an instructor for demolition duty and such training or instruction involves actual training or instruction with live explosives.

Commanding officers are requested to give Explosive Ordnance Disposal personnel the opportunity to qualify, especially under condition 2 in the above paragraph.

• **POW CLAIMS DEADLINE**—Claims for prisoner of war benefits and claims for compensation for bank accounts seized during the Japanese occupation of the Philippines are now being accepted by the Foreign Claims Settlement Commission.

The prisoner of war compensation is available to any American citizen who was a prisoner of war at any time after 7 Dec 1941 as a result of service in the military or naval forces of any government allied with the United States during World War II.

Compensation is authorized to be paid up to \$2.50 per day for each day of imprisonment. If the person entitled to POW compensation has died, payment may be made to the surviving widow, husband, children or parents.

Claims for repayment of bank accounts seized by the Japanese dur-



PASS THIS COPY ON — Don't sink this issue of ALL HANDS — Nine other men are already looking for it.

ing their occupation of the Philippines are limited to the following:

- Any individual who on or after 7 Dec 1941 was a member of the military or naval forces of the United States, or his surviving widow, husband, children or parents.

- Any civilian who was a national of the United States both on 7 Dec 1941 and on 31 Aug 1954, or his survivors as listed above.

- Any partnership, firm, corporation or other legal entity in which more than 50 per cent of the ownership was vested (directly or indirectly) in individuals referred to in the two paragraphs above. The ownership must have been in effect on both 7 Dec 1941 and 31 Aug 1954.

Any person who aided or collaborated with any enemy government during World War II will not be eligible for compensation for lost bank accounts.

Both POW benefits and compensation for lost bank accounts will be paid from seized assets of enemy governments during World War II.

All claims must be filed before 31 Aug 1955. Requests for application forms should be sent to the Foreign Claims Settlement Commission of the United States, Tariff Commission Building, Washington 25, D.C.

- **NAVAL SECURITY GROUP**—Some vacancies now exist in the Naval Security Group and applications are being received from personnel of pay grades E-5 and below in the ratings RM, TE, ET, YN and PN. Personnel are encouraged to apply for this interesting and instructive duty.

BuPers Inst. 1306.23B (Change 1) of 15 Dec. 1954 sets up the procedure for applying for Naval Security Group duty.

Naval Security Group personnel act as radio operators, test and operate experimental radio equipment, maintain and operate special communication and analytical equipment, and perform clerical duties.

A number of special and technical courses of instruction are open to career CTs.

Personnel assigned to the Naval Security Group are rotated between overseas duty stations and continental United States stations. Personnel can normally expect to serve two tours at overseas shore stations to one tour in the continental U.S.

- **TRS CHANGED** — The old transportation requests, familiar to almost every Navyman, have a new look.

The Comptroller General has prescribed a new form to take its place, and regulations for its use become effective 1 Jul 1955. Although the earlier TRs will not be issued after 30 June, those issued on or before that date may be used until travel is completed.

A supply of new forms and detailed instructions have been forwarded to each transportation issuing activity. Necessary changes will be incorporated in *U.S. Navy Travel Instructions*.

- **W-1 APPOINTMENTS**—A total of 180 CPOs and POs have been offered appointments to warrant officer grade W-1, their names selected from this Bureau's current list of men recommended for such appointments (BuPers Note 1421, 16 Mar 1955).

The selected individuals will receive notification from the Bureau. The selectees are in the following W-1 categories: Aviation Operations Technician—10; Boatswain—30; Ordnance Control Technician—4; Mine Warfare Technician—3; Machinist—30; Equipment Foreman—1; Electrician—5; Construction Electrician—5; Aviation Electronics Technician—4; Communications Technician—3; Electronics Technician—65; Ship Repair Technician—10; Building Foreman—1; Ship's Clerk—2; Bandmaster—2; and Photographer—5.

- **BUSANDA FIELD OPERATIONS** — All hands are notified by BuSanda Notice 7000 that four functions of the Navy Finance Center, Cleveland, Ohio, have been transferred to the Field Operations Division, Bureau of Supplies and Accounts. They are:

1. The processing of official bonds for military and civilian personnel required to be bonded in accordance with *Navy Regulations*.

2. Approval of appointments of Deputies, Agent Cashiers, and Collection Agents.

3. The assignment of activity disbursing symbol numbers.

4. Distribution of emergency checks.

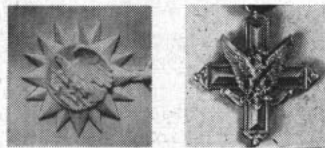
This transfer of functions was effective 23 May 1955. All correspondence and documents concerning the above four items should now be addressed to Field Operations Division, BuSanda, Washington 25, D. C.

QUIZ AWEIGH

What makes a sailor "salty?" Is it his time at sea? Is it his knowledge of the Navy? Or is it both of them? It would be a very hard question to determine, although it is generally accepted that the only place to learn about the Navy is aboard ship. How salty are you?

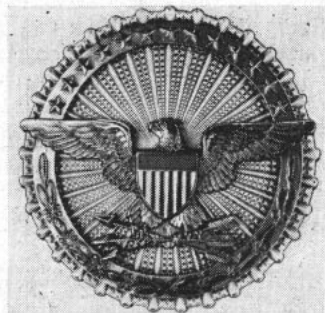
Here's the way to keep score: Five correct answers—"Super Salt." Four correct answers—"Old Salt." Three correct answers—"Young Salt." Two correct answers—"Boot."

1. Medal at left is (a) Distinguished Flying Cross (b) Air Medal (c) Combat Air Crewman's Medal.



2. Medal on the right is (a) Distinguished Service Medal (b) Distinguished Flying Cross (c) Distinguished Service Cross.

3. This badge (below), which is also used as a lapel pin, is the National Military Establishment Identification



Button. It is issued to (a) All Armed Forces personnel (b) Naval personnel serving in Department of the Navy (c) all military personnel serving in staff of the Department of Defense.

4. This ship is an Essex class attack carrier. It is the (a) USS Kearsarge (b) USS Antietam (c) USS Valley Forge.



5. The first U. S. Navy ship to bear the name of the above pictured carrier was (a) Frigate (b) Sloop-of-War (c) Battle-cruiser.

For your Salt Rating, check the answers to the quiz on page 49.



AMMO SHIPS such as *USS Paricutin* (AE 18) have big job supplying 'fireworks' to Fleet in many foreign waters.

Power-Packing AEs Deliver Hot Goods

THE SMOKING LAMP is out while loading ammunition — and your ship pulls alongside *uss Paricutin* (AE 18) or one of her sisters, who've been named after volcanoes.

As you steam side by side, messenger lines bridge the gap between you, then heavier working lines. Pretty soon, nets full of "fireworks" are coming to rest on the decks of

your ship—for you and your team mates to haul out of the path of the next load before striking below to the magazines and powder rooms.

But you might like to take a good look at that AE as the highlines are unriggered—she and her "workhorse" sisters have piled up quite a record in their few years as auxiliary vessel types.

Before World War II, our Navy had only two ammunition ships, *uss Pyro* and *uss Nitro* (designated AEs 1 and 2, respectively, after the present hull numbering system was adopted in 1920). Both of these were 482-foot vessels of some 10,000

tons displacement. Launched just after World War I *Pyro* and *Nitro* made most of their cruises up and down the U. S. coasts, replenishing ammunition dumps and ships in port—and even carrying passengers on occasion.

When World War II became imminent, however, the Navy faced the problem of supplying its striking forces far from their bases. The logical solution was to put hulls under service stations, supply dumps and ammunition dumps — and let them follow right along behind the fighting Fleet. To do that, the Navy acquired in 1940-1941 the Maritime Commis-



16-INCHER IS CHECKED (left) as it is lowered to armory of battlewagon off Korean shore. Right: Net of powder cans is unloaded for striking below.



sion hulls which were to become *uss Lassen* (AE 3); *uss Kilauea* (AE 4), which was later renamed *Mount Baker*; *uss Ranier* (AE 5) and *uss Shasta* (AE 6). These hulls were all of the C2-type, 459 feet long, with a beam of 63 feet and a loaded displacement of approximately 15,000 tons.

As the war expanded to far-flung ocean areas even more "ammo dumps" were needed to meet fleet requirements, so more hulls were converted to AEs: *Mauna Loa* (AE 8), *Mazama* (AE 9), *Sangay* (AE 10), *Wrangell* (AE 12), *Akutan* (AE 13), *Firedrake* (AE 14), *Vesuvius* (AE 15), *Mount Katmai* (AE 16), *Great Sitkin* (AE 17), *Paricutin* (AE 18), *Diamond Head* (AE 19) and *Fomalhaut* (AE 20) were vessels that received the change of orders converting them to ammo carriers.

These sturdy ships built up quite a record, too. In the European Theater *uss Mount Baker* (formerly *uss Kilauea*) issued over 2000 long tons of ammunition to elements of the U. S. Eighth Fleet and allied vessels between 13 and 31 July 1944; between 1 and 23 August she issued an additional 524 long tons, and in the last week of August she issued 359 long tons.

In the Pacific, *uss Rainer* handled 35,547 tons of material from 17 Oct 1944 to 7 Sep 1945.

uss Paricutin, one of the Navy's newer ammunition auxiliaries, was commissioned too late for World War II, but came into her own in Korea.

During the 18 months from October 1950 to March 1952, she delivered

FIRST LINE is fired for sea transfer of ammunition as ammunition ship pulls alongside a Pacific Fleet carrier.



EASY DOES IT. Highlines from *USS Wrangell* (AE 12) deliver the fighting punch to carrier *USS Yorktown* (CVA 10) in rough waters on the open sea.

ed the following load to 390 ships in the operating area: 19,236 tons of ammo; 4176 pieces of Fleet freight; 920 passengers and 3889 bags of U.S. Mail. In addition, *Paricutin* off-loaded 2532.52 short tons of ammunition to ships in Japaneses and Korean ports.

Today the Navy has an even dozen AEs in commission and two new ones are being built, *Suribachi* and *Mauna Kea*.

Four others — *Lassen*, *Sangay*, *Akutan*, and *Fomalhaut*—are in mothballs. *uss Pyro* and *uss Nitro* were

sold in 1946 and 1948, respectively.

Incidentally, if you've been checking the hull numbers and found AEs 7 and 11 missing here's why: The designation AE 7 was set aside for a vessel which the Navy expected to acquire from the Army, but plans changed, the vessel was never acquired and the number was never used.

AE 11 was *uss Mount Hood*. Blasted by an explosion of undertermined origin at Manus, Admiralty Islands, on 10 Nov 1944, *Mount Hood* is listed as a "war loss."

MT. KATMAI (AE 16) begins transfer of ammunition to *USS Manchester* (CL 83) within sight of enemy shore batteries at Wonsan Harbor during Korean conflict.





SHIP'S COPTER RETURNS from mission. HO3S model, vet of Korean War, is direct descendant of Navy's first copter.

Navy 'Choppers' Pass Grinding Tests

HELICOPTER pilots know their Ten Commandments, Bible style—but they also learn another set of rules for life. Commandments like “He who inspecteth not his aircraft giveth his guardian angel cause to concern him” and “Thou shalt not become airborne without first ascertaining the level of thy propellant.”

These and dozens of other admonitions serve to keep our helicopter men safety conscious in the relatively new type of craft they fly. Whether you call these strange “birds” *heelicopters* or *helicopters* (the preferred pronunciation), or by a nickname such as “copter,” “eggbeater,” “grasshopper,” “windmill,” “chopper” or “whirlybird,”—rotary-wing aircraft are a coming thing on both the civilian and military aircraft scene.

But let's see just what makes a helicopter before taking a look at the origin, history and future possibilities. Perhaps the major difference between helicopters and conventional aircraft is the rotor, the “windmill” which does for helicopters what wings and propellers do for ordinary planes. On conventional air-

craft the propeller gives forward motion, creating a flow of air over the wing surfaces sufficient to lift the craft. The helicopter's rotor blades are like so many small wings, except that they create their own lift by whirling rapidly. Forward motion or flight to either side requires only that the rotor disc be tilted in the desired position, with no worry about ailerons, rudders or elevators.

That vertical “prop” on the tail of some helicopter models is used to overcome what is known as “torque reaction”—specifically, the tendency of the helicopter's body to turn in a direction opposite that of the rotor. Other types of helicopters overcome this torque reaction by using counter-rotating blades, either mounted on the same axis or separately. The HUP-2 is a machine of this type.

Nobody knows who first had the idea for a helicopter, but a flying machine sketched by Leonardo da Vinci as far back as the fifteenth century shows spiral wings mounted on a whirling shaft. He made no attempt to solve the propulsion problem, however, and it was not until the 18th century that anyone really

became serious about “whirlybird” design. But as luck would have it, successful balloons appeared on the scene just in time to take a lot of the steam out of helicopter development.

Even so, late in the century two Frenchmen developed a model which more or less solved two problems: It had a spring drive which could actually lift the model off the ground, and it embodied one solution to the perennial problem of “torque reaction.” The Frenchmen found that two rotors revolving in opposite directions would turn the trick. Despite the success of their model, however, they did not find a means of propulsion for a machine capable of lifting a man.

Early in the 19th century an Englishman designed—but never completed—a machine capable of carrying a man. Another Englishman built a tri-rotor steam model in 1842, but the weight of the plant needed for adequate lift made it unsuccessful. Many ideas were advanced during the latter half of the 19th century; Thomas A. Edison tried his hand at solving the problems in-

volved in helicopters, and the Wright brothers considered and discarded rotary-wing ideas in favor of fixed-wing craft.

Then in 1907 the French returned to the field with the first helicopter in history to get a pilot off the ground. Louis Breugnot and Charles Richet were the producers of this machine, which mounted four five-bladed rotors on a rectangular framework. Powered by a 55-horsepower gas engine, the machine proved itself capable of lifting 1600 pounds to a height of 15 feet and traveling a distance of 64 feet.

World War I saw a great advance in conventional planes, but little development in the rotary-wing field, although many designs had already been tested. The Army did finance production of a helicopter in 1921, but it failed to meet minimum acceptance requirements.

Such men as Argentina's Paul Hateras, France's Etienne Oemichen and our own Henry Berliner built more or less successful choppers during the early 'Twenties. Still others toyed with the autogiro—a machine which used a propeller for forward motion and an overhead rotor for vertical lift. Finally, in 1923, Juan de la Cierva, a Spanish engineer, built an autogiro which would fly.

In 1929 a factory in Pennsylvania began producing autogiros and the Navy was interested enough to buy a pair of them. The first of these, called XOP-1 by the Navy, was delivered in June 1931. XOP-1 used a single engine for both its rotor and its conventional propeller. Power was first applied to the four-blade rotor to start it spinning; then the power was "clutched" to the propeller which supplied forward motion. Force of air from the craft's forward motion kept the giro turning, thus providing lift.

XOP-1 consumed about 17 gallons of gasoline per hour with the prop whirling at 1700 RPM. She had a cruising radius of approximately 200 miles—but she didn't meet the Navy's rigid requirements.

The Navy tried a different model of the same machine in 1935, but it also proved unsatisfactory. Officials had hoped that it could act as a flying ambulance, capable of landing on a battleship or cruiser.

The first really practical helicopter was built by a German, Professor Heinrich Focke, in 1937. His ma-

chine mounted twin biaxial contra-rotating three-bladed rotors on lateral outriggers attached to an ordinary airplane fuselage. It established a number of records, including speed (76 mph), duration of flight (1 hour, 20 minutes), and altitude (approximately 11,200 feet)—a far cry from the first helicopter's altitude of 15 feet. Focke's machine was also capable of perfect control, including flying backwards, forwards and sideways.

The unsettled situation immediately preceding World War II cut off all knowledge of German helicopter developments, but in America Igor I. Sikorsky (who had dropped copters in favor of conventional aircraft experiments back around 1907) decided to try again. One of his planes made the first really successful U. S. helicopter flight in 1939. A military version of the machine was built and flown in 1942 and several of these (designated HNS-1) were used by Naval forces in the latter half of World War II, primarily for rescue purposes.

Choppers of the HNS-1 type, which were bought by both the Army and Navy, used a 225-horsepower engine to drive the main rotor and tail rotor. They had a gross weight of 2600 pounds and carried enough gasoline to remain aloft several hours. They could climb to 5000 feet in a very few minutes,

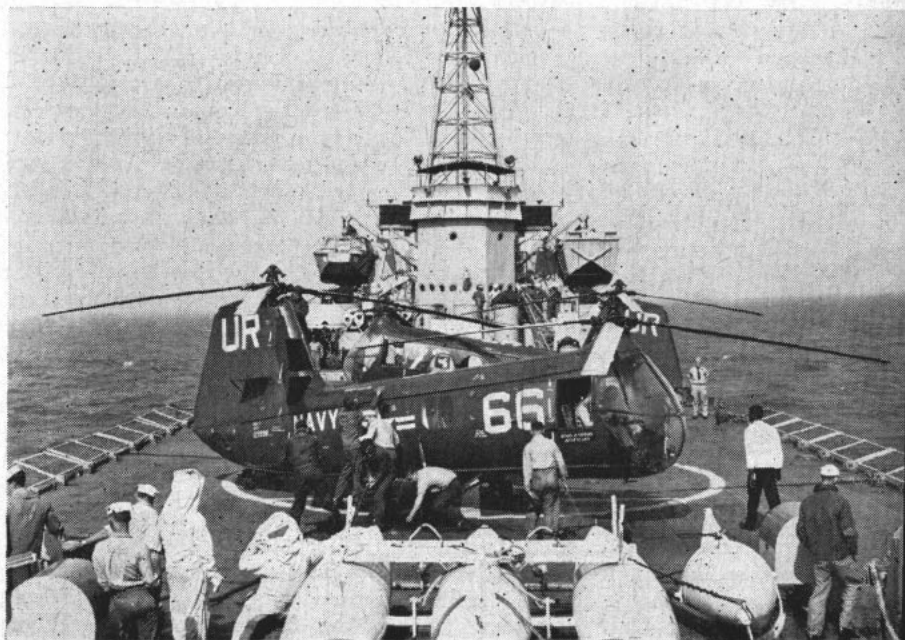


FLIGHT DECK CREWMEN of USS Kearsarge (CVA 33) get the latest word from returning helicopter pilot.

while sporting a top speed of 100 miles per hour.

The Navy began to learn with these early Sikorskys what the Korean conflict proved about the utility of helicopters: They were good for air-sea rescue work and transfer of personnel and mail at sea; they were useful for submarine and mine detection, and they could land almost anywhere. Hence, it is no surprise to find that the Secretary of the Navy approved a helicopter

LSTs ARE FLOATING PORTS for the whirlybirds participating in recent mine-laying exercises of Atlantic Fleet Mine Force off Cape Romain, S. C.





KEEPING ROTORS whirling is the job of these bluejackets working on the power plant of a helicopter while with naval forces in the Pacific.

development program in 1946, a program designed to provide both evaluation of current types as well as advancements in design. Copters were shortly undergoing tests for such duties as torpedo tracking and radar alignment, in addition to air-sea rescue and other mercy missions.

The Navy's first experimental helicopter squadron, VX-3, was commissioned at NAS Lakehurst, N. J., on 10 Sep 1946, to examine the possibilities of choppers. Two operational squadrons eventually grew out of this first unit: HU-1 and HU-2, both commissioned at Lakehurst on 1 Apr 1948. At first, however, their "being" was mostly a matter on paper. HU-1 actually came into physical being when it moved to NAAS, Miramar, Calif. Then, in October 1951, the squadron moved to its present home at ALF (Auxiliary Landing Field) Ream, San Ysidro, Calif. HU-2 is still based at Lakehurst.

HTU-1, the Navy's only training unit for helicopter pilots is based at ALF Ellyson, in Florida. This unit was commissioned on 4 Dec 1950. In addition to these, there are a number of Reserve training units located throughout the country.

A school was set up originally at NATTC, Memphis, Tenn., for training the enlisted members of helicopter crews. Expansion of the field, however, has made it advisable to put such training on a "mobile trainer" basis. On this system huge

trailers carrying mockups of engines and instrument panels, and charts and graphs of other phases of helicopter maintenance are moved wherever there is a call for them. Enlisted men of any of the aviation ratings may be ordered to these units on a TAD basis. The men selected find themselves getting exhaustive courses in such varied subjects as sharpshooting and helicopter rescue work, in addition to helicopter maintenance. They learn how to operate the hydraulic hoists used to pull pilots from the drink—and how to save themselves in case they land in the drink. They learn to assist the pilot in navigation and how to apply first aid.

The end result, as evidenced by the record in Korea and in the Atlantic, is a group of helicopter units whose enlisted men have a well-earned reputation for cool heads in emergencies, for resourcefulness in any situation—and a devotion to their jobs which enable them to work night and day with no more than a normal amount of griping. Just in case you doubt their reputation, there are, on record, reports of crewmen who have jumped from a hovering helicopter into the ocean to help an injured or unconscious pilot into the "horsecollar" sling used for hoisting men into the rescue craft.

Pilot training at Pensacola's HTU-1 is primarily a post-graduate course for seasoned naval aviators, since all of the officers who become helicop-

ter pilots have first undergone conventional flight training. Since the embryo chopper pilot's craft is radically different from the conventional plane—one that can perform acrobatics he would never dream of trying in a winged job—the pilot must learn a new theory of flight, engineering operations, course rules and safety rules before guiding a "wingless angel." To accomplish this he first gets two weeks of ground school before his six weeks of flight instruction.

A number of APs are also ordered to Ellyson for flight training and qualification as helicopter pilots.

The aircraft these men fly are of a dozen different types. One of the most common helicopter types operating with the Fleet today is the HUP, a single-engine, twin rotor craft of great endurance and speed, designed primarily for rescue work. HUP-2s can carry a pilot and copilot, an aircrewman and, if necessary, a medical attendant.

These HUPs are replacing the HO3S, a Korean veteran which is a direct descendant of the first Sikorsky helicopter used by the Navy. Machines of this or similar design were responsible for innumerable rescues during the Korean war. Their use by Navymen and Marines in the evacuation of wounded to hospital ships such as *USS Consolation* (AH 15) and *USS Haven* (AH 12) proved so effective that landing platforms are now considered standard equipment for hospital ships.

The "wingless angels" have also been used to deliver wounded to shore-based hospitals—and consideration is being given to establishing heliports at such naval hospitals as the one on Guam.

Helicopters have also proved themselves as Fleet messenger boys. Acting as mail couriers between the ships of a task force, choppers can do the job in a fraction of the time required by destroyers. And they can handle passengers or freight with equal facility.

Among other jobs "eggbeaters" have performed successfully are:

- Gunfire spotting missions.
- Search and rescue missions.
- Chasing torpedoes and observing torpedo tests.
- Traffic control, both in harbors and ashore.
- Patrols of all types, river and coastal, ice, etc.
- Photographic missions.

• Minesweeping, both by spotting mines for surface mine sweepers and by towing mine-sweeping gear from the helicopter itself.

Some helicopter jobs have been strictly unorthodox.

Item: Twelve hours out of Seattle, USNS *General G. M. Randall* ran out of anti-malaria tablets, needed to complete immunization of personnel before debarkation. NAS Seattle's HTE-2 lowered the tablets by line to the transport less than two hours after the station first received a call from MSTs.

Item: A Marine helicopter hunted bird nests for the Army in Japan when large numbers of herons and egrets were needed for a study of encephalitis. Use of the helicopter to spot nests saved Army medics months of searching for likely spots to trap their birds.

Item: A copter from NAS Kodiak was used to rig a line between a stranded APL and a tug, after efforts of a ground party, boat crews, tugs and salvage vessels had failed.

Item: A Navy helicopter in Japan won itself "stork wings" by rushing a U. S. Coast Guardsman's wife from the tiny island of Oshima to Yokosuka Naval Base—just in time for an infant son to make his appearance in the base hospital's maternity ward.

But all of these are "utility" tasks—and a good means of demonstrating the versatility of helicopters. The Navy's major missions for helicopters are in anti-submarine warfare and personnel assault, however.

As submarine hunters, rotary-wing craft have been called a "rising and dramatic star." For example, the chopper has three big advantages

over destroyers in a similar role: 1) the helicopter doesn't need to use caution in approaching a contact area, because it is almost invulnerable to subsurface attack; 2) a sonar traducer dipped below the surface from a helicopter is not subject to the effects caused by water rushing past a rapidly moving destroyer's traducer; and 3) the helicopter-borne sonar can be transported at will from one area to another at speeds much greater than those available to a destroyer. While it is true that helicopters also have some deficiencies not shared by surface submarine hunters, helicopter-destroyer ASW teams have proved themselves amazingly effective.

Early ASW squadrons were equipped with borrowed transport craft, but new high-powered helicopters have been designed specifically for their anti-submarine mission. Sea trials of these craft (designated HSS-1 and HSL-1) were recently conducted by the Naval Air Training Center in conjunction with the Atlantic Fleet's Anti-Submarine Warfare Force.

HSS-1 is a modified version of the HO4S-HRS type helicopter, capable of carrying two pilots and two sonar-men on its search for submarines. It has a cruising speed of approximately 100 knots, and a maximum endurance of three and one half hours.

While the HSS-1 has a conventional main rotor with a small anti-torque rotor on the tail, the HSL-1 has two large rotors, one fore and one aft. Both machines may be fitted for either search or assault, and both meet carrier operating specifications.

Helicopters for personnel assault



1946 RESEARCH model was world's largest, first to fly with twin motors.

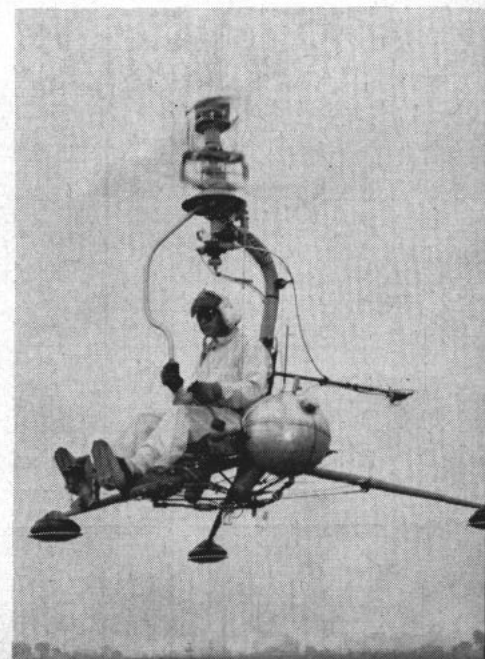


'FLYING BANANA' HRP-1 transport shows lift power carrying Navy jeep.



COPTER MINE SWEEPER goes into pull position: Below: One-man experimental Navy copter comes in for landing.

NAVY EGGBEATERS are turning up with new jobs everyday. Here, copter lands on deck of icebreaker after scouting for free passage through icy waters.



—and transporting cargo for assault troops — are primarily for Marine Corps use, but the Navy-Marine assault teams will also include carriers to act as troop transports and mobile bases for the Marine assault squadrons.

The 7000-ton *uss Thetis Bay* (CVE 90) is already being modified for its new role as a CVHA — assault helicopter aircraft carrier.

And the Marines, aside from being pioneers in the development of choppers for personnel assault and transporting cargo, have plenty of experience in their operation. Marine Transport Helicopter Squadron 161 (HMR-161) carried out the first

successful mass helicopter supply operation during Korean operations in September 1951. With a total flight time of 14.1 hours, HRS choppers made 28 flights over a seven-mile route, lifting nearly 19,900 pounds of gear and personnel into the forward landing area and evacuating 74 casualties on return flights.

In November 1951, the same squadron gave an outstanding demonstration of the helicopter's ability as a troop transport. Over a ten-hour period a dozen helicopters transported one entire Marine battalion of 950 men to the front lines—and returned the relieved battalion to

the jump-off point.

More recently, Marines at Camp Lejeune demonstrated personnel assault, using helicopters for transportation. Nearly 200 combat-equipped men advanced on, struck, and secured an objective almost a mile from their starting point—all in a matter of minutes.

And there are plenty of developments in helicopter design which are being tested by BuAer for possible use or adoption:

- Choppers with one-pound rocket motors hidden in the rotor tips have been demonstrated by the Marine Corps. The rockets give extra power for take-offs with heavy loads.

- The Navy is testing a jet helicopter whose power is furnished by two 11-pound ramjets mounted on the tips of two of the rotor's 23-foot blades. Known as the HOE-1, this bantam-sized "grasshopper" can lift twice its own weight.

- Two types of "rotorcycles" — portable one-man helicopters — are being tested for possible use in observation, liaison, escape, and small unit tactical maneuvers.

- Also being tested is a "grasshopper drone" which can carry a human pilot or can be fitted with an automatic pilot.

After looking at what choppers have done and the lines along which they are developing, it's obvious that helicopters have sold themselves to the Fleet. They have long been a common sight aboard carriers, battleships and cruisers, replacing the observation-scout craft which had been in use aboard these vessels since 1922. As mentioned above, landing platforms have been built for them on the Navy's hospital ships, and many LSDs and LSTs have been fitted with demountable landing platforms. Helicopter landings have even been made on the decks of submarines.

Of course, the whirlybirds have limitations and their operation — like that of any other machine — requires observance of safety precautions.

Perhaps the biggest problem yet to be solved in the helicopter field is the development of adequate instruments and stability for flight under instrument conditions. A solution to these problems is in the offing—and with that solution helicopters will become 24-hour-a-day "duty birds."

—Barney Baugh, JO1, USN.

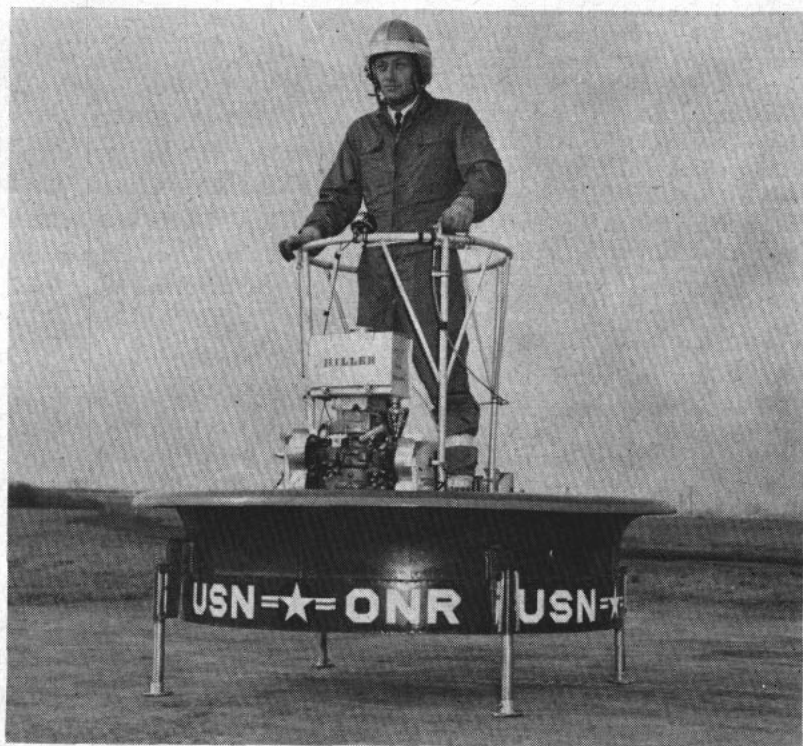
"Flying Platform"

One suggestion of the more unusual shapes of things to come in the development of vertical takeoff craft is the "flying platform," developed as a research tool under the auspices of the Office of Naval Research. (See also page 54)

Wingless, the small circular device on which the pilot stands, uses a new principle of lift and propulsion called the ducted fan. Two propellers rotating in opposite di-

rections suck air through holes in the platform and supply a downward thrust which supplies the vertical lift. Enclosed in a circular casing which protects the pilot from the blades, the propellers are powered by separate engines developing less than 100 horsepower.

Further research and development will be necessary before these principles can be applied in the production of military aircraft.



IT FLIES — Test pilot prepares to take off with the Navy's new 'Flying Platform.' Direction of the plane's flight is controlled by 'body english.'



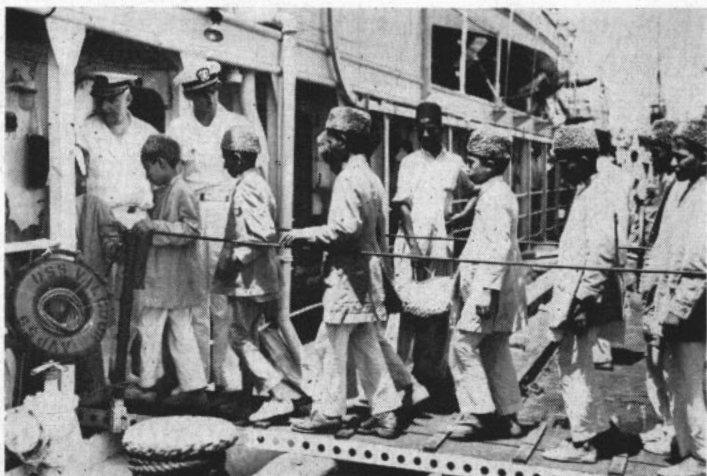
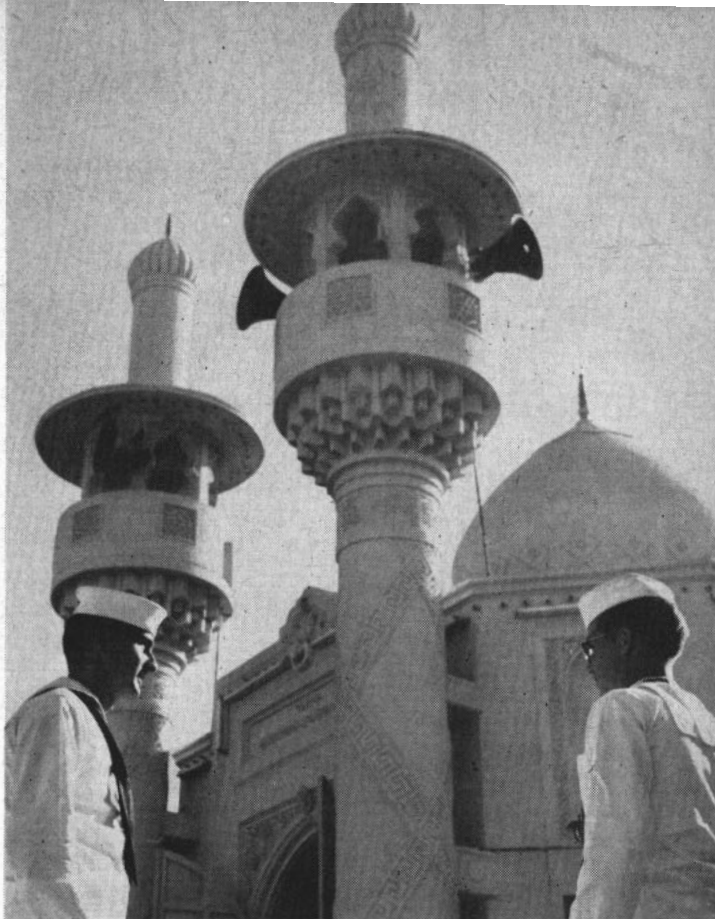
See Pakistan

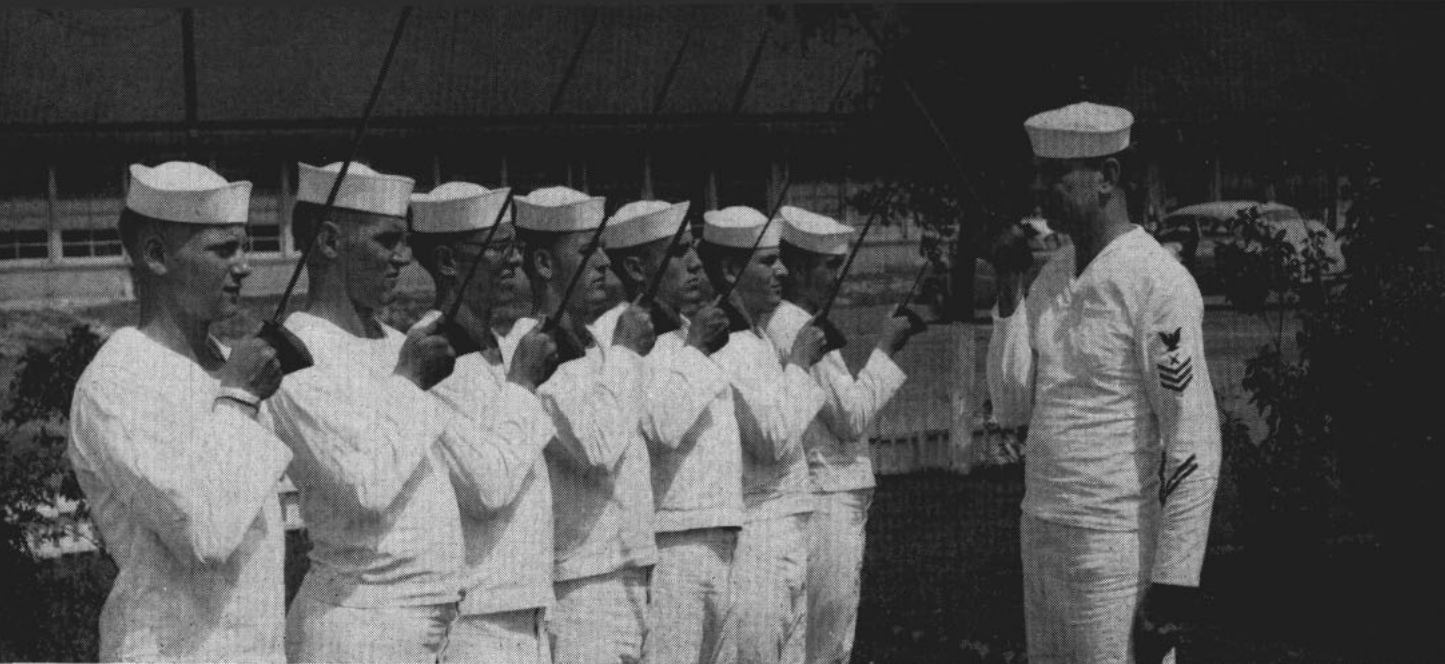
GOODWILL AND GOOD TIMES were plentiful when the small seaplane tender, USS *Valcour* (AVP 55) was heralded into Karachi waters with an exchange of 21-gun salutes.

During the five days that *Valcour*, serving as flagship for Commander US Middle East Forces, was moored there, her crew exchanged hospitalities with the Pakistani Navy. U. S. Navymen went sight-seeing in the colorful markets which are also entertainment centers, tried riding a ship of the desert (see front cover) and purchased mementos in local bazaars.

During this time their ship received guests from the Pakistani Navy and civilian population, including a group of teen-age guests from a local orphanage. The young guests saw movies and ate ice cream in *Valcour's* recreation room and were given a tour of the ship.

Top left: Native dance is done for three *Valcour* crew members. *Top right:* Pictorial qualities of unusual Muslim architecture were enjoyed during tour. *Right:* Local cuisine is sampled. *Bottom right:* Visiting sailors admire parrot in Queen Market. *Bottom left:* Pakistan orphans come aboard for visit.





CUTLASS HAS RETURNED at Bainbridge Naval Training Center. Bernard W. Kuper, GM1, USN, instructs recruits.

Sailor's Salty Sword Still Swings

IT HAS BEEN A LONG TIME since the ring of cutlass against cutlass has resounded on the quarterdeck of Navy ships. Exactly how long is not known, but this one-time side arm companion of the bluejacket has vanished from the bulkhead racks of Navy ships where it had rested for so many years and was officially declared obsolete in today's Navy by NavOrd Inst. 4500-1 in November 1949.

This final blow all but obliterated the cutlass that changing tactics and advancements of modern warfare had already labeled a museum piece. For a while prior to World War II the broad blade had rested in the racks of some modern steel vessels as a relic of "the old days" or to be taken down for occasional ceremonial use.

By the time its fancier "brother," the officer's sword, was suspended in 1942 the enlisted man's sword was all but forgotten.

With the disappearance of these bladed brothers a lot of salty tradition seemed doomed for Davy Jones' locker.

In 1954 the officer's ceremonial sword was officially restored as part of the uniform to be worn on prescribed occasions. However, three years before this, a group of enlisted men at Bainbridge Naval Training Center independently brought back the use of the cutlass on the parade ground and drill field.

In fact, the cutlass has been an instrumental device at Bainbridge since it re-opened recruit training in 1951.

Cutlasses are used by the recruits selected as members of battalion staffs during parade formations. All recruits can try out for staff positions but only five from each company are selected. These sailors receive instructions in cutlass manual with the 1917 version of the curved sword, and are salted with a bit of its colorful background to carry on

with them in their Navy career.

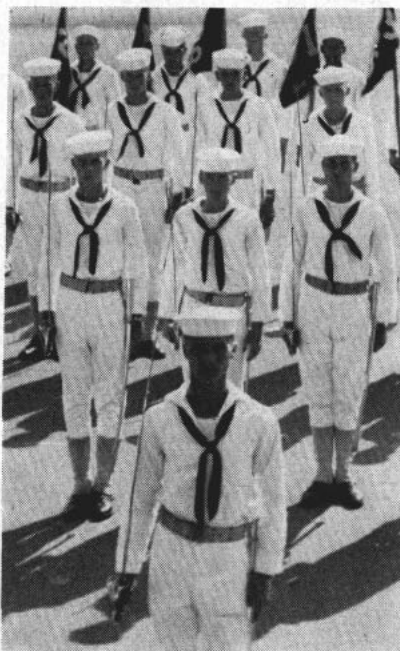
Historical data on the cutlass is rather slim and indefinite. It was never considered part of the blue-jacket's uniform as was the officer's sword, but was part of the station equipment kept in bulkhead racks to be issued prior to attack or boarding party and it was also carried by certain enlisted members of landing parties.

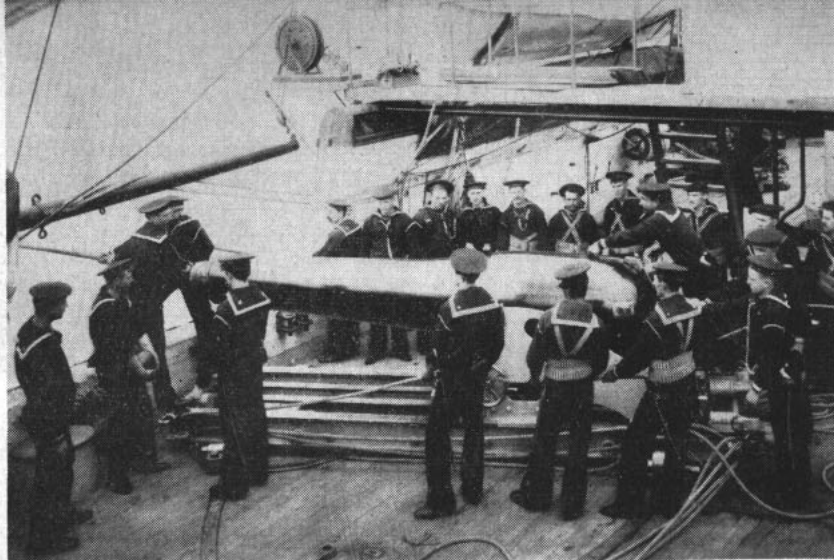
The last time a Navyman actually swung the big blade in combat is not known.

Accounts of naval battles indicate that it was still in use during the Civil War. Photographs taken during this period show gun crews wearing the cutlass as a side arm.

The presence of the cutlass aboard vessels of our Fleets continued past this time. According to one authority on the American sword, cutlasses of the 1860 vintage were to be found in the arms rack of some U. S. ships up to the outbreak of World War II. Also, the word was passed on by the landing force officer of the old four-stacker, *uss Stewart* (DD 224) before WW II, who remembers following the then current *Landing Force Manual* which still prescribes their use. Other accounts have been found of landing forces wearing them ashore in China and the Philippines around this time.

A new model of the cutlass was adopted by the Navy as late as 1917. This sword did not differ greatly





PIVOT GUN CREW of USS *Enterprise* is shown wearing cutlasses as side arms while putting gun into action during drill. Photograph was taken in 1884.

from the old one but used a steel instead of a brass hilt.

The word on the passing importance of the salty sword is reflected, if not directly stated, in the naval books and manuals of the day.

A naval encyclopedia of 1881 mentions the use of the cutlass on boat expeditions on uncivilized and unarmed coasts while describing the proper gear for such a party. "The howitzers are supplied with 80 rounds of assorted ammunition; more should be carried if stowage room can be found. The field-carriages are taken if the guns are to be landed . . . The men are armed with rifles and sword-bayonets, except the eight lower members of the guns' crew, who are armed with cutlasses."

In 1904 the *Petty Officer's Drill Book* states that, "CPOs and staff POs of a landing force shall be armed with cutlass and revolver. Color bearers and bugler, revolver only."

Ship and Gunnery Drills, U.S.

Navy (1927) has the CPO of the day with leggings and cutlass or pistol as ordered, and the *Landing Force Manual* of 1938 states, "Officers armed with the sword and enlisted men armed with the cutlass or sword execute the manual in the same manner."

Compare these passages with this brief logging of the early eighteen hundreds when the cutlass was still often the key to a sailor's life or death. The account was taken from a small book by Elijah Shaw, a blue-jacket whose name is found in the log of many historic vessels of our early Navy.

This description of a sailor's battle with the Turks during the War with Tripoli exemplifies the tradition and color behind the sword now being used again by the recruits at Bainbridge NTC.

"By this time the boats were along side and we had orders to board. I jumped upon the bulwarks of the



CURVED BLADES swung freely during Decatur's fight at Tripoli. Below: Recruit gets word on cutlass manual.



SALTY VERSION of sword dance is done with cutlass. Right: Gatling gun crew of USS *Alliance* display cutlasses.





A PRIME INSTRUMENT in 'Old Navy' deck fighting, as shown in drawing of John Paul Jones on deck of *Serapis*, the cutlass helped establish our first Navy.

enemy's boat, receiving at the same time a blow from a cutlass, on the back part of my ankle.

"Sprawling upon the deck, and unable to rise, I discovered the Turk from whom I had received my first injury. He was wounded in one leg and was also unable to rise.

"He made a pass at me with his cutlass, cutting through my hat and silk handkerchief, and leaving a gash

some two inches long on my head. I partly recovered and made a pass at him. He parried the blow, breaking about two inches from the end of my cutlass, and making another hole in the forepart of my hat."

Shaw continued to defend himself with his cutlass while drawing his pistol with his wounded hand and finished the enemy off with a shot.

The name cutlass comes from the

French word *cutler* meaning knife. Distinctive in appearance from other members of the sword family, its blade is usually 27 inches long, an inch wide and slightly curved with a cutting edge on one side only. The most outstanding characteristic of this short sword is the heavy bowl shaped guard on the hilt to protect the sailor's hands.

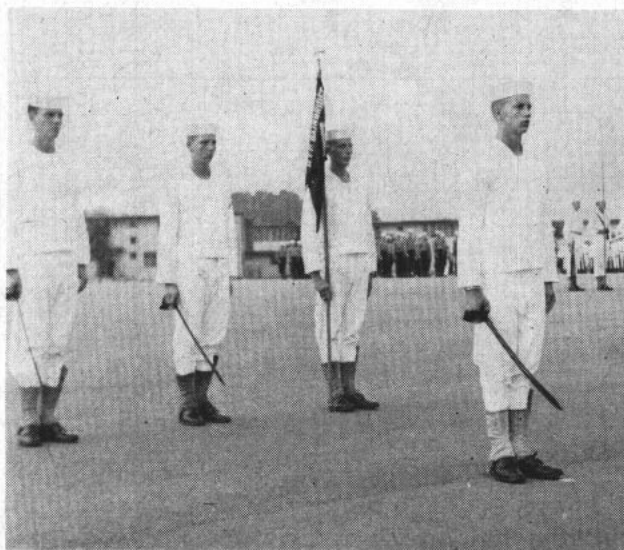
Swords fall into two general groups according to their use. The older group, to which the cutlass belongs, having heavier blades for slashing and the more modern group with light, pointed blades for thrusting like the sword used in today's fencing matches.

The land-slasher whose large heavy blade was made for shield splitting was outmoded by changing infantry tactics. Among the famous land swords of the slashing group was the large double-edged sword of the Crusades.

When the shield went out, the swords became lighter and more maneuverable depending on a thrust from its pointed end for the kill. For the sailor the rapier never replaced the slashing cutlass, which remained supreme upon the seas as the best weapon for boarding the enemy's ship and the melee of deck fighting.

So ends the ALL HANDS word on the sailor's salty sword. If any of you wardroom or coffee mess sages have any further lore on the cutlass, past or present, pass it on to us. We would like to scrape more barnacles off its colorful past and hear more on its Navy future.

SWORD EXERCISE is held on *USS Swatara*. Right: Attention with cutlass is assumed during Bainbridge formation.



ALL HANDS



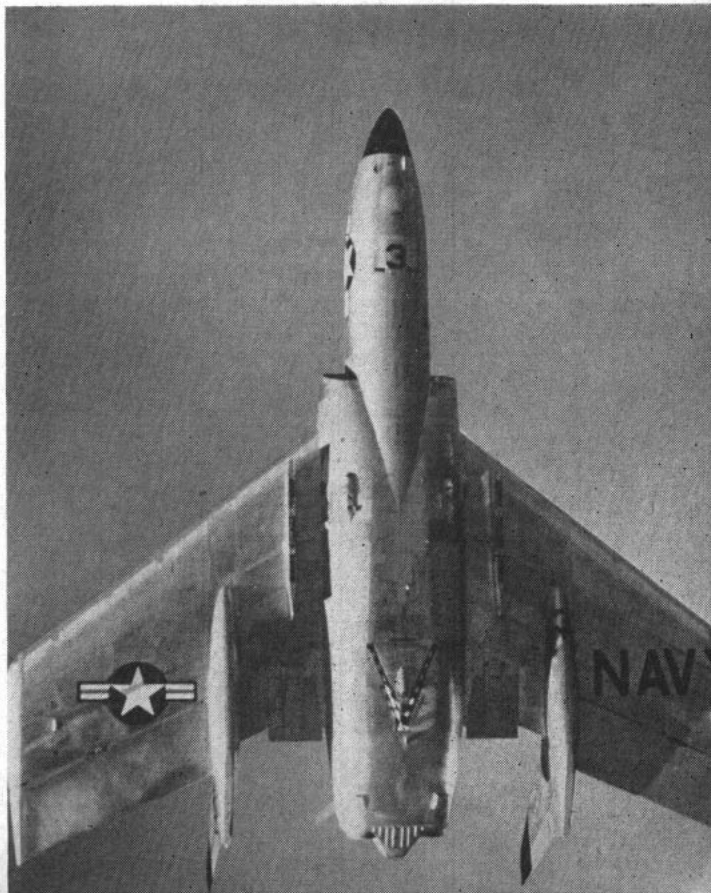
Sky Slicers

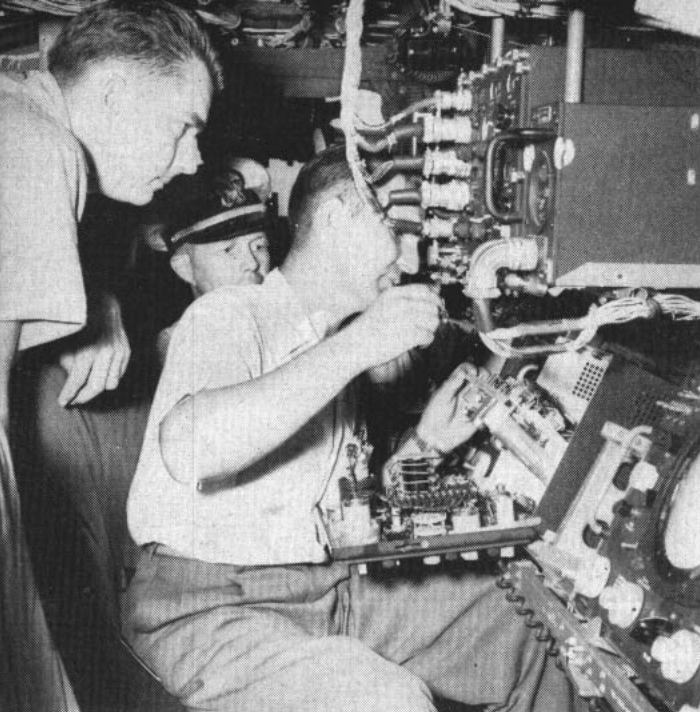
TODAY THE NAVY *Cutlass* slices the air far above the Navymen on the steel decks below and like its namesake, the slashing blade of yesterday's bluejacket, it too will make a place for itself in the logs of naval history.

Powered by twin jets, the *Cutlass* is spectacular in performance and appearance. The pointed nose and curving cockpit, together with the swept wings and distinctive twin tails, accentuate the appearance of the plane's thrusting power.

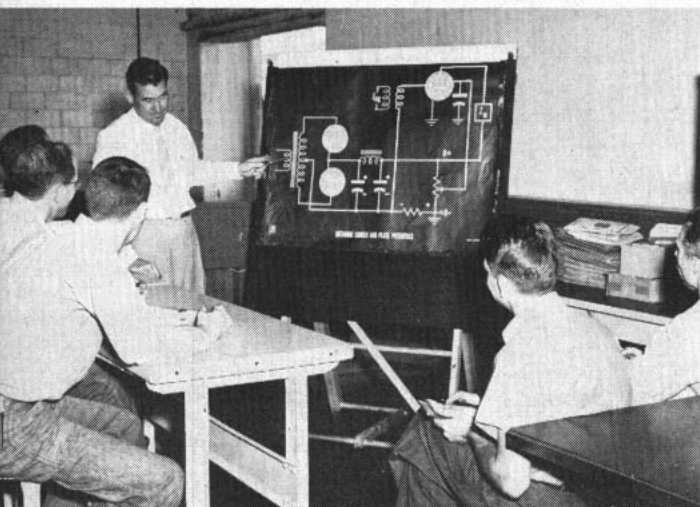
The F7U-3 is an all-purpose jet fighter with top speed of more than 650 mph. Its folding wings and arresting gear equip the plane for carrier operation as well as the runways of Naval Air Stations.

Top: Cutlass warms up in moonlight at Moffett Field. *Right center: A good "limb" to be out on is seen in this close-up photo of cockpit of F7U-3 taken in flight. Lower right: Twin jets send Cutlass soaring skyward. Lower left: The jet fighter roars down deck of USS Hancock (CVA 19) during catapult launching.*

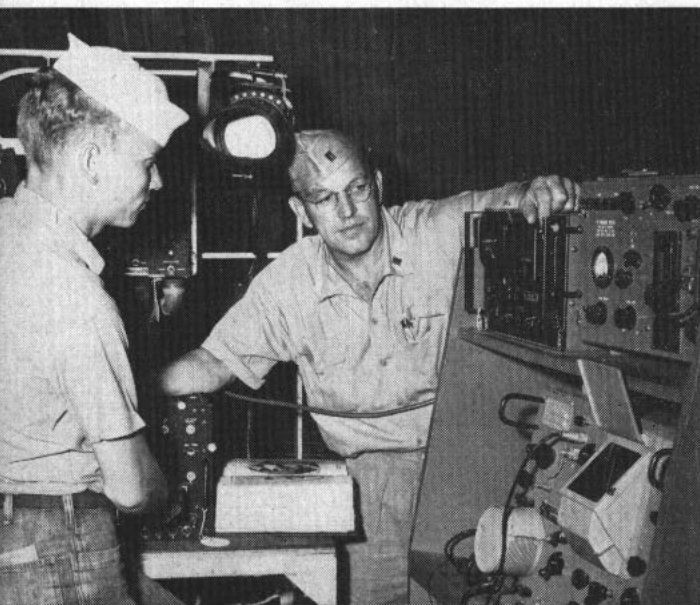




RADAR SET controls in P2V-5 are checked by expert from the Naval Aviation Electronic Service Unit.



BLUEJACKETS get the word on radio theory from NAESU. Below: Field engineer gives an assist in Philippines.



Trouble-Shooting Is

IF YOUR WORK involves aviation electronics, a NAESU expert is a good man to know. Is the search radar in your squadron's aircraft unable to pick up targets at normal range? Does your aircraft power generating system have unusual or recurring troubles? Is your squadron about to receive a new type of aircraft, equipped with new and unfamiliar types of radar and countermeasure equipment for which additional training and check-out of squadron personnel are required? NAESU has the answers.

For the past 12 years, the Naval Aviation Electronics Service Unit (NAESU) has kept approximately 200 electronics and electrical engineers busy in trouble-shooting and giving sound advice to Navymen.

Perhaps you've met one of them already. You'll find NAESU engineers paying a flying visit to a baffled squadron, lecturing at an air station, or conducting a spot survey on board an aircraft carrier or tender. Their mission has always been the same: to furnish on-the-job technical assistance and instruction in the installation, maintenance, repair and operation of all types of airborne electrical and electronic equipment.

No matter where you're located, if your commanding officer requests NAESU's help in solving a difficult problem, you can look forward to the prompt arrival of a Field Engineer. He will advise and instruct electronics maintenance personnel as he works with them in solving the problem. He is there to furnish technical know-how and to help you to help yourselves. If you are an aviation electrician, aviation electronicsman, or an aviation electronics technician, you will receive full benefit of the engineer's knowledge and experience.

One squadron, for example, had just received a new type of plane in which all direction finders were giving erratic or reversed bearings. A thorough workout by squadron personnel failed to find the solution. According to the books, everything should be fine—but it wasn't. When the NAESU engineer arrived, a bit of digging on his part revealed in all the planes an error in wiring which could not be located by the squadron personnel because the circuit diagrams were wrong, too. Only his previous familiarity with the equipment had enabled him to locate the trouble. After his visit, the squadron's maintenance men were able to tackle the toughest problems with zest and assurance.

Another squadron was about to deploy with planes

NAESU EXPERT comes on board *USS Hancock* (CVA 19) to help electrician's mate with a difficult problem.



NAESU's Business

that carried a new and, as yet, untried type of radar. NAESU was called upon to furnish an engineer to go with the squadron. Through lectures and on-the-job training, the engineer was able to indoctrinate the squadron's ATs thoroughly in maintenance procedures and techniques by the time the squadron had set up shop. He also helped the supporting FASRon in setting up their maintenance facilities. Again, the field engineer not only helped improve the efficiency of the squadron but also made life much easier for all hands.

NAESU has its headquarters located at the Naval Receiving Station, Washington, D. C., across the Anacostia River from the Naval Gun Factory. In its classrooms and laboratories are the newest and most complicated types of radar, fire-control systems, counter-measure equipment, navigational systems and other electronics gear.

Here, field engineers receive their initial training from the experienced staff of Navy and civilian instructors. Other FEs, just returned from field assignments, are given special training on new equipment and techniques. This training program helps to keep NAESU FEs up to date in their field.

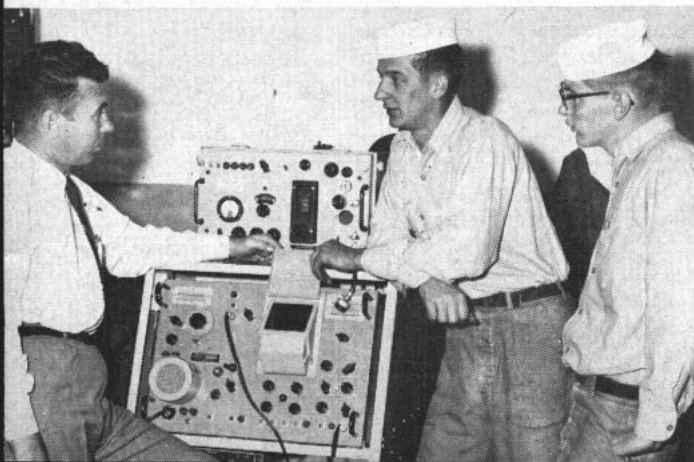
In addition to providing engineering and trouble shooting service when requested, NAESU gathers and evaluates technical reports submitted by their FEs. From these and other sources, material is prepared for incorporation in the NAESU magazine, *Digest of U. S. Naval Aviation Electronics*. This publication offers to those in aviation an up-to-date source of information on new electronics equipment, test procedures and other servicing data.

A typical field engineer is a civilian electronics or electrical engineer, furnished to the Navy on a contract basis by one of several equipment manufacturers. He is a young man, frequently with previous military experience. In addition to his technical background, he has a real ability for getting along with people. He's a good instructor because, not only does he know his business, but he's genuinely interested in his clients' problems.

Because of these characteristics, these traveling representatives of NAESU have, over the years, won for themselves a reputation for their engineering know-how and their spirit of cooperation.

NAESU has earned a gold hash mark for its 12 years of outstanding service to naval aviation.

FINE POINTS on the synchroscope are pointed out to aviation electronics technicians at NAS Whidbey Island.



UNIT'S ENGINEER squares away J. H. Larson, AT2, usn, and W. McKittrick, ATC, usn, on circuits of new gear.



MARINES GET the word from NAESU on electronic devices. Below: P. Stiedle, AT3, usn, gets help from instructor.



Brief news items about other branches of the armed services.

★ ★ ★

THE U. S. ARMY'S QUARTERMASTER CORPS has solved the age-old problem of getting daylight into squad tents while keeping out the wind and bugs.

Army squad tents built in the future will have a huge, vinyl-film window which will roll and unroll as easily as canvas. They will be equipped with easy-to-operate fasteners so they can be blacked out at night when the occasion calls for it.

In addition, the new tents will have screen sidewalls which will provide an effective barrier to mosquitoes and other insects. The new, fire-resistant tent is the same size as the one it replaces and will comfortably sleep 16 men.

The tent was designed by the Quartermaster Corps not only to provide more comfort for soldiers in the field but also to reduce the number of different types of tents now in use by the Army. It will be used for mess halls, command posts, offices and other similar purposes as well as for quarters. As old tents are worn out, the new ones will replace them.

★ ★ ★

NATIONAL GUARD UNITS throughout the U. S. pointed up their readiness for emergencies earlier this year in "Operation Minuteman," first nationwide test alert of the Army and Air National Guard.

More than 350,000 Guardsmen in every State, the District of Columbia and Alaska, raced to their assigned positions to meet the "enemy." Along the Atlantic and Pacific coasts, Guard units set up gun emplacements and patrolled the beaches. In North Carolina, troops of the 30th Infantry Division engaged in a simulated operation against a force of "enemy saboteurs" assumed to have been air-dropped into the eastern part of the State.

In other parts of the U. S., tanks of the Guard's five armored divisions, located in Texas, New Jersey, Cali-



COAST GUARD MEMORIAL statue was created from a sketch the artist made during fighting at Luzon.

fornia, New York and Tennessee, were on the alert and rolled out of their armories on simulated missions.

National Guard anti-aircraft gunsites were fully manned and made operational while more than 1000 fighter planes, most of them jets, roared into the skies to meet the "enemy invaders."

When the alert was over officials described it as "highly successful," stressing the fact that at any time the National Guard could repeat their efforts and give the country an alert and ready defense in the case of enemy attack.

★ ★ ★

A U. S. COAST GUARD MEMORIAL honoring the men and women who served their country in the Coast Guard during World War II has been formally dedicated at Battery Park, New York City, N. Y.

Cast in bronze and mounted on a 10-ton base of Maine granite, the monument was made possible through the efforts and financial contributions of thousands of men and women in Coast Guard service.

Plans for the construction of a World War II monument were begun in 1945 when a Coast Guard Memorial Committee was organized by a group of Coast Guard personnel. The committee examined many pieces of wartime art and finally selected a sketch made by artist Norman Thomas who at that time was a Chief Specialist combat artist in the Coast Guard Reserve.

Thomas's sketch, which illustrates the humanitarian work of the Coast Guard during World War II, shows two Coast Guardsmen, obviously exhausted, evacuating a seriously wounded soldier during the heavy fighting on Luzon in the Philippines.

The memorial appropriately honors the World War II members of the Coast Guard who carried out such important wartime duties as anti-submarine patrol, convoy escort, manning of troop transports, port security, beach patrol and participation in amphibious landing operations in addition to their traditional functions of protecting life and property at sea and enforcing the federal maritime laws.

★ ★ ★

SELECTED ARMY GROUND TROOPS are receiving some of the most unique on-the-job-training ever given, as classes of Army technicians get firsthand practice in the critical business of radiological analysis during the current series of nuclear tests in Nevada.

Following every explosion, the technicians move into the area where they are taught to mark off areas still contaminated in lethal or dangerous proportions.

All are chemical-biological-radiological experts already familiar with the theory of radiological safety. Their training in Nevada gives them a taste of the real thing.

By the end of the atomic tests, 10 "clearing teams" of 12 technicians each, will have undergone the intensive five days' training.

Their final examination is a trip into the blast area within 24 hours after an explosion to map contaminated regions. In actual combat, their work would make it possible for ground troops to follow into areas considered safe for mop-up operations.

Medic Battalion

A PRESCRIPTION for the health of servicemen in Japan might read something like this, "Rx—Take Navy Hospital corpsmen and doctors, mix with medical units of the Marine Corps, Air Force and Army. Results will be a healthy group of American servicemen."

Take a look at the Third Medical Battalion, as an example. This is an organization of some 360 Navy officers and enlisted medical specialists trained and equipped to give the best in medical care from a diagnosis and treatment of simple ills to major surgery on the battlefield.

Actually, the Third Medical Battalion's prime concern is the health and well-being of the 3rd Marine Division in Japan. However, members of the Battalion also cooperate in the staffing of two hospitals and one dispensary which are operated by the Army and Air Force. In this respect they are considered as members of the Far East Armed Forces Medical Services.

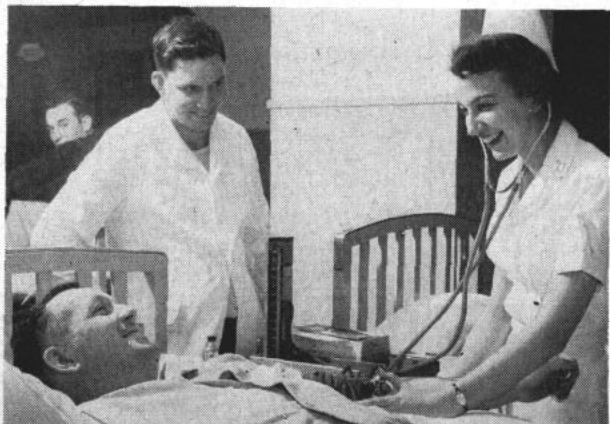
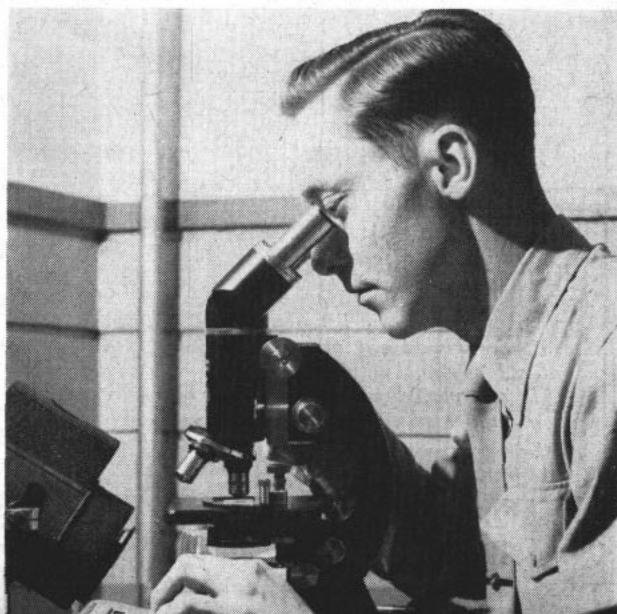
The battalion is broken down into companies, much the same as a comparable infantry unit, with parts of the battalion scattered throughout Japan. One unit, "Able" Company, shares the medical responsibilities at the Air Force Hospital in Nagoya. "Baker" Company cooperates with the Army Medical Service Corps at the Camp Gifu dispensary while "Charlie" Company is attached to the Third Marine Regiment at Camp Fuji. The fourth group, "Dog" Company aids in the staffing of the Army Hospital at Osaka.

Despite their widespread duty, the medical battalion is a closely knit outfit, ever ready to carry out its primary mission of service with a Marine combat division. To this end it must be ready, at a moment's notice, to regroup and move out under any conditions.

The ability to move rapidly with all necessary medical supplies and facilities is made possible by the use of mobile surgical trailers. These are complete and modern operating rooms on wheels which can follow the combat Marines nearly any place they might go.

The men of the outfit are divided into teams, each assigned a certain trailer or truck and given full instructions on emergency procedure. When and if the need arises for these traveling hospitals to be manned it will take but a short time before they are underway. Until then the Navy men continue their healing with other units of the Armed Forces.

Top: Navyman mixes medicine in dispensary. Center: Navy surgical team operates in trailer. Lower left: Navy corpsman works in AF hospital. Right: Hospital corpsman makes a lab test while assigned to hospital duty.



LETTERS TO THE EDITOR

Broken Service and the SDEL

SIR: I had four years sea duty during my last enlistment and reenlisted within 89 days from the date of my discharge. I am told I can't put in for shore duty until I spend another tour at sea. I thought broken service was being out of the Navy for more than 90 days and it was considered continuous sea duty unless you spent at least one year on a shore station. Is this correct?—H. H. C., EM1, USN.

• Article C-1402, "BuPers Manual," states that personnel reenlisting within three months are reenlisted at the rating held when discharged and are considered to retain continuous service. It is suggested that you submit Shore Duty Request Card (NavPers 2416) for placement on the Shore Duty Eligibility List.—Ed.

When to Request Instructor Duty

SIR: I would like to obtain instructor duty after my present tour of sea duty is over and had intended to submit a letter to the Bureau, requesting this assignment well in advance of the scheduled completion of my sea duty. However, I now find that I must wait until I have completed 18 months of sea duty before I can make this request. Is this true?—E. S. S., AC1, USN.

• Yes. To be eligible to request assignment to instructor duty, you must meet the eligibility requirements for shore duty as described in BuPers Inst. 1306.20A (see also the May 1955 issue of ALL HANDS for complete facts concerning sea/shore rotation). As you no doubt know, length of sea duty required

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.

varies with rate and rating and, in your case, is 18 months.

You must also have three years' obligated service or agree to extend enlistment as necessary to obtain this required obligated service to be eligible for transfer to instructor duty. Details are given in BuPers Inst. 1306.22A.—Ed.

Normal Shore Duty

SIR: It is my understanding that a period of at least 12 months or more of continuous duty in a shore billet is necessary in order to be classified as a normal tour of shore duty. I would like to know what my status is.

I was on continuous sea duty from 1948 to 1953 and was then returned to the States. Later in 1953, the duty to which I was assigned was declared Fleet Shore Duty. I requested assignment to a school which I attended in 1954. I maintain that this duty was not a normal tour of shore duty, and that I did not sacrifice my accumulated sea duty in order to go to school.—T. P. C., ATC, USN.

• Records in the Bureau of Naval

Personnel indicate you served on duty with VX-4 from 1 Jul 1953 (the date VX-4 became classified as Fleet Shore Duty), until 7 Jan 1954, and at NATTC Memphis from 7 Jan 1954 until 24 Nov 1954, giving you a total of one year, three months and 24 days ashore. This is a period in excess of 12 months served ashore which is classified as your normal tour of shore duty. Your current continuous sea tour for rotation purposes commenced on 24 Nov 1954.—Ed.

SDEL for PO3s and Strikers

SIR: I would like to request shore duty but don't know if I'm eligible to ask for it or not. My present rate is SN. I am an "undesigned" yeoman striker and expect to be advanced to YN3 in the near future. Will I be eligible to submit a request for placement on the Shore Duty Eligibility List before my advancement?—J. F. S., SN, USN.

• You will be eligible to submit a request for shore duty on the date you are rated YN3 or the date you are designated YNSN, whichever is earlier, provided you have completed 18 months' continuous sea duty at that time.—Ed.

USS Macon and Akron

SIR: We have a hot stove discussion concerning the ill-fated dirigibles USS Akron and USS Macon, both of which were lost at sea before World War II.

We would like to know where they were built. One faction believes they were constructed in Akron, Ohio. Those in disagreement claim that we got them as reparations after World War I. What is the final word on this question?—J. E. B., HMC, USN.

• We checked with a BuAer historian and he says they were both definitely American products, constructed in Akron. However, USS Los Angeles (ZR-3) may have caused the confusion as she was a German-built dirigible which came to the U. S. as war reparation in 1924.—Ed.

Date of Commission, Date of Rank

SIR: I was commissioned ensign in June 1947 with date of rank November 1944. Does my commissioned service for retirement start from 1944 or 1947?—C. O. C., LT, USN.

• For purposes of retirement, computation of commissioned service begins on the date the commission is accepted. In your case this would be June 1947.—Ed.

Where Do I Stand on SDEL?

SIR: I would like to find out how I stand on the shore duty eligibility list. I put in for shore duty in July 1954 and listed as my choice of shore duty any of the Naval Air Stations in the Sixth Naval District. Do you have any idea how many men are ahead of me?—E. C., RM1, USN.

• The Shore Duty Eligibility List changes constantly, therefore the status of any one individual does not remain stable on the list. Each day cards are pulled out and men are ordered ashore, and each day new cards are placed in the SDEL in their proper place, guided by the length of the man's current tour of sea duty. For this reason a man who

is, for example, third on the SDEL for the Third Naval District today may be 10th next month due to other personnel with longer tours of continuous sea duty submitting their requests and indicating the same naval district as their preferences. Accordingly, it is almost impossible to predict with any degree of accuracy just when a man's name will reach the top of the SDEL. There are many RM1s on the list with longer continuous sea tours than yours who have indicated the same duty area preferences. Under these conditions you probably will not be ordered ashore within the next 12 months.—Ed.

Assignment to Naval Intelligence

SIR: I am anxious to attend the Post-Graduate School course in Naval Intelligence, and have written BuPers inquiring into the possibility of being assigned to the school. To date I have received no answer, and various administrative officers have been unable to give me a satisfactory answer.

This particular field of the naval service is of great interest to me as a career. In my letter I stated that I would request extension of my present contract as necessary if I got ordered to the school—with the thought of later requesting a transfer from the Reserve to the Regular Navy.

I also would like to know if it is possible for me to get intelligence duty and/or orders to the foreign language and area study school. If so, what is the proper procedure to apply for these orders?

Since the date of my release from active duty is in the near future, I must begin making my plans now. I have always liked the Navy and, as mentioned before, am hoping to make it my career.—J. E. J., Jr., LTJG, USNR.

• Your request to the Bureau concerning eligibility for the Basic Naval Intelligence course was answered by the Chief of Naval Personnel via your commanding officer at the time of your letter. The reply stated that current plans indicate no foreseeable change in eligibility requirements for the basic Naval Intelligence course. Therefore, your becoming eligible to attend the course during the period of your obligated service appeared to be very unlikely. It further advised you that should you apply and be selected for transfer to the Regular Navy, you would be eligible in the future for consideration for assignment to postgraduate instruction in Naval Intelligence. Your attention was called to BuPers Inst. 1520.15A which promulgates current requirements for admission to this course.

In answer to your request for assignment to a course of instruction at U. S. Naval School, Naval Intelligence, Washington, D. C., you were advised that officers in your category were not considered eligible for assignment to the six months' intelligence course or to the eleven weeks' air intelligence course at that time. So your request could not be approved.

The letter also informed you that officers of your rank and category were not currently being considered for assignment to attache duty.

If you desire assignment to foreign language training, application should be made in accordance with BuPers Inst. 1520.27.

Should you desire to be considered for assignment to an intelligence billet which does not require an intelligence



USS GUNSTON HALL (LSD 5) earned nine stars on her Asiatic-Pacific ribbon during WWII. She came back on active duty to earn seven more in Korea.

Nine Stars for Gunston Hall

SIR: Can you tell me what operations or invasions USS Gunston Hall (LSD-5) participated in and what decorations she is entitled to for her WW II service from her commissioning date in November 1943 to decommissioning date in late 1945? —H. W. C., GM1, USN.

• Records of the Bureau of Naval Personnel show that Gunston Hall

is credited with nine stars on the Asiatic-Pacific campaign medal during 1944 and 1945 for assisting in the occupation of Kwajalein and Majuro Atolls, the landings at Admiralty Island, Leyte and Mindoro, the Hollandia operation, capture and occupation of Guam and the southern Palau Islands, and the assault and occupation of Iwo Jima and Okinawa Gunto.—Ed.

school graduate, it is suggested that you submit an official request for such assignment. In order to qualify better for such an assignment, it is suggested that you submit an unqualified request to extend your tour of obligated service for a period of one year or more.—Ed.

Dependents' Identification Card

SIR: SecNav Inst. 1700.1, dated 30 Mar 1954, which governs the issuance of Dependents' Identification Card to a dependent father or mother, states that the parent or parents must be dependent on the Navyman for over one-half of their support.

In view of this should a determination of dependency be requested from the Bureau of Naval Personnel every time a Navyman requests a dependent's card for his mother or father? —J. D. P., LTG (MSC), USN.

• If the father or mother is dependent for more than one-half support, it is likely that a determination of dependency has already been issued by the Chief of Naval Personnel or the Director, Family Allowance Activity, Cleveland 14, Ohio, in order to substantiate entitlement to basic allowance for quarters. The Commanding Officer is authorized to issue the Dependents' Identification Card provided that he is satisfied that the required degree of dependency exists. If there is any doubt, a determination of dependency may be requested from Chief of Naval Personnel.—Ed.

Promotion of Temporary Officers

SIR: I have a question pertaining to temporary officers as affected by recent legislation. Public Law 407 (83d Congress) does not make it clear to me whether or not officers promoted temporarily between 1 Jul 1951 and 17 Jul 1955, especially those in the categories with designators 1101 and 1102, will be considered for further promotion. Could you explain this law more fully, particularly as to whether officers in this category will be considered for further promotion.

Also, when computing service in regard to mandatory retirement of permanent Chief Warrant Officers upon reaching 30 years' service, does such service have to be full-time active duty or active National Guard (not full time)? —J. W. M., LCDR, USN.

• That portion of Public Law 407 which provides for the affirmation of temporary appointment of officers is equally applicable to all officers. Therefore, if you have designator 1101 or 1102, you are as eligible for further promotion as your permanent contemporaries.

The Warrant Officer Act of 1954 provides for mandatory retirement of warrant officers, (unless continued at their request by the Secretary of the Navy) after 30 years of total active naval service. National Guard service does not count except for computation of active and retirement pay.—Ed.

Navy's Youngest PO1s Speak Up

SIR: Noticed the letter in the April issue of ALL HANDS written by LT R. O. R., concerning the youngest first class petty officer in the Navy.

My age at the time I made RM1 was 20 years and five months, exactly seven months before my 21st birthday, while still on my minority cruise.—Benjamin Horn, CHRELE, USN.

SIR: Nix to the claim that John B. Lipinski, AL1, USN, is the youngest first class petty officer.

I was rated MM1 at the age of 20 years, six months and 15 days. Nine months later I made chief at the age of 21 years three months. How does that stand up?—Lewis Rollings, MMC, USN.

• *Not too well, read on.*—Ed.

SIR: I was promoted to EM1 in May 1954 and at the time of my promotion was 20 years, six months and 9 days old?

Am I the youngest?—James A. McCamant, EM1, USN.

• *Read on.*—Ed.

SIR: Regarding your invitation for information on the Navy's youngest PO1, I made first class at the age of 20 years, two months and 21 days.—R. R. Kenlon, HMC, USN.

SIR: After reading of the 20-year-old PO1 and your comments, I am prompted to write you of my own record. In December 1943 I was promoted to SM1c at the ripe old age of 19 years, 11 months and 24 days.

I don't submit this as a claim for a record because I know of several other men who made advancements along with me at about the same age. Without a doubt there were those younger than I.

With rates as hard to come by as they are now, the 20 year old PO1 can be justly proud of his record.—Kenneth Mitchell, QMC, USN.

SIR: Here is a name to add to your

youngest first class list. He is Lloyd H. Blevins, JOC, USN, who made it when he was 19 years, eight months and 29 days old.—R. C. G., JOC, USN.

SIR: I was rated PO1 at the age of 19 years, seven months and eight days.—Bill Brewer, AMC, USN.

SIR: This one should be the record or I'll miss my bet. We have a Ship's Clerk who entered the Navy when he was 16, made PO1 when he was only 18 years, 10 months and 9 days old. I also think he might qualify as the youngest man ever to make chief as he was promoted to CPO when he was only 19 years, eight months and 9 days old. He is Earl E. Smith, SCLK, USN.—C. C. T., YN3, USN.

• *You miss your bet, in so far as his being the youngest PO1, as you will find out when you read on. However, we might say that at the present Mr. Smith does rate in our book as the youngest man to make CPO. Wouldn't be a bit surprised though if someone does write in and change that.*—Ed.

SIR: You can stop wondering who is the youngest man ever to make PO1 as we feel sure we know. His name is Edward E. Kemp, YNC, USN. Chief Kemp enlisted in the Navy at the tender age of 15 by giving his age as 18. It was several years before the Navy knew his true age and by that time he was of a legal age to enlist. To go on with the statistics, he made 1st class when he was only 17 years, seven months and 12 days old. Does that satisfy your inquisitive nature?—V. L. G., YN1, USN.

• *Any other entries? It seems that Chief Kemp rates the title of "youngest man to make 1st class PO," but we wouldn't be a bit surprised to see more letters on this subject. How about it, is there anyone that can beat the record for either chief or first class?*—Ed.

Naval War College, Newport, R. I., based on the following clause in Article C-5316(8), "Bupers Manual": "When an enlisted person is transferred from one permanent duty station and ordered to another permanent duty station with temporary duty en route, proceed time, if taken, must be taken prior to reporting at the temporary duty station."

What had you mixed up was the exception mentioned in the same Article which states, "Proceed time should not be allowed on a transfer between two stations at the same place." This would not apply in the above case since the old and new permanent duty stations are not located in the same place.—Ed.

Plank-Owners Looking for Plank

SIR: All hands at this newly-commissioned communication unit are interested in a commissioning certificate similar to the "Plank Owners Certificate" issued to commissioning crews of new ships. Do you know where such certificates can be obtained?—D. E. C., CTC, USN.

• *All certificates of this nature are unofficial and are neither printed nor distributed by the Navy. Some ships take the initiative and print their own; others buy them from commercial sources. We suggest you pool your talents and draw up one of your own. For samples, see the centerspread from the November 1952 issue of ALL HANDS, or page 25 of January 1955 issue.*—Ed.

Tropical Uniform

SIR: Has the new tropical uniform for officers and chiefs, consisting of long trousers instead of shorts, become a part of the regulation uniform? If so, when will this change be made in Uniform Regulations?—W. H. T., AKC, USN.

• *Change Number 1 to "Uniform Regulations," which includes the new tropical uniform with long trousers, is now in the hands of the printer. When it becomes available it will be distributed to the service and all changes included will become effective at that time.*—Ed.

En Route to Japan, Via Hawaii

SIR: I expect to receive orders for transfer to Japan in the very near future. En route I am to stop at ComServPac for duty under instruction for about three months. My question is this: Can I take my family to Hawaii with me, and then leave them there on completing school until I have permission to take them into Japan?—H. C. W., LT, USN.

• *Since your dependents are not at this time permitted to accompany you to Japan, you may select Honolulu as a designated point for your dependents to travel to and remain until they are permitted to travel to Japan. For more information you might consult "Joint Travel Regulations," Para. 7008.3.*—Ed.

Proceed Time

SIR: According to BuPers Manual, when an officer or man is transferred from one permanent duty station to another with temporary duty en route he must take the proceed time before reporting to the temporary duty station. Article C-5316(8) also states that when a man is transferred between two stations with the same location, no proceed time is authorized.

Based on that statement, it is my contention that when a man is transferred from one permanent duty station to another permanent duty station with temporary duty en route, and the temporary duty station is in the same place as the old permanent duty station, no proceed time is authorized. He doesn't rate proceed time to his temporary duty

station because it is located in the same place as the station from which he is being transferred. He doesn't rate it after the temporary duty is completed because regulations state that it must be taken prior to reporting to the temporary duty station. Am I right?—O. R. C., HMC, USN.

• *You're wrong, Chief. The best way to clear it up is to give you a hypothetical case. Petty officer first class John Jones is ordered transferred on permanent change of station from the Naval Torpedo Station, Newport, R. I., to the Naval War College, Newport, R. I., for four weeks' temporary duty and further transfer to Naval Shipyard, Boston, Mass., for duty. If Jones has dependents and desires proceed time, he takes the proceed time before reporting to the*

Period of Officer Fitness Report

SIR: It is my understanding that the date of detachment of an officer is a day of duty and the day of reporting to the new duty station is a day of leave. This seems to indicate that this day of duty is a day of duty at the station from which he is detached. Therefore, I believe that an officer's fitness report in this case would be dated to start on the day after the date detached from his last duty station.

BuPers Manual, Article B-2203, states: "To this end the period of the report should commence with the day after the terminal day of the last report or the date detached from last duty station." (emphasis supplied) "The reporting senior's marks and remarks are limited to the period during which the officer was under his command." Is this the proper interpretation?—C. D. H., LT, USNR.

• Your reference is correct and your interpretation also appears correct except that you have emphasized the wrong word. The sentence should be read: "To this end the period of the report should commence with the day after (1) the terminal day of the last report or (2) the date detached from the last duty station."

All regular reports of fitness begin on the day after the terminal date of the last regular report. In the case of detachments, the report should terminate on the date the officer was detached, and his next report should commence with the following day regardless of the date he reports to his new duty station. Since the time the officer spends on leave and in transit is shown in section 11 of the report and the date he reports to the new station is shown in section 7, it is understood that the reporting officer's marks and remarks apply only to that period during which the officer was actually under the reporting officer's observation.—ED.

G.I. Loan Guaranty

SIR: I am a Fleet Reservist with 25 years in the Navy, and want to set myself up in the locksmith business. I originally was transferred to the Fleet Reserve on 1 Jul 1948 and was recalled to active duty in February 1951 and after serving 24 months was transferred back to the Fleet Reserve. When I want to apply for a G.I. business loan they told me that such loans had been discontinued—can you give me any information on this?—D. A. M., QMSC, USNR.

• You are not eligible for a direct business loan, but from your statements you apparently qualify for a loan guaranty under the provisions of the Veterans' Readjustment Assistance Act of 1952. It is suggested that you contact your nearest Veterans Administration office for advice concerning non-real estate loan guaranties which insure loans to a maximum of \$2000.—ED.

Scrimmage Earned NUC

SIR: In your January issue of ALL HANDS you put out a list of ships that earned more than one NUC or PUC. Your article said *uss Sentry* (AM 299), *Scout* (AM 296) and *Scuffle* (AM 298) earned one NUC and one PUC. What happened to *uss Scrimmage* (AM 297)? I was a member of this crew and in the same unit as the above ships. Why wasn't *Scrimmage* entitled to the same citations? I was awarded the NUC only.—C. S. M., FPC, USN.

• *Scrimmage was cited only once, as a part of Task Unit 78.3.6 which was awarded the Navy Unit Commendation for action from 14 to 18 Feb 1945 at Manila Bay. Sentry, Scout and Scuffle were cited twice, once for the action mentioned above, and once with the Presidential Unit Citation awarded Task Unit 78.2.9 for action from 15 Jun to 1 Jul 1945 at Balikpapan, Borneo, Neth-*

*erlands East Indies. Available records do not show that the Board of Decorations and Medals considered *uss Scrimmage* for an award for action with Task Unit 78.2.9.—ED.*

Recall of Retired Navymen

SIR: If a man retires after 30 years of active military service, is he subject to call in case of a national emergency? Also, if a man transfers to the Fleet Reserve after 20 years of active military service and completes 10 years in the Fleet Reserve, is he subject to call in case of a national emergency?—W. S., BTC, USN.

• Retired officers and enlisted men are not required to hold themselves in readiness for active service. However, they may be ordered to active duty in time of war or national emergency. In time of peace they may not be ordered to active duty without consent.—ED.

Globetrotter Certificate

SIR: ALL HANDS frequently prints pictures of certificates which have been awarded for such things as crossing the Equator or the International Date Line. However, I've never seen a picture of a certificate for a round-the-world trip until this one appeared in the Canadian Navy's magazine, *The Crowsnest*. It was awarded to crewmen of *HMCS Haida* on completion of her second round-the-world voyage in September 1954.—B. R. B., JO1, USN.

• Our thanks for the certificate commemorating both *Haida's* world cruise and crossing the "line." We have never heard of a similar award in the U. S. Navy, but such certificates are unofficial and it is entirely possible that some ships have produced their own mementos for round-the-world voyages.

We have heard of such comparatively rare items as the following: (1) Brotherhood of Horned Shellbacks, for the double feat of crossing the Equator and rounding Cape Horn on the same trip; (2) Shackle and Grommet Owners Certificate, awarded to members of the original commissioning crew of a vessel (and including "clear and unencumbered title" to one one-half inch shackle); and (3) Domain of the Emperor Penguin, for men who have crossed the Antarctic Circle.

Then there are metal emblems for such clubs as the Sea Squatters (for men who are forced to spend more than 24 hours on board a life raft) and the Caterpillar Club (for men who are forced to parachute from a disabled plane).

Perhaps the "topper" for such unofficial awards is the "Order of the Busted Periscope," created for an



eagle-eyed Navy pilot last year. The patrol bomber pilot was cruising at 225 miles an hour during anti-submarine exercises off the Maine coast when he spotted a sub's periscope. He dropped a 13-pound practice bomb—and hit the 'scope square on the head. The busted "eye," which was only three inches in diameter, was subsequently mounted on a plaque and presented to the pilot in recognition of his marksmanship.

But getting back to certificates, our November 1952 issue devoted the centerspread to a number of these symbols of seasoned sailors, and we have covered a number of them since that time. If you know of any we might have missed—or any unusual awards or clubs such as the "busted periscope" and Caterpillars—why not cut ALL HANDS in on the "scoop."—ED.

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.

• *Seabee Veterans of America* — The ninth annual reunion will be held at Hotel Hayes, Jackson, Mich., on 12, 13 and 14 August. For further information write to Robert Zimmerman, 200 Evelyne St., Jackson, Mich.

• *93d Seabees* — The sixth annual reunion will be held 2 and 3 September at Biltmore Hotel, Oklahoma City, Okla. Write to Darle Christy, 715 West 36th St., Kansas City 11, Mo.

• *73d Seabees* — The sixth reunion will be held at the Peabody Hotel on 29, 30 and 31 July in Memphis, Tenn. For further information contact Tourney Welting, 2801 Lamar St., Memphis, Tenn., or Charles Barnes, 412 Merrett, Fort Worth, Tex.

• *Marine Air Group 25* — The second annual reunion will be held 2, 3 and 4 September at Conrad Hilton Hotel in Chicago, Ill. For information contact Robert J. Biggane, 274 Maynard Drive, Buffalo 21, N. Y.

• *SACO-US Naval Group China* — The first reunion will be held in conjunction with CBIVA 5 through 7 August at Jefferson Hotel, St. Louis, Mo. For information write to Earl W. Pomahac, 405 Michigan Ave., South Milwaukee, Wis.

• *uss Pheasant (AM 61)* — A reunion will be held 29, 30 and 31 July in International Falls, Minn. For further information write to

George McIntyre, Box 133, International Falls, Minn.

• *uss Thatcher (DD 514)* — A reunion of all officers and men will be held 22 October in New York. For details write to Louis P. Falcone, 60 Park Place, Newark 2, N. J., or Tom Condon, 614 47th St., Brooklyn, N. Y.

• *16th Seabees* — It is proposed to have a reunion of all ex-members with time and place to be announced later. Those interested may write to Arnold Siita, 16th Seabee Assoc., 1246 Addison St., Berkeley 2, Calif.

• *uss Algol (AKA 54)* — All who served in this ship during WWII and who are interested in a reunion with time and place to be announced later, please write to I. E. Carner, Sierra College, Auburn, Calif.

• *uss Andromeda (AKA 15)* — All those who served on board and who are interested in a reunion with time and place to be designated by mutual consent, may contact Jack Fitzgerald, 283 Princeton St., Hartford, Conn.

• *uss Granville (APA 171)* — A reunion is being planned for all former officers. Those not previously contacted may write to R. P. Blanding, 3358 Richard St., Eugene, Ore.

• *uss Paul Jones (DD 230)* — All personnel who served in this ship between 1942 and 1945 and who are interested in a reunion with time and place to be announced later, are requested to contact Roy A. Westbrook, PN1, c/o Personnel Department, U.S. Naval Air Station, Dallas, Tex.

• *uss Sloat (DE 245)* — A reunion is being planned for October. Write to T. P. Quinlan, 35-16 34th St., Long Island City 1, N. Y.

Clinical Lab School

SIR: I am a hospital corpsman with over a year's experience working in a clinical laboratory. I would like to attend Navy's clinical laboratory school and become qualified as a lab technician but find that I am not eligible because I have not had a course in one of the following high school subjects: physics, chemistry or biology.

Because of my lab experience, can I get a waiver on those subjects?—E. B. D., HM1, USN.

• When you submit your application for a course of instruction in Clinical Laboratory Technic, also submit a request for waiver of requirements of high school physics, chemistry or biology. Provided you meet all other requirements and BuMed feels that you will not be handicapped by the lack of the course, there is a good chance your request for school will be approved.—Ed.

Reassignment, Training for HMs

SIR: I have just been transferred to my present Marine outfit for return to the United States, at which time I hope to return to naval service. How should I apply for assignment to shipboard duty on the East Coast?

Also, approximately five months ago I applied for a course in Pharmacy and Materia Medica. My application was approved, but that was the last I heard of it—no lessons, no nothing. Can you tell me what happened?—J. W. E., HM3, USN.

• Under current policy, Hospital Corps ratings serving with Fleet Marine Forces are rotated back to the States for leave and reassignment upon completing 14 months in the Far East. At that time personnel in excess of FMF requirements are made available to Commander Service Force, U. S. Pacific Fleet, for reassignment within the Pacific Fleet. Your request for reassignment to a naval ship or activity may be forwarded through channels to Commander Service Force.

Requests for transfer of enlisted personnel between widely separated commands (such as between the Pacific and Atlantic Fleets) will not be approved, except for humanitarian reasons or upon showing genuine hardship; and such requests should be accompanied by substantiating affidavits. Further information is contained in Article C-5203(1), "BuPers Manual."

The Correspondence Training Division of the Naval Medical School, Bethesda, Md., enrolled you in a course in Pharmacy and Materia Medica on 10 Jun 1954. You were disenrolled on 18 Aug 1954 because no work assignments were completed and all material mailed to you was returned to the Training Division. If you still desire the course, you should complete another Request for Enrollment (NavPers 922) and forward it through channels to the Training Division.—Ed.

Who's Jack-o'-the-Dust?

SIR: I would like to know how the title "Jack-o'-the-Dust" first originated and what his duties were.—N. J. E., SKG1, USNR.

• The expression "Jack-o'-the-Dust" originated way back when but was first approved as a rating for the U. S. Navy in "Navy Regulations" of 7 Aug 1876. In 1893 the rating was abolished but the term is still in use. Jacks-o'-the-Dust are found on just about all U. S. Navy ships.

A Jack-o'-the-Dust is a seaman, usually a commissary steward striker who assists the storekeeper in charge of the provision issue room. It is his job to

break out the food supplies. He is so named from sawdust sprinkled on the lower store-room deck to keep it dry.—Ed.

LCUs Have OICs

SIR: Does the Chief of Naval Operations consider LCU Divisions as commands? What about one LCU?—W. K. P., YN2, USN.

• Yes, an LCU Division is considered a command, but not one LCU. The craft would have an Officer-in-Charge, usually a boatswain's mate.—Ed.

Course Completed in Grade of Ensign

SIR: BuPers Inst. 1416.1 outlines the program for testing the professional fitness of officers for promotion purposes. Paragraph 6b of the instruction provides exemptions for certain correspondence courses, but states that they are good for exemptions only "if completed in the present or immediately previous grade and will be good for two consecutive promotion periods."

In 1950, as an ensign, I completed the correspondence course in *Navy Regulations*. Under my interpretation of the instruction, I cannot claim the course as an exemption because it fails to meet both the above requirements.

Assuming that I wanted to avoid the need to compete in the professional examination, and at the same time eliminate the time and effort necessary for someone to administer the examination, would I be required to complete the course again? *Navy Regulations* haven't changed appreciably since 1948 and the course text probably hasn't been changed at all, so it would appear to be a waste of time to resubmit the course.—R. C. M., LT, SC, USN.

• Satisfactory completion of the correspondence course, "*Navy Regulations*," NavPers 10740A, while you were an ensign satisfies the requirement of that course for promotion to lieutenant commander.

Although paragraph 6b of Inst. 1416.1 does state that course credit will be allowed "if completed in present or immediately previous grade," its interpretation should be viewed in light of paragraph 7e of the same instruction. That provides, in part, that "correspondence courses completed in the grade of ensign will earn exemption for promotion to senior grades as though the courses were completed in the grade of lieutenant (junior grade).—Ed.

OOD Salutes Twice

SIR: A current custom aboard this ship, and many other naval vessels, presents the basis for quite a controversy. When a man comes aboard a vessel, he first salutes the National Ensign (when flying), then turns to the Officer of the Deck, salutes, and requests permission to come aboard. Upon departing, the man salutes the OOD, requests permission to leave the ship, and salutes the National Ensign (when flying).

The problem is this: How many salutes are rendered by the OOD during the above two instances? I contend that he salutes four times; others say he salutes only when the visitor salutes him, namely, twice. Who's correct?—J. B., LT, USN.

• You are. Article 2108 (1) "*Navy Regulations*, 1948," bears you out. The last sentence of this article reads, "The Officer of the Deck shall return both salutes in each case." Thus, he is required to render two salutes in each case, or a total of four.

All salutes are returned. The salute to the flag (or actually to the nation), is returned by the Officer of

the Deck as the flag's living representative.

We note that you state definitely in your letter that you "salute the National Ensign (when flying)." Another question, similar to yours, has also presented a bit of a problem: Should the flagstaff (where the National Ensign is flown) be saluted between sunset and 0800, although the flag is not actually flown? Both questions are answered by the section "Salutes on the Quarterdeck" on pg. 447 of the "*Bluejacket's Manual*, 1950."

The second paragraph of this section states: "It was formerly custom and regulation ('U. S. Navy Regulations, 1920,' Art. 265) to salute the national ensign whenever you came upon the quarterdeck from any direction whatsoever. It was also the custom—and may continue to be so on certain ships—to face aft and salute when boarding or leaving ship, even if the ensign was not flying. These customs are not required by the new "*Navy Regulations*" of 1948 but may be specified by the individual commanding officers.—Ed.

Nuclear Propulsion Course

SIR: In the February 1955 issue of ALL HANDS I read an article about nuclear courses available for naval officers at a civilian college.

I am in OCS at Newport at the present time. Before I entered the Navy I was accepted for graduate work at that college. What are the possibilities of my application being accepted for such a program?—R. S., OCSA, USNR.

The Naval Construction and En-

gineering course, which is conducted at a civilian educational institution, includes five different specializations, one of which is in the field of Nuclear Propulsion. This course leads to designation as EDO for unrestricted line officers. Eligibility is limited to those persons who have two to five years' commissioned service. You are, therefore, not yet eligible for the nuclear postgraduate courses, nor for any other postgraduate course.—Ed.

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What's Your Next Duty Station?

HUNDREDS OF CAREER QUESTION letters are received by **ALL HANDS** each month. In an effort to round up the answers and present them in a package form, we went to VADM James L. Holloway, Jr., USN, the Chief of Naval Personnel.



As the one man in the Navy most closely associated with all phases of career planning, VADM Holloway was in a position to help us get out the word to the Navy men ashore and afloat. The result was a pretty complete run-down on the entire career situation, in which the Chief of Naval Personnel not only explained what was happening, but also why. Moreover, he discussed

future planning in terms of what is being done to improve tours of duty ashore and afloat; what are the promotion prospects; what the new weapons and developments will mean to each Navyman and to his billet.

Here, below, you will find the information, mostly in the admiral's own words.

This is present policy, and should hold fast unless international commitments or other emergency make it necessary to change.

*For ease of presentation, we have broken it down into headings and sections. If the information proves to be of value to men in the Fleet, we would appreciate hearing about it, and hearing of any other over-all problems that can be discussed in this manner. We plan, in the near future, to go up to the Chief of Naval Personnel, and present him with a new series of general interest questions that he can answer in **ALL HANDS**.*

OLD TIMERS in the U. S. Navy can remember the days when it made little real difference to the enlisted man whether he was assigned to a sea job or a shore job. The vast majority of billets at sea provided quite favorable tours of duty.

The enlisted man assigned to a cruiser in Long Beach, Calif., could expect to spend some eight or nine months during each year operating in and out of that port. If he was single he probably found himself with as much liberty time ashore as he could afford financially. If he was married he normally experienced a great deal of family life. In either case, he could look forward with anticipation, to an annual brief, strenuous Fleet exercise which gave him the opportunity to polish up his skill

as a man-o'-war man and to visit new ports, thus providing a break in the routine of social activity in his home port.

In those pre-World War II years, the average Navy enlisted man did not look on shore duty as something to be particularly desired early in his career. It was thought of as a snug harbor to be sought out toward the end of his career in order to begin to put down his roots in a community and plan for his retirement from the Navy into civilian life.

This very desirable situation resulted from the fact that the international commitments of the United States, supportable by American sea power, did not extend across the entire Pacific Ocean to the shores of Asia and across the Atlantic into the continent of Europe. Japan exerted the influence of her sea power throughout a vast arc of the Western Pacific into which the U. S. Navy did not deploy ships in large numbers, although we did have our China Station and Philippine bases. British sea power provided the peacetime stability in the Northeast Atlantic, Mediterranean and Indian Ocean areas.

Today, the international commitments of the United

States have been extended in great magnitude. American sea power has surged forward across the entire Pacific Ocean to fill the vacuum resulting from the destruction of Japanese sea power. Also, the growth of important peacetime international organizations has resulted in the extension of American sea power into the Northeast Atlantic, the Mediterranean and even the Indian Ocean.

These remarkable changes have resulted in a Navy, a great part of which is required to be deployed through vast ocean areas,

away from home ports, for a large portion of every year. On the other hand, there are numerous ships, such as tenders and ships assigned training duties, which remain close to their home ports. However, the result is that for most of the ships, much of each year is spent on the high seas. This means that when assigned to sea jobs, today's enlisted man has been able to spend considerably less time with his family than did the enlisted man prior to World War II.

Sea Duty Tours

As a result, though the sea is still the natural habitat of the sailor, even the most dedicated find themselves understandably desiring a greater proportion of shore duty during their naval careers than did their predecessors before World War II.



In view of the increased tempo of operations and the extended deployments described above, there is a need to shorten the sea duty tours and to assign enlisted personnel ashore at more frequent and regular intervals. This is particularly important in the cases of enlisted men holding a rating for which the primary need is in ships.

A program has begun which will rearrange the billet structure of the Navy, and naval personnel distribution procedures, in such a manner that the individual enlisted man, regardless of rating, can experience a reasonable proportion of favorable duty both at sea and ashore during his career in today's Navy, with its greatly expanded commitments.

"It is my desire," said VADM Holloway, at this point, "to insure that every enlisted man is brought up to date on our programs to improve his tours of duty and what he may anticipate for his future—and we can take these up item by item."

The Present System

As a point of departure, the Chief of Naval Personnel described the present system with regard to the types of duty, and the billet structures of the Navy which produce these types of duty. His statements were based upon a Navy which as of 31 Dec 1954 consisted of an authorized enlisted strength of 608,000. After deleting from this authorized total the numbers allowed for "pipe line" (men in transit between duty station, etc.) contingencies, students, and those special personnel assigned to the training and administration of the Naval Reserve (who have a high proportion of shore duty), there remained a Navy of some 516,000 enlisted billets.

About 374,000 of these jobs are currently classified as sea duty. Here are the types of sea duty and some of the assignment procedures necessary in order to fill these 374,000 billets.

A. Sea Duty

- **General**—You are assigned to sea duty by the Chief of Naval Personnel from four general sources: *Recruit training, general detail, a completed tour of shore duty*, and in some cases from *service schools*. At the present time, the Bureau acts as a clearing house in the assignment of enlisted personnel to sea duty, distributing equitable percentages to the Service Force commanders of the two Fleets, who make further assignment to type commands and individual activities.

Thus, in a typical case, suppose you decide to reenlist 60 days after discharge and report to the receiving station to be classified as general detail. The receiving station notifies the Bureau that you are available for assignment, stating your duty preference and other data.

Now, suppose your duty preference is an Atlantic

Fleet destroyer. The Bureau assigns you to ComServLant, since your preference is in the Atlantic Fleet. A message to this effect would be sent to both the receiving station and ComServLant.

ComServLant then, if practicable, makes you available to ComDesLant in accordance with your preference. The type commander, ComDesLant, details you to a specific destroyer and sends this ultimate duty assignment back to the receiving station which would then transfer you directly to your new ship.

As you can see, several distribution commands are involved in placing you where your special skills and experience will be useful to you and the Navy. Every effort is made to give every man as much personal attention as possible.

However, there are a couple of additional factors

involved in your assignment: The total number of personnel assigned to each Fleet must be balanced, and within the Fleets, certain over-all percentages of personnel must be assigned to each type commander. Thus, it is not always possible to give every man his desired duty at a certain time.

- **Overseas Duty**—Included in the general category are about 30,000 enlisted billets at overseas activities.

- **New Construction Duty**—Sea billets for the crews of new construction vessels are assigned by the Chief of Naval Personnel from among general detail personnel, school graduates and those completing a tour of shore duty or by drafts upon the Fleets.

- **Naval District Ship Sea Duty**—Sea billets for the crews of naval district ships designated as sea duty are assigned by the Chief of Naval Personnel.

- **Intra-Fleet Transfers**—Transfers between ships within a Fleet are made by type commanders to balance the forces with personnel available. Occasionally, transfers between different types are made by Service Force commanders in order to fill requirements for special skills.

- **Inter-Fleet Transfers**—Because of the great expense to the government involved, transfers between Fleets usually are made only in case of verified hardship, for humanitarian reasons, or to satisfy needs of the service.

It is the general policy of the Bureau to keep transfers to a minimum, in order to give stability to the ship and to you as an individual. However, this does not prevent normal rotations between the destroyers and the destroyer tenders, or even between ships of different types. This type of transfer, which is controlled by the type commander, is used to provide rotation between ships which spend much time at sea, and those which remain close to home.

B. Shore Duty

- **General**—All naval shore activities such as air sta-



tions, receiving stations, ammunition depots, training activities, and naval shipyards exist primarily for the purpose of supporting and providing services for the active ships of the Fleet. Fortunately, their existence provides the Navy with an opportunity to place enlisted personnel in useful jobs ashore; however, some difficulties are encountered in making these jobs available in adequate numbers for certain rates. More about that later.

For purposes of assignment of personnel, all shore billets within the continental United States fall into one of two categories: *Fleet shore duty* or *Bureau shore duty*.

• **Fleet Shore Duty**—Fleet shore duty activities are those within the continental United States that directly support the Fleet and whose personnel are therefore assigned by the Fleet commanders. These activities are under the administrative control of the Fleet commanders, who order personnel to tours of Fleet shore duty from among the Fleet units under their jurisdiction. The Fleet commanders maintain their own Fleet shore duty waiting list.

In general, these waiting lists are administered in a manner similar to that of the Bureau shore duty eligibility list, with the length of shore duty tours established at two years.

• **Bureau Shore Duty**—As of this writing, there are about 104,000 enlisted Bureau shore duty billets within the various continental U. S. Naval Districts, River Commands, and under the Chief of Naval Air Training. (Exceptions are those shore activities physically located in the above areas but administered by Fleet commanders as Fleet shore duty.)

The Chief of Naval Personnel recognizes it as most desirable that all personnel be rotated into a shore billet on an equal basis in so far as practicable. This is accomplished by means of the Shore Duty Eligibility List (SDEL). By submission of a shore duty request card when you are on sea duty you may specify the geographical areas in which you desire shore duty. Your name is then placed on the SDEL, maintained in the Bureau, for transfer to the requested area when a vacancy for your rate occurs within that area. (Details concerning the operation of the SDEL may be found in the May 1955 issue of *ALL HANDS*.)

Transfers to shore duty are made from the SDEL strictly on a length of sea tour basis. The man with the longest current sea tour gets top priority for his requested locality.

• **Instructor Duty**—If you possess the proper background, you are eligible in many cases for assignment to instructor duty in schools and activities under the management control of this Bureau or of BuAer and BuMed. There are Class "A," "B," and "C" naval schools; functional training activities; aviation schools of the naval air technical training commands; recruit training

commands; naval retraining commands; officer candidate schools; NROTC units; honor schools; Merchant Marine and Maritime academies and certain Fleet training activities. Their names and locations are contained in BuPers Inst. 1306.22B, soon to be re-issued. The instruction lists the rates eligible, the qualifications necessary, and how to apply. If you apply for instructor duty, you may also be carried simultaneously on SDEL.

If you are eligible for instructor duty you normally achieve shore rotation earlier than you would expect through the SDEL.

• **Recruiting Duty**—There are over 430 recruiting activities located throughout the United States which contain enlisted billets for those personnel who are eligible for shore duty and recommended for recruiting duty by their commanding officers. If you are eligible, you are given three choices of duty in the various cities and states covered by the recruiting service. This widespread coverage frequently makes it possible for you to obtain duty in the vicinity of your home town or city.

The recruiting service makes use of personnel in two categories.. There are canvassers who actually contact prospective recruits, schools, and the general public, explaining the opportunities and advantages in the Navy. Chief or first class petty officers in any rating are eligible for a two-year tour of duty as a canvasser. In addition, there are support personnel who provide administrative assistance, selected from the yeoman, personnel man, disbursing clerk, storekeeper and hospital corpsman ratings.

Length of Duty Tours

Length of tours are dependent upon your particular rating, the type of duty, and in some cases your individual status. A normal tour for the ratings for which there are few billets ashore as compared to the number of billets required at sea (such as BT, MM, RD) is two years, in order to give more persons in that rating an opportunity for shore duty.

The tour for ratings who have about the same number of billets ashore as at sea (such as HM) is three years, so that the number of transfers of such ratings may be kept as low as possible for economic considerations.

Personnel ashore in programs that require special training, such as instructor duty, have a three-year tour in order to make maximum utilization of that training.

Shore tours for USN personnel who have never been to sea are 18 months, regardless of rating. For USNR personnel on a two-year duty agreement, the tour is 12 months. Personnel in these two categories ashore are held to an absolute minimum.

Tours of duty in Fleet shore billets and overseas follow the same general concept. However, in less desirable



locations such as the Aleutian Islands, the tour is one to two years depending upon whether or not the family is on station with the Navyman.

Finally, you are not considered eligible for early assignment to sea from shore duty until you have completed at least one year of duty in your current activity. This is done in order to provide as much stability for you as is possible.

Special Programs

In addition to these routine sea and shore assignments, there are certain special programs, which because of their nature or state of development are not open to normal channels of personnel distribution. Personnel assigned to these programs are ordered in by the Chief of Naval Personnel. Examples of special programs are:

- **Attache and Mission Duty** (Naval Missions, Offices of Naval Attaches, Military Aid Groups, Joint and NATO Staffs Overseas, and Similar Activities)—The majority of billets in these activities are considered to be among the most desirable duty assignments available to enlisted personnel. An eligibility list is maintained in the Bureau, and selections are made from this list if necessary to fill new billets or to provide rotation for personnel upon completion of a normal tour.

Applications may be submitted in accordance with BuPers Inst. 1306.6A. Duty in this program affords you, and in most cases your dependents, an opportunity to live and travel abroad and to see and enjoy historic sights in far away places.

- **Naval Security Group**—Personnel assigned to this special program are rated as communication technicians. They can normally expect to serve two tours overseas to one tour in the continental United States. BuPers Inst. 1306.23B of 15 Dec 1954 explains how to apply for this program. If you are in pay grade E4 or E5 and in the rating of RM, TE, ET, YN, or PN, you are encouraged to apply.

- **Special Weapons Activities**—The term special weapons refers to atomic weapons. Volunteers for this program will be accepted if their services are required and if they meet the very rigid qualifications. There are assignments available, both at sea and ashore. Excellent technical training is provided. A separate shore duty eligibility list is maintained, and the Bureau controls the sea/shore rotation within the program. At the present time, it appears that personnel in this program will experience about four years of sea duty for three years of shore duty. There is a continuing requirement in the program for personnel in pay grade E5 and below, who are interested in a career in this field and who desire to develop with the program.

- **Guided Missile Activities**—Personnel are assigned to duty in guided missile activities by the Bureau, Fleet

commanders, and naval district commandants. Three new ratings—guided missileman, aviation guided missileman, and aviation fire control technician—have been established, and conversions to these ratings are being accomplished in accordance with BuPers Inst. 1440.14, and BuPers Notice 1440 of 20 Aug 1954.

- **Nuclear Propulsion Program**—This program is developing rapidly. At the present time, requirements are met by using volunteers nominated by the Submarine Force commanders.

- **Humanitarian Assignments**—BuPers Inst. 1306.24A describes the procedures for service-wide transfer and assignment of enlisted personnel for humanitarian or hardship reasons. This is the Navy's way of caring for its own. The criteria for approval are: The existence of a severe hardship not normally encountered by members of the naval service, and the necessity for the serviceman's presence to lessen or to resolve the hardship. Inasmuch as personnel ordered to humanitarian shore duty are normally ordered in a temporary duty status, the hardship should be such that it can be expected to be resolved within a period of four months.

- **Special Aircraft Radar Control Program**—Additional AC, AT, and EN ratings are currently needed for this desirable type of duty. A majority of the billets in this program are shore duty. The duty involves the operation and maintenance of ground or shipboard radar for the control of aircraft for landings under reduced weather conditions. OpNav Inst. 3721.1A lists the location of these units. BuPers Inst. 1306.40 contains information

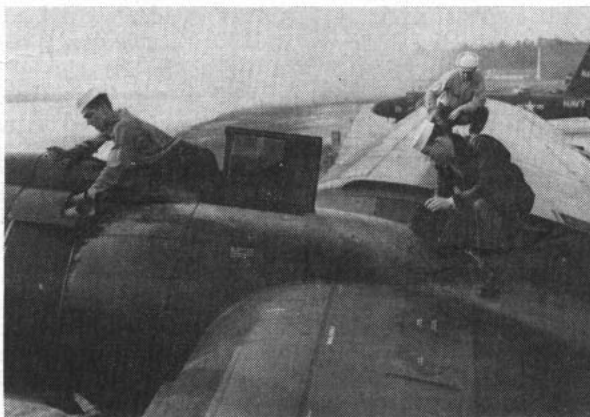
concerning the Ground Control Approach School, which you must attend in order to obtain this duty.

- **Antartic Expedition**—Alnav 8, BuPers Notice 1306, requested volunteers for assignment to the Antarctic Expedition 1955-56. The response was overwhelming; personnel are now being selected for that duty. Programs of this nature provide once-in-a-lifetime opportunities for unusual experiences.

- **Sea/Shore Billet Ratios**—As indicated throughout

this discussion, the real determining factor with regard to your opportunity for shore duty and the length of your tours, is the relationship between the number of jobs for your rating at sea and the number of jobs for your rating ashore. *This relationship is expressed as the sea/shore billet ratio.* It is the number computed by dividing the total number of sea jobs in your rating by the total number of shore jobs. This number determines the number of years you stay on sea duty to obtain a year of shore duty.

These sea/shore billet ratios are not favorable in all cases, but they represent a very considerable improvement over the situation existing immediately after the Korean conflict. This improvement, which is going to



continue, is the direct result of the program initiated to improve the situation for you. More about this later.

Programs to Improve the Present Situation The Search for Shore Billets

In June of 1953 the Chief of Naval Personnel adopted the concept of identifying and marking certain billets in the allowances of the shore establishment as "general administrative billets." These are billets not requiring particular rates, but rather the general skills of any petty officer. When such billets are identified, they are written for those ratings that are having difficulty obtaining shore duty, and marked with a "G" to signify that the job can be filled by any petty officer and therefore can be converted later to another rate if such rate becomes more critical for shore duty billets.

In December 1953, all management bureaus were requested to obtain detailed information as to the nature of all jobs performed by enlisted personnel in the shore establishment in order to speed up the identification of these general administrative billets.

The following facts may indicate the results of our program to date. Four of the critical ratings ("critical" in the sense that there are very few shore billets in relation to sea billets) have had their ratios of sea duty to shore duty reduced by the amounts indicated during the last 20 months.

Ratios of Sea Duty

Rating	From	To
RD	13.09	5.15
SO	6.62	4.55
SH	5.74	4.60
BT	6.81	4.85

(Explanation: In the RD rating, for example, there were more than 13 sea billets for each shore billet. This has now been reduced to around five.)

The significant feature is that the over-all reduction in each rating was achieved by a very large reduction in the ratios for CPO and first class POs. As an example, in the case of the ratings listed above, the upper two pay grades have been reduced to the following sea/shore ratios:

Rating	Ratio
RDC	1.13
RD1	2.96
SOC	0.76
SO1	3.00
SHC	1.48
SH1	3.00
BTC	1.83
BT1	2.98

To date, in this program a total of 9000 general administrative billets have been written for those in the ratings having difficulty obtaining shore duty. This represents 6.4 per cent of the jobs in the shore establishment. In addition, nearly 1100 instructor billets in

recruit training centers have been converted into billets for those in the critical ratings—another one per cent of the shore establishment.

To maintain a close check on the shore duty situation, the Bureau has set up quarterly reports with its electric accounting machine installation, which give the current sea/shore billet ratios for each rate and the total number of general administrative and instructor billets that have been marked in allowances. The Bureau analyzes these reports quarterly, seeking to equalize between ratings, and always seeking to identify more jobs for the critical ratings.

In the last few months, the Bureau has also begun to identify general administrative jobs for every rate in every naval district so there will no longer be certain areas in the country in which shore duty is denied certain rates.

As a result of this close checking, the Bureau has been able so to control the reduction in the military strength allocated to the shore establishment that *your opportunity for shore duty in the critical ratings has improved rather than lessened as the shore establishment has been reduced.* The conversion of military billets into civilian billets has also been kept under control. This conversion is required by the policies of Congress and the Secretary of Defense, but neither has posed objection to holding the line on those billets assigned to rates which need more shore duty.

Analysis of Your Individual Opportunity for Shore Duty

In order to determine just what effect the improved sea/shore billet ratio was having upon you as individuals, the Chief of Naval Personnel recently set up a requirement for a detailed set of statistics on the requests for shore duty in the SDEL in the Bureau.

This report will permit the Bureau to determine for each rate exactly how much continuous sea service you have on the average before getting your shore duty. Although complete results are not available, preliminary statistics concerning two of the most critical ratings (MM and BT) indicate that the man who submits as soon as eligible for "anywhere U. S." is now having to be at sea six years on the average, to obtain a two-year tour of shore duty.

There are, of course, exceptions to this figure for two reasons. Some Navymen, through choice, have elected to wait until they had 12 or more years of continuous sea service before requesting shore duty. Some have stated a desire for shore duty only in a particular locality where there are very few billets for their rating and have therefore experienced a long delay. But in general, it is fair to say that the machinist's mate or boilerman who requests shore duty "anywhere U. S." as soon as eligible, and has six years' sea service (as compared



to a much longer period a few years ago) will have an opportunity in the near future to obtain a two-year tour of shore duty.

"I have confidence in making the prediction," VADM Holloway commented at this point, "that these periods of sea service will continue to be reduced."

"This is true because the extra billets we have written have only now begun to generate additional men to fill them. In this regard I should explain that we procure sufficient men for each rate to fill all our billets and to provide an extra percentage to fill the 'pipe line.'"

"Therefore, since 9000 additional billets were written for the critical rates, 9000 additional men for these rates need to be trained and rated. It is taking many months to obtain the additional men in those critical rates and will require approximately two years to bring down the backlog of high continuous sea service. This is a progressively improving situation. Now the old hands can look forward to obtaining their shore duty tour earlier than before."

Analysis of Fleet Distribution Procedures

Under the present system for assigning enlisted personnel to duty stations, responsibility has been delegated so that there are many personnel officers throughout the Navy who have authority to move men from one duty station to another. With this decentralized organization, opportunity frequently exists for enlisted men to talk about their duty assignments with personnel distributors. This personal attention is not possible in all cases however, and it is considered that more individual attention for every Navyman is required.

To improve this situation even further, the Chief of Naval Personnel has recently held a major conference of Bureau and Fleet representatives. That conference developed a personal distribution system which is being recommended to the Fleet commanders and CNO for implementation. Briefly, it will contain the following features:

- Establishment of the personnel function under an Assistant Chief of Staff for Personnel (a Rear Admiral) on the Fleet commanders' staff. This is concrete recognition of the increasing importance of personnel administration in our service.
- Establishment of a Fleet personnel office in each Fleet. This office will coordinate and control the transfers of all personnel within the Fleet. There will be a rating desk section assigned primary responsibility for monitoring your career. For example, all machinist's mates of the Fleet would be under the control of the machinist's mate rating desk. This desk would be manned by a chief machinist's mate under the supervision of a commissioned officer.

- Inclusion of a transportation coordination section in the Fleet personnel offices to insure that transportation is available for execution of issued orders, thereby cutting down time spent in receiving stations and other transient stations.

- Revision of the present personnel accounting card to make better assignment possible. This card will contain full data on your qualifications, record, preferences for duty, past duty stations, and tour date information.

- There will be a provision for making the above information available to the rating desk where assignments are made, thereby giving more individual attention to every man.

Objectives of the Chief of Naval Personnel

"I have three major objectives in this program," VADM Holloway summed up. "I am deeply interested that each one be achieved."

"First, it is my hope that we may be able, during the coming year, to improve even further the distribution procedures so that more individual attention to every man's personal career may be possible. This should result not only in more careful consideration for shore duty, but should also permit a rotation from less desirable to more favorable tours of sea and overseas duty."

The second objective in the program, explained VADM Holloway, is to designate enough general administrative billets to provide maximum sea/shore billet ratios as follows:

Sea/Shore Billet Ratios

	Interim Target (Maximum)		Ultimate Target (Maximum)
CPO	2	CPO	2
PO1	4	PO1	3
PO2	5	PO2	4
PO3	6	PO3	5

Taking the long view, this means that normal tours of shore duty during a 30-year career will, in general, meet a schedule something like this: (NOTE, however, that a man will adjust the later phrases in accord with

his own preferences. Before retiring, for example, some men prefer to "stay at sea and save up"—others prefer to serve ashore near an area where they will settle down.)

First five years	Sea and/or Overseas duty
6th and 7th years	Shore duty
8th, 9th and 10th years	Sea and/or Overseas duty
11th and 12th years	Shore duty
13th, 14th and 15th years	Sea and/or Overseas duty
16th and 17th years	Shore duty
18th, 19th and 20th years	Sea and/or Overseas duty
21st and 22nd years	Shore duty

Two years at sea and two years ashore in succession thereafter.

"My third objective," concluded VADM Holloway, "is to keep every man in the U. S. Navy fully informed of the progress of the program outlined here. I am happy to give ALL HANDS an assist in getting out the word."



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS GRAND CANYON (AD 28) is basketball champ of Norfolk-based DDs. RADM L. H. Frost gives trophy to team capt. Matuzak. USS Dyess was second.

Long Range Voice

The Navy's newest inter-continental voice, now on the air from the rebuilt U. S. Naval Communication Station at Norfolk, Va., is capable of spanning the whole western hemisphere.

The new station, which required more than three years for its construction, was built to provide major communication support for the U. S. Atlantic Fleet and to relieve the traffic load at Washington, D. C.

Components of the new station are scattered through several counties around Norfolk. The station's transmitters are at Driver, Va., 15 miles west of Norfolk, and the receiving unit is near Northwest, Va., about 27

miles south of Norfolk in a remote area where little electronic interference is encountered. The "voice's" nerve center is located on the Norfolk Naval Base, adjacent to the Fifth Naval District Headquarters.

Driver has more than 50 radio transmitters with the largest one rated at 50,000 watts. There is one 800-foot tower and three 400-foot towers.

In addition to its new inter-continental voice, capable of communicating with ships of the Atlantic Fleet wherever they may be and with commands of the North Atlantic Treaty Organization, the Norfolk station will continue to function as a major teletypewriter tape relay station, serving all shore-based activities in the area.

Flying a Submarine

Submariners of the future will be able to go to sea thoroughly versed in the intricacies of steering a ship in a three dimensional element, thanks to a new training device conceived by the Office of Naval Research.

The new trainer is designed to teach submarine planesmen how to operate the single stick control recently introduced into submarine construction. This control gives underwater navigation many of the characteristics of flying an aircraft.

The trainer is planned as an addition to a submarine simulator training unit already under construction. The training area of the original simulator is a facsimile of the control room of a submarine, movable on a cradle arrangement to give the occupants an illusion of underway submarine motion. The stick control trainer will be mounted on a separate platform and cradle. Through mechanisms activated by an electronic computer, the trainers will "respond" to their controls.

The training equipment has been ordered by the Special Devices Center of the Office of Naval Research for the Navy's Submarine School at New London, Conn.

For Shipboard Letter Writers

While stationed in *uss Randolph* (CVA 15) two men in Attack Squadron Forty Two decided to do a little interior decorating—and the results turned out to be most gratifying.

After scrounging around for a few feet of scrap pipe and some aluminum sheeting, Leroy S. Harmon, AM1, usn, and Frank L. Brooks, BM2, usn, pooled their ingenuity and came up with two functional writing desks—just the thing for letter writing.

To make the desks they simply placed the pipe frames in ordinary bunk fittings, used hose clamps to stop them from lateral movement and covered the frame with aluminum sheeting. The desks, which are not permanent structures, are supported by single leg braces which are bolted on and can easily be removed.

YESTERDAY'S NAVY



On 31 Jul 1944 *uss Parche* (SS 384) penetrated the screen of a heavily escorted Japanese convoy, launched a perilous surface attack by delivering a crippling stern shot into a freighter and quickly following up with a series of bow and stern torpedoes, sinking the leading tanker and damaging the second one. Exposed by the light of bursting flares, *Parche* struck again, this time sinking a transport. Then after sending three smashing bow shots into another transport that was closing in to ram her, *Parche* escaped, ending 46 minutes of violent action.

News on Navy Ships

Oldline Navymen know and love their ships—the “tub” they called “home” while serving on the China Station, perhaps, or the tincan in which they cruised the Med. And like baseball or boxing fans they can quote facts and figures—and records—of the ships they have served in.

To give these salts a hand with their sea stories here is a roundup of ship commissionings, decommissionings, conversions — almost any changes in ship status which might come in handy when you're shooting the breeze about old times.

- **USS Bennington** (CVA 20) has reported “ready for duty” after ten months of modernization in New York Naval Shipyard. “Big Benn” now sports an angled flight deck, steam catapults, closed hurricane bow and a starboard deck-edge elevator with tractor ramp.

- **USS Hammerberg** (DE 1015), third of the *Dealey*-class escort vessels, has received her commission pennant at Boston Naval Shipyard. *Hammerberg* is a sleek little tin can built on a simplified design—to permit quick, economical building of similar vessels in an emergency. At 314 feet and with a 36-foot beam, DE 1015 is only slightly larger than World War II DEs, but she is designed to be far more effective as an ocean escort and anti-submarine vessel.

The new escort vessel's name honors Medal of Honor winner Owen F. P. Hammerberg, BM2, USN, a qualified diver. He gave his life to rescue two trapped comrades at Pearl Harbor in 1945, while they were attempting to salvage an LST sunk in 40 feet of water and 20 feet of mud.

- **USS Pillsbury** (DER 133), the ship that brought back the only captured U-boat of World War II, has been recommissioned at Philadelphia. The *Edsall*-class DE has been



TRIPLE HEADER—USS Toledo (CA 133), USS Helena (CA 75), and USS Pittsburgh (CA 72) of Cruiser Division Three conduct three-way transfer of personnel.

fitted with radar equipment to spot aircraft, submarines or surface vessels far out at sea. She also received the latest in habitability features, including air conditioning throughout. Back on the job, PUC-winning *Pillsbury* will become a part of the nation's vast hemispheric defense force.

- **USS John Paul Jones** (DD 932), the second of ten *Forrest Sherman*-class destroyers, has been launched up in Bath, Maine. When completed, the 418-foot vessel will mount the Navy's latest developments in electronics, gunnery, navigational, engineering and anti-submarine equipment, as well as the newest comfort features for her 350-man crew. The class is larger than previous destroyer types, but use of aluminum alloys in the superstructure gives maximum stability while maintaining minimum displacement.

- **USS Skywatcher** (YAGR 3) has been commissioned at Portsmouth, Va. She is the third of four ocean radar station ships to be converted from mothballed Liberty ships. *Skywatcher* and her sisters will be used in the Continental Air Defense sys-

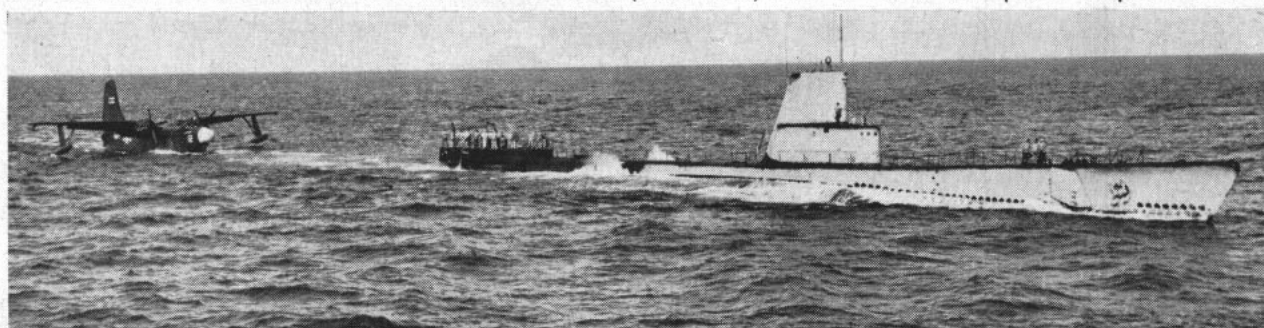
tem, which extends to seaward, providing a deepwater link in the chain of early warning stations being forged across the northern approaches to the U. S. Other links in this chain of defense include DERs such as *USS Pillsbury*; the “Texas Towers” (ALL HANDS, November 1954), being built by BuDocks; and the high flying radar patrol bombers of the Navy and Air Force.

One new “super service station” has been launched and a second one (of the same class) commissioned, while a third oiler has ended an illustrious 15-year tour of active duty. The new ones are:

- **USS Truckee** (AO 147), fourth ship of the five *Neosho*-class oilers to be launched. Boasting double the transfer rate and a capacity nearly 90 per cent greater than standard oilers, *Truckee* is a 655-footer, with a beam of 86 feet and a full-load displacement of 40,000 tons. Her Indian name, incidentally means “all right” or “very well.”

- **USS Hassayampa** (AO 145), one of *Truckee*'s sisters and second ship of the class, has been commis-

UNDERWATER GAS STATION—Sub-oiler USS Guavina (AGSS 362) rises to refuel P5M patrol seaplane at sea.



sioned at Philadelphia. Her name comes from the Yuma Indian word "hassamp," meaning "water that is hidden" or "water that is in a dry bed." Hassayampa is the name of an intermittent river in West Central Arizona. AOs 145 and 147, like most Navy oilers, bear the Indian names of rivers.

• **USS Kaskaskia** (AO 27), whose commissioning pennant was hauled

down at San Diego after 15 years with the Fleet. In three trips to the Far East between 1950 and 1953, *Kaskaskia* fueled 990 ships, delivered 1,168,500 barrels of fuel, 18,000 bags of mail, 4500 pieces of freight and transferred 2600 passengers. During World War II she won fame as a part of Admiral Nimitz' "secret weapon." Incidentally, *Kaskaskia's* pennant was hauled down by D. W.

Eagleson, QMC, usn, the same Eagleson who had a hand in running that pennant up when the Navy first commissioned the ship back in October 1940. Now stationed with the Fleet Training Group in San Diego, he is one of the few *Kaskaskia* plank-owners still on active duty in the Navy.

• In the field of minecraft, names have been announced for six auxiliary minelayers — MMAs 11 through 16. They are *uss Camanche* (MMA 11), *Canonicus* (MMA 12), *Mintonomah* (MMA 13), *Monadnock* (MMA 14), *Nausett* (MMA 15) and *Puritan* (MMA 16). These six vessels were originally Army property, but the Navy dropped their Army names in favor of hull numbers. However, the first 10 craft of the type (ACMs, stricken from the Navy's list since World War II) did have names. The current "tags" were taken from early Navy monitors.

Finally, two new mine sweepers have been commissioned. They are:

• **USS Kingbird** (MSC 194), the eighth of 10 *Falcon*-class sweeps. Commissioned at Quincy, Mass., the new 144-foot, wooden-hulled vessel will operate out of Charleston, S. C., as part of the Atlantic Mine Force following her fitting out and readiness for sea periods. Other members of the class are *uss Falcon* (MSC 190), *Frigate Bird* (MSC 191), *Hummingbird* (MSC 192), *Jacana* (MSC 193), *Limpkin* (MSC 195), *Meadowlark* (MSC 196), *Parrot* (MSC 197), *Peacock* (MSC 198) and *Phoebe* (MSC 199). All except *Meadowlark* and *Parrot* have been completed.

• **USS Enhance** (MSO 437), another non-magnetic minesweeper, formerly designated AM 437, has been commissioned in the Eleventh Naval District. She is a 750-ton vessel and carries a crew of five officers and 60 enlisted men. Incidentally, former AMs are now designated MSO (for ocean mine sweeper, non-magnetic), or MSF (for Fleet mine sweeper).

Hobby with a 'Can Do' Look

More than 100 pieces of equipment—all Lilliputian in size—make up the construction fleet of Gene Trumble, CDCP, usn, of U. S. Mobile Construction Battalion 10, Guam, M. I.

Trumble, whose hobby is designing and building models of construction equipment, makes his models to

MAC Draws King-Size Check

A chief machine accountant in New York recently "sold his autograph" for nearly \$2400—all he did was put it on the spot marked "X" on reenlistment articles. The chief with the new bundle of liberty lettuce is Frederick A. Woolrich, Jr., MAC, usn, who shipped for six after completing 14 years' service. Under the current bonus law, his sign-up counted as a first reenlistment for bonus purposes, enabling him to draw a cool \$1380.37. Added to that was \$200 mustering out pay, \$187.14 mileage allowance for the distance between Seattle (place of his last enlistment) and New York, and a cash settlement of \$621.50 for 60 days' unused leave.

At the same time, under provisions of BuPers Inst. 1306.25A, Chief Woolrich requested a change of duty, listing ComEleven as his first choice. Within two weeks he received orders to NAS San Diego for duty in a Bureau-controlled MA billet—his choice for choice duty. Previously the chief had been stationed at the Material Catalog Office, Naval Supply Activities, Brooklyn.

Chief Woolrich signed up for his

first six-year hitch back in September 1940—and as a seaman apprentice drew the then current monthly pay of \$21 (his reenlistment bonus and allowances would have paid that salary for almost nine and one-half years).

During his first three Navy years, Woolrich performed all the salty duties seamen become accustomed to, including mess cooking. However, he was advanced to yeoman third class in August 1943, and by December 1945 had risen to the rate of first class "yo-yo." Three years later, while serving at the Personnel Accounting Machine Installation in Seattle, Woolrich changed his rating to machine accountant. He was advanced to the CPO rate in December 1950.

In addition to four awards of the Good Conduct Medal (with the attendant gold hash marks and rating badge), Chief Woolrich is entitled to wear the American Area Campaign Ribbon, American Defense Ribbon with Fleet Clasp, Asiatic-Pacific Theater Ribbon with one battle star, the World War II Victory Medal and the National Defense Service Medal.



A LARGE CHECK INDEED, was the one presented to Frederick A. Woolrich, Jr., MAC, usn, when he signed up for six more years. It totaled \$2400.

scale 1/87th of actual size. His collection, built up over a period of seven years, includes miniatures of caterpillars, a railroad crane, two 180-foot cranes, several shovels, earthmovers, trucks and compressors. He also has a scale-model 200-foot crane which he designed for special building jobs.

All of his machines are hand-carved from balsa wood and glued together. He can design and build a caterpillar in eight hours while a crane with all its complicated boom construction takes more than two weeks to make.

One of Trumble's recent projects was completed at Port Hueneme, Calif., his last duty station before going to Guam. It was a scale model of a crane to be used by instructors at the Battalion Center Driver School there. The model enables students to study workings of the crane in miniature before they are taught operation of the full-size machine. Trumble's ability to make these models is enhanced by his knowledge of construction equipment and the fact that he is a recent graduate of the Driver School at Port Hueneme.

Carrier Jet Trainer

An advanced two-place jet trainer, the T2V-1, has been ordered by the Navy for eventual delivery to fleet units. Called the first production-line plane in the U. S. to include "boundary layer control" as standard equipment, the T2V-1 can operate from CVL and larger type carriers or from shore bases.

The boundary layer control system, which makes possible the reduced landing speed and shorter takeoff runs vital in carrier operations, consists of diverting compressed air from the engine to slotted tubes inside the wing's trailing edge. The compressed air is blown at high speed out over the wing flaps, causing the boundary layer (the normal flow of air over the wing) to hug the wing surface. This increases lift, while delaying the approach to the plane's stalling point. As a result, the new trainer can land at only 85 knots—slower than any other jet—yet its top speed is in excess of 500 knots.

Physically, the T2V-1 resembles the veteran *Shooting Star* type trainer, a high-tailed arrow with straight wings and tip tanks. The trainer is 38 feet long and 13 feet high, with a wingspan of 42 feet (including the



EAST COAST VIEW of West Coast carrier was enjoyed by over a million people during exhibit of model of USS *Shangri La* in N. Y. railroad station.

Shangri La Makes East and West Coast Ports Same Day

USS *Shangri La* (CVA 38), complete with angled deck and modern snub-nosed hurricane-bow, recently showed sightseers on both coasts the Navy's "new look" for seagoing airfields. The feat was accomplished by displaying a BuShips model on the East Coast while the mighty carrier herself was making personal appearances in the San Francisco Bay area and in her home port, San Diego.

An estimated million persons viewed BuShips' perfect-scale model of the carrier during a 12-day exhibition in New York's Grand Central Station. The model measures 18 feet six inches by five feet and stands in a case eight feet high.

Shangri La, first commissioned at Portsmouth Navy Yard in 1944, was recommissioned last January at Seattle after a program of modernization which included (in addition to the angled deck and hurricane bow) the following improvements:

- Relocation of Primary Flight Control from the second to the fifth deck above the flight deck. The 12 huge tinted-glass windows of "Pri-Fly" now jut out on the after end of the "island," instead of being located amidships.

- An aluminum deck-edge elevator, lighter in weight but having greater strength and lifting capacity than previous types.

- Increased medical and hospital spaces.

- Improved facilities for fuel and provision replenishment at sea.

- Steam catapults.

Shangri La in miniature also has the Navy's new rubber life boats and modern guns. Poised on her flight deck are models of the latest types of jet aircraft. In addition to her "cruise" in Grand Central Station, the carrier model has been shown in Seattle, New Orleans, St. Louis, Chicago, Kansas City, Dayton and Washington, D. C.

non-jettisonable tip tanks). Its range is about 900 miles.

Other features of the seagoing schoolplane include:

- Provisions for two types of jet engines, the J33-A-22 (with 6100 pounds of thrust), or the J48-P-8A (with 7250 pounds of thrust).

- Slats on the wing leading edge which move forward and down automatically over a 17-degree arc, providing maximum wing performance as the plane's speed and angle of attack change.

- New cockpit arrangement, with a rear seat six inches higher than the front seat to give improved instruc-

tor-student contact and observation.

- Two-in-one control panel instruments, with switches which enable the pilot to read various navigational devices from a single gauge.

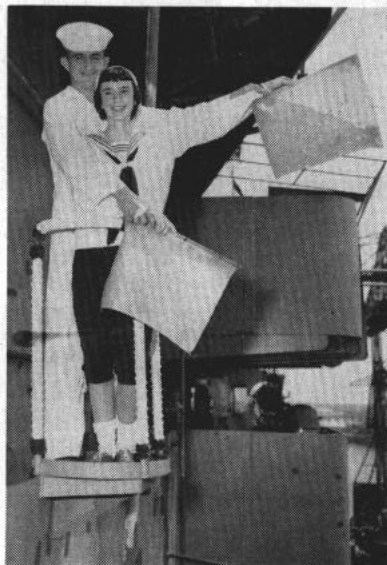
- An "inside windscreen" which pops up automatically to protect the after cockpit from wind blast in case the canopy is jettisoned.

Penguin's Bell Dives Deep

A new record depth for a diving bell from a submarine rescue vessel was set when USS *Penguin* (ASR 12) sent its rescue bell 350 feet below the surface. This bettered by 25 feet the old mark by USS *Skylark* (ASR 20).

Junior Navy Fans Get Close-up View of the Fleet

Children the world over get a large charge out of seeing ships of the United States Navy, especially when they are invited on board for a close inspection of these vessels.



VIRGINIA high school girl learns Navy semaphore during her class tour of *USS Ticonderoga* (CVA 14).

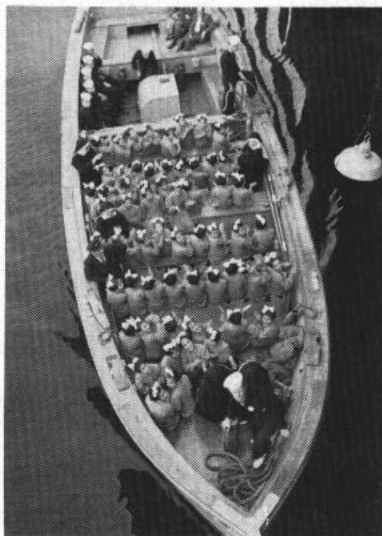
In many ports in the U. S. and overseas, Navy ships are rolling out the welcome mat as they drop anchor. The word is passed to nearby schools and children of all ages make for the Fleet landing with their special invitations "in hand."

In addition to the thrill of walking the decks of a real fighting ship and sighting through the big guns they are often treated to refreshments and in foreign ports they usually stay to see a movie if movies are not plentiful in the locality.



ON THE WEST COAST California school kids were treated to tasty snack by crewmembers of *USS Warrick* (AKA 89) during their visit to the ship.

Typical of the ships that have invited the small fry on board is *uss Warrick* (AKA 89), which played host to the second graders of Vallecito school in Lafayette, Calif., while the ship was at the Oakland Naval Supply Center. *uss Coral Sea* (CVA 43) dropped anchor at Palermo, Sicily, and gave a large group of school girls a whaleboat ride to and from the carrier. *uss Ticonderoga* (CVA 14) showed off her new overhaul to more than 400 children of the Norfolk, Va., area.



LITTLE GIRLS from Sicily give a big hand for the men of *USS Coral Sea* as they pull alongside for a visit.

These three ships are representative of the many Navy vessels, large and small, that conduct tours of their ships, adding to their visitors' nautical knowledge and increasing good will toward the U.S. Fleet.

Amphib Ships Get Big Welcome

Seven ships of the Pacific Fleet's Amphibious Force met a royal reception in San Diego following an extended tour of Far East duty. The special reception—complete with 11 bands and cheering crowds—was arranged for the ships' crews and 5500 men of the First Marine Division who were passengers aboard the attack transports *uss George Clymer* (APA 27), *Talladega* (APA 208), *Renville* (APA 227) and *Pickaway* (APA 222). Accompanying the transports were *uss Winston* (AKA 94), *Balduck* (APD 132) and *Begor* (APD 127).

George Clymer, flagship of Phib-Ron Three, led the group into port after an 18-day cruise from Inchon, Korea. *uss Whetstone* (LSD 27), originally scheduled to arrive after the other ships, moored the previous afternoon.

During their Far Eastern tour *Whetstone*, *Begor* and *Balduck* made a name for themselves in Operation "Passage to Freedom," the historic Indo-Chinese evacuation.

55,000th Landing for GCA 17

When test pilot LCDR Ted Crosby, USN, zoomed out of the western sky over NAS Jacksonville, Fla., to land his jet under the guidance of Ground Control Approach Unit 17, it was a routine landing for him but for GCA 17 it was a special occasion—GCA 17 had brought in its 55,000th landing.

To celebrate the important event, GCA 17 pulled out all stops with a cake-cutting ceremony and full trimmings. The cake commemorating the 55,000th landing was prepared by the NAS galley and although the recipe was not released it is assumed to have been angel food.

Flight Safety Award

Patrol Squadron 46 won the fourth quarter Flight Safety Award for patrol squadrons presented by the Commander Air Force, U. S. Pacific Fleet. During the period of competition, the squadron had an accident-free record during 1 Oct 54 through 31 Dec 55.

Commander W. J. Leary, USN, who was in command of VP-46 at the time of the award achievement, accepted the award from the Commander Fleet Air Wing Fourteen. During competition for the award, VP-46 completed its assigned mission in Far Eastern waters as part of FAW-14.

FASRon 107 Has Trophies on Ice

Fleet Aircraft Service Squadron 107, based at Keflavik, Iceland, has walked away with almost every sports trophy put up for competition in the area. Although outnumbered 20 to one by Army and Air Force units in the joint command, the sailors have dominated just about every sporting event they've entered.

It all began in the spring of 1954 when the squadron basketball team won the Keflavik Airport Sportsmanship Trophy. Then the volleyball team went the hoopsters one better as the ball slammers brought home two trophies. One was for winning the league championship and the other was for taking the base championship.

Then came the Iceland summer and the softball season. FASRon 107 softballers won both the league and base championships. In individual competition, Ensign R. L. Burkley, USN, won the championship in the first flight of the base golf tournament held in Reykjavik. Not to be outdone, LCDR J. B. Quigley, USN, finished runner-up in the Keflavik Badminton Tournament.

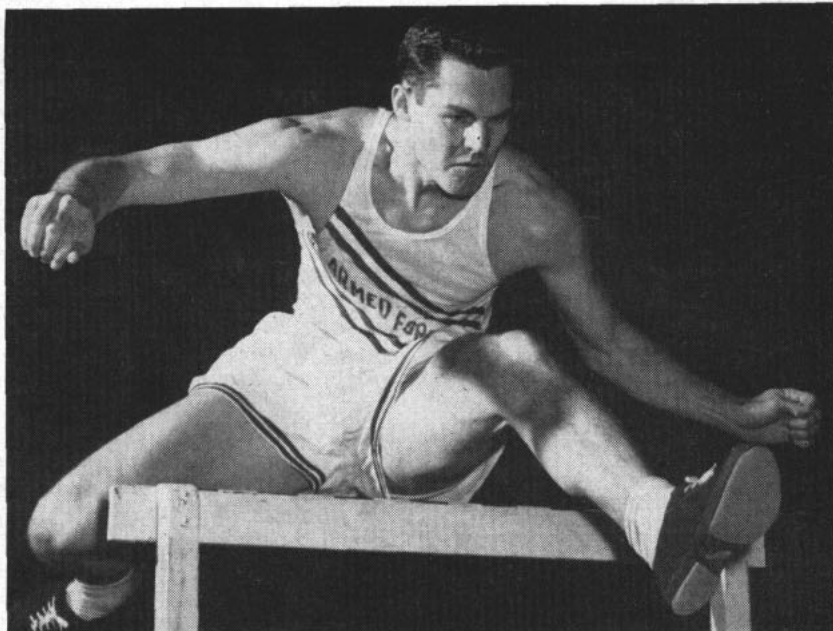
To honor the sports champions of Iceland, FASRon 107 was feted at a special victory dinner and dance at the base club. Air Force General Hutchison presented the squadron with the Commander Iceland Defense Force "Commander's Trophy," the award given to the outfit scoring the most points in various athletic competitions. This is similar to Navy's "Athletic Excellence" trophy.

But FASRon 107 is not an outfit to rest on its past laurels. This year's basketball team finished runner-up in the league, qualifying them to compete in the Keflavik Base championship. The squadron volleyball team completed the 1955 year undefeated.

Services' Free Throw Champ

Jim Castano, AD1, USN, of Fleet Air Service Squadron 51 of NAAS Sanford, Fla., won the National Armed Forces YMCA free throw championship for the second consecutive year. "Big Jim" tossed in 97 out of 100 attempts from the charity line to win the title over Joe Fenas of Anchorage, Alaska, and Lloyd Wood, of Norfolk, who tied for second with 96 each.

Castano was competing as a member of the Norfolk YMCA team, which won the team title. The seven-



NAVY HURDLEMAN Jack Davis, ENS, USN, tops one during a practice race. Davis will try out as a member of the U. S. Olympics Team next year.

man Norfolk team scored an astounding 94 per cent with 658 baskets in 700 attempts.

Twice named to the center position on All-Navy basketball teams while playing with Naval Air Station Norfolk and the Hawaiian Area team, Castano was this year's player-coach for the NAAS Sanford "SeaFads." The Sanford outfit won the 1955 ComFairfax tourney and advanced to the finals of the ComAirLant tourney.

Last year, Castano won the national free throw title by setting a new record of 98 baskets in 100 at-

tempts. The National Armed Forces YMCA has sponsored similar free throw contests for the past 33 years. You don't necessarily have to be a basketball player to enter this tournament.

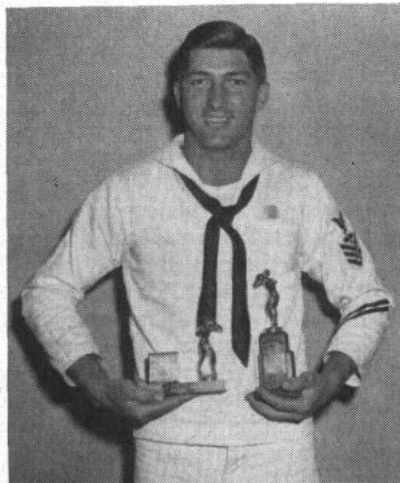
Athletic Excellence Competition

The destroyer *uss Brown* (DD 546) and the heavy cruiser *uss Toledo* (CA 133) won the 1954 ComCruDesPac Athletic Excellence Competition. *Brown* totaled 870 points to win the trophy in Group One while *uss Toledo* had 784 points to win in Group Two.

Group One is composed of destroyers and escort vessels and Group Two is made up of battleships, cruisers and destroyer tenders. The point compilations are based on inter ship and intra ship athletics throughout the Force.

Brown won the Group One trophy by a margin of 60 points over second place *uss Bradford* (DD 545). Both ships, incidentally, were in the same destroyer division, making competition mighty tough. The lowest ship in this division compiled 608 points to place 10th among the ships of the entire Force.

Cruisers took all honors in Group Two. Following *Toledo* were second place *uss Saint Paul* (CA 73) with 695 points and third place *uss Los Angeles* (CA 135) with 663 points. High among the tender contenders was *uss Prairie* (AD 15).



FREE THROW CHAMP, Jim Castano, AD1, USN, tossed 97 out of 100 through hoop to win title second time.



DESANT COACH, Al Gibbs, is almost hidden by only a part of the sports trophies his men have won this year.

DesLant Sports Kings

One of the most successful sports years in the history of the Atlantic Fleet Destroyer Force was climaxed when three of the DesLant hard slugging boxers won Inter-Service titles. The 1954-55 season marked a year in which more than 100 DesLant athletes finished in the top three in eight of ten sports.

Since the summer of '54, the Destroyer Force teams have won the Atlantic Fleet competitions in boxing, basketball, bowling and swimming. Runner-up honors were won in touch football and baseball. In four of the lesser sports, the destroyer sailors placed third in both volleyball and golf. The only two sports in which the tincan athletes failed to place were softball and tennis.

In addition, the pistol and rifle team placed second and a Destroyer Force golfer took high medalist honors in the 1954 meet. Stan Kernan, a lanky fire control technician from USS *Warrington* (DD 843) repeated his previous year's performance by being named the most valuable player in the 1955 Atlantic Fleet basketball tournament.

The Destroyer Force teams are selected from the crews of more than 200 ships based from Newport, R. I., to key West, Fla.

Trainer for the DesLant teams for the past couple years has been Al Gibbs, FPC, USN, a rugged little veteran of a decade in Navy Sports. In addition to his job as trainer and coach, Gibbs handles the billeting of enlisted men in USS *Sierra* (AD 18).

For Sharpshooters

The All-Navy Rifle and Pistol Championships will be held this year at Dam Neck, Va., on 1 through 6 August. Competitors in this year's matches will be the winning teams and the high six individuals not on those teams (in both rifle and pistol) from the All-Navy Eastern and Western eliminations.

After the All-Navy championships, the best rifle and pistol shooters will be selected to enter the National Rifle and Pistol Championships at Camp Perry, Ohio, as the team representing the U. S. Navy. This team, it should be noted, will be in addition to the teams that will be entered by the various ships and stations throughout the Navy.

Rifle teams competing in the All-Navy will consist of six firing members. On the pistol teams, there will be four firing members and two alternates. Each team should have a team captain and coach. It is essential that the team captain be a commissioned officer. Either or both the team captain and coach may be among the firing members.

Individual rifle championships will be based on the total of two times over the National Match Course firing .30 caliber M-1 rifle with service ammunition. The team championships, which will be separate matches, will be based on the total team score of the firing members once over the National Match Course. Scores made in an individual match will not be used in scoring the team total.

Individual pistol championships will also be based on the total of two times over the National Match Course firing the .45 caliber automatic pistol with service ammunition at Standard American Targets. The team championships will be based on the total scores of four firing members once over the National Match Course. Like the rifle matches, the pistol team match is a separate event and scores made in individual shooting will not count.

The All-Navy Rifle and Pistol championships will be conducted according to article 13-126 of the *Landing Party Manual* 1950. Governing firing and range procedures will be the current National Rifle Association rules. Copies of these rules may be obtained gratis from the National Rifle Association, 1600 Rhode Island Ave., Washington, D. C.

The path of eliminations in the rifle and pistol matches will be identical to other sports on the All-Navy level, with Eastern and Western Navy champions meeting for All-Navy honors.

Individual and team awards will be made according to articles 13-129 and 13-130 of the *Landing Party Manual*.

You can get all the official information on the All-Navy Rifle and Pistol Championships if you check BuPers Inst 1710.1B, Change 1. This introduction also gives other pertinent information and a description of both rifle and pistol National Match Courses.

Top Navy Skeet Shooter

A Chief Petty Officer down at NAS Jacksonville, Fla., hopes to be one of four Americans on the firing line when skeet competition gets underway in the 1956 Olympic Games.

The Navy shotgun expert is Ken L. Pendergras, AEC, USN, of the Naval Air Reserve Training Unit at Jacksonville. A comparative newcomer to the scattergun sport, Pendergras is basing his bid for an Olympic berth on his standings in two major shooting matches.

Chief Pendergras won the 1955 Pan American skeetshooting championship in Mexico City and was runner up in the World Championship matches held at Caracas, Venezuela, last October.

In a little over four years that he's been skeet shooting, Pendergras has enjoyed superb success. And he figures to improve in this, his fifth year of competitive shooting.

He began this year's firing in sensational fashion by smashing 198 targets in 200 shots to defeat shooters from seven countries competing in the Pan-Am Games.

Pendergras defeated the top gun men from the U.S., Cuba, Chile, Argentina, Venezuela, Puerto Rico and Guatemala.

After scoring a perfect 50 in the preliminaries, he broke 74 clays the first day, 100 straight the second day and closed with 24 to walk away with top honors.

Igor Pezas, Greenwich, Conn., trailed the only Navyman in the shoot by one target.

Pendergras had to overcome a big handicap to take runner-up laurels in Caracas last year.

A few days before his first firing in international competition, he learned that he'd have to assume a "low gun" position before calling target.

International rules call for a shooter to have the stock of the gun four inches under the armpit. Pendergras, accustomed to the American system of having the gun in position to fire before barking "pull," had to make a quick changeover.

This rule made it tough for the chief, since a switch in style on such short notice can play havoc with anyone's timing. Pendergras overcame this obstacle to finish as second best in the world.

"I plan on using the 'low gun' position from now on," he stated. "I want to be ready when the Olympic tryouts are held."

Pendergras got his chance to take part in the World Championships when the Jacksonville Naval Air Station five-man team captured the team title in the 1954 National Skeet Championships in Detroit. Other members of the Jax team were Bill Arthur, Titus Harris, Joy Hayman and Gunner Smith.

Pendergras and Harris joined forces to win the 1954 two-man team title also. In fact, these two shot-gunners have dominated two-man team firing in every match they've entered.

In the individual standings at the Detroit shoot, Pendergras was second, one target behind Glenn Van Buren, veteran Air Force skeet instructor. His score was 247x250.

In other matches in 1954, Pendergras won the Florida state high overall title, was a member of the winning five-man team that posted a record 495x500.

He also won the Class AA all-gauge event and was runner-up in the 410 and 20 gauge events.

In the Georgia state matches, the NAS Jax five-man team won the title, Pendergras and Harris took the two-man team crown and Pendergras was second in the all-gauge and high overall events.

Chief Pendergras, a veteran of 14 years' naval service, posted an imposing 98.8 average in last year's firing but just failed being named on the All-America skeet team because of military duties.

To qualify for possible selection to this team, a gunner must fire at least 1000 registered targets and CPO Pendergras was able to blaze away at only 850, putting him 150 shy of the required number. The chief figures, that making the Olympic team would be a balm to his wounds.

SIDELINE STRATEGY

WHEN THE NAVY FIGHTS come up, many former All-Navy and near All-Navy champions manage to be around.

For instance, two former All-Navy champions, Al Gibbs, FPC, USN, and Charles "Chico" Ayala, CS3, USN, were very active in this year's fights. Neither fought, but each could claim some of the credit for leading the Atlantic Fleet Destroyer Force sock squad to one of its greatest seasons.

"We didn't do anything," Al and Chico modestly agree. "The boys did it all. They had the desire and physical capabilities to go all the way to the top. All we did was guide them a little here and there."

After the Eastern Navy team had won eight of the 10 All-Navy titles, Gibbs and Ayala were selected as coach and trainer for the All-Navy squad in the Inter-Service bouts. Also selected as trainers on the All-Navy team were M. E. "Murph" Griffiths, SD1, USN, of Newport, R. I., and Carl Bombardier, BT1, USN, of USS *Essex* (CVA 9). Lieutenant Russ Connors, USN, who was officer in charge of the Eastern Navy squad, acted in a similar capacity for the All-Navy team.

The All-Navy and Inter-Service fights this year received world-wide radio coverage via the Armed Forces Radio and Television Service. The Los Angeles branch of AFRTS sent up an "all-Navy" crew to cover the bouts. Chuck Leahy, JOC,

USN, did the blow-by-blow and G. A. Bean, TEC, USN, was the engineer. It's estimated that AFRTS has a listening audience of over 90 million people.

★ ★ ★

Photo coverage of both the All-Navy and Inter-Service fights was excellent, thanks to the 12th Naval District. In the first night of the Inter-Service, Merrie Allison, PH3 (W), USN, covered the action. This was the first time that Allison had ever been assigned to shoot sports action. She did a fine job, despite the advice the reporters and other photographers kept volunteering.

★ ★ ★

According to the 1955 *Baseball Almanac*, Abner Doubleday did not invent the game of baseball. The New York Knickerbockers baseball club appointed Alexander J. Cartwright, Jr., to frame a set of playing rules in 1845. If baseball had a "birth" (although the game probably evolved from two English games), this was it. Amazingly, Cartwright chose a set of rules which have changed but little in more than 100 years. For example, he proposed that the infield be square, rather than diamond or rectangle, then used in many places, and that the diagonal be 42 paces (126 feet) as compared with the 127 feet 3 3/4 inches that now separates home from second base. Incidentally, this fact-loaded *Baseball Almanac* will soon be in your ship or station library.

—Rudy C. Garcia, JO1, USN.



THE BULLETIN BOARD

Reenlistment Brings Guaranteed Schooling Under New Program

Navymen in 26 ratings and those in Construction Group ratings other than surveyor, who sign up for a first reenlistment under conditions listed below are now guaranteed training at certain naval schools, according to BuPers Inst. 1133.5. The purpose of this new program is to provide men in these ratings an additional incentive for shipping over.

Other schools and ratings are not included in the program due to the capacities of and demands upon many schools. The instruction points out, however, that the Chief of Naval Personnel desires that every consideration be given to desires for schooling of any personnel who reenlist. In such cases a quota for any school (for which you will be eligible upon reenlistment) should be obtained before the date of your discharge, so that you may be ordered to school after reenlistment.

Here is a list of the ratings eligible for training under the new Instruction and the schools to which they may be ordered:

BT—Class "B" Boilerman
 CS—Class "B" Commissaryman
 EM—Class "B" Electrician's Mates
 ET—Class "B" Electronics Technicians
 GM—Class "B" Gunner's Mates
 IC—Class "B" IC Electricians
 MU—Naval School of Music, Class "B"
 YN—Class "B" Yeoman
 AE—Class "B" Aviation Electrician's Mates
 AT—Class "B" Advanced Aviation Electronics Technicians
 TD—Class "B" Trademan
 PH—Class "B" Advanced Photographer's Mates
 AG—Class "B" Aerographer's Mates
 AC—Class "B" Air Controlman
 MN—Mine Warfare (Advanced Mines)
 RM-TE—Class "C" Teletype Maintenance
 TE—Class "C" Cryptographers
 TM—Class "C" Torpedoman's Mate
 OM-IM—Class "C" Opticalman and Instrumentman (any one course)
 ME-FP—Class "C" Welding
 FT—Class "C" Fire Control Technician (GFCS Mk 56 or UWFC Mk 102)
 AC-AT—Class "C" Ground Controlled Approach
 PR—Class "C" Oxygen
 AB—Class "C" Catapult and Arresting Gear

50—12-week Maintenance Course at Fleet Sonar School.

In order to be guaranteed assignment to school training under this program your reenlistment must meet the following conditions:

- The reenlistment must be your first and you must be reenlisting in the Regular Navy.
- You must reenlist on board your permanent duty station within 24 hours after discharge.
- You must not have exercised any choice of duty assignment as provided for in BuPers Inst. 1306.25A.
- You must specifically request school training.
- You must meet all entrance requirements for the applicable school. These are set forth in NavPers 91769-B, BuPers Inst. 5510.3C, ComTraComPac Inst. 1500.2G, ComTraComLant Inst. 1540.1D or the Naval Air Technical Training Command *Bulletin*.
- Your reenlistment must be for a period equal to the obligated service requirements for the school involved plus six months. If (through no fault of your own) you are ordered to a school which convenes later than six months after you reenlist, you will still get the school even though you don't have the obligated service time.

- You must be in pay grade E-4 or above, in one of the listed ratings.
- You must be considered a suitable school candidate by your commanding officer.

able school candidate by your commanding officer.

Personnel (other than those in Construction Group ratings) who meet the above conditions are furnished the following guarantee: 1) you will be ordered to the school listed opposite your rating in accordance with instructions laid down for that school; 2) you will receive orders to the school within six months of reenlisting, unless requests for that school exceed the capacity of the school. If the school is filled to capacity during the first six months of your reenlistment, then you will receive orders as soon as possible—in any event during your current enlistment (and without regard to obligated service requirements).

Construction Group personnel whose reenlistments meet the conditions for schooling receive the same guarantee, except that they will be ordered to Class "B" school within 14 months instead of six months (due to the infrequent convening dates of Group VIII schools). It should also be noted that there is no Class "B" school for surveyors.

Navy Sons Get Scholarships From Society of Sponsors of USN

The Society of Sponsors of the U. S. Navy held their annual meeting last May in Washington, D. C. This group is an organization of about 800 women who have christened combatant ships of the Navy.

One of the special projects of the Society is to provide scholarships at preparatory schools for sons of Navy and Marine Corps personnel who plan to enter the Naval Academy. Preference is given to sons of deceased personnel. Six such scholarships were awarded last year. For the years 1955-56, four scholarships have been promised and, if funds permit, two more will be given.

Applications from qualified candidates may be addressed to Mrs. W. D. Leggett, 22 Church St., Schenectady, N. Y., or Mrs. John J. Crane, 24 Ross Lane, Vallejo, Calif.



Get Your Entry In for All-Navy Cartoon Contest Deadline Is 1 September

Entries are now being accepted for the first All-Navy Comic Cartoon Contest. If you think you've got a pretty good idea for a gag, draw it up and submit it.

The cartoon contest is the first in a series of competitions being contemplated by the Chief of Naval Personnel. These Special Services activities are being planned so that additional opportunities for recreation, other than sports, may be made available on a Navy-wide basis.

All Comic Cartoon entries will be submitted to the Chief of Naval Personnel (Pers-G11) via your commanding officer. Entries must reach BuPers in time to be judged on 1 Sep 1955.

Entries will be judged on originality and humor. In other words, just how big a laugh does a cartoon get from the judges.

All active duty naval personnel, except those on active duty for training purposes only, are eligible to submit their cartoons. The gag or situation cartoon must have a Navy theme or background, must be in good taste and suitable for general consumption.

Cartoons must be in black ink on 8 x 10½ white paper or illustration board. You may enter as many cartoons as you want, but EACH entry must contain the following information attached directly to the back of the entry: 1) full name of cartoonist; 2) rank or rate; 3) serial or file number; 4) duty station; 5) hometown and hometown newspaper; 6) a brief statement certifying the cartoon as original; and 7) the word "Forwarded" and signed by the cartoonist's commanding officer or his representative.

In addition, each entry must have the following statement, signed by the originator, on the reverse of every cartoon: "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired."

The winners of the first three places will receive awards. These trophies, supplied by the Chief of Naval Personnel, will be forwarded to the respective commanding officers for presentation to the winners. In addition, certificates will be

awarded to those entrants deserving honorable mention.

The winning cartoons will be published in ALL HANDS and suitable notation will also be made in the BuPers "Special Services Newsletter."

No entries, other than the winners, will be acknowledged. All entries become the property of the Department of the Navy and none will be returned.

You will find complete details on the All-Navy Cartoon Contest in BuPers Notice 1700 of 18 May 1955.

New Correspondence Courses Ready for YNs, Related Ratings

Two new Enlisted Correspondence Courses have been made available to enlisted personnel on active or inactive duty. They are *Yeoman 3* (NavPers 91413-2) and *Yeoman 2* (NavPers 91414-2). Each is of particular interest to MA, SN, YNS, YNT and to applicable strikers.

Applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base,

Brooklyn 1, N. Y., via the command holding your service record.

In most cases, you may be enrolled in only one correspondence course at a time.

Revised General Aerology Course Is Now Available

The officer correspondence course, *General Aerology*, has been completely revised and is now available at the Naval Correspondence Course Center.

The new course, based on the text, *Aerology for Naval Aviators*, NavAer 00-80U-22 consists of six assignments, and is evaluated at 12 Naval Reserve promotion and retirement points.

This course, NavPers 10954-A, supersedes the earlier course, NavPers 10954.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

HOW DID IT START

Corvette

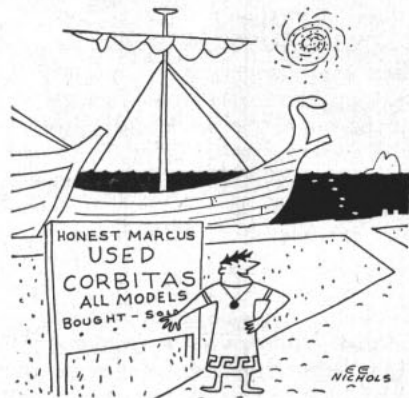
Although the corvette (DDC) has only recently been added to the list of combatant ships of the U. S. Navy, the name has been kicking around the fleets of the world for centuries.

The word "corvette" comes from the Latin word "corbita," a basket which was tied to the mastheads of the Egyptian grain ships as a symbol of their trade. These vessels were known as the "naves onerariae"—vessels of burden.

Throughout the Middle Ages the corvette was used to refer to a light and fast Italian galley having one mast and propelled by both sails and oars.

In the year 1687 the corvette made its appearance in the French Navy as a look-out ship attached to the fleet. Its lightness and speed made the corvette an excellent ship for carrying dispatches. From this time on corvette became a common name in France's Navy and in the days of wooden ships it was given to a class of vessels of war, ranking in military stature after the frigate to which it bore a resemblance in rig and general appearance.

The French corvette of the first class had a covered battery and carried guns on the forecastle and quarter-deck. The larger cor-



vette carried from 20 to 30 guns and the single-decked, sloop-of-war had from 14 to 24 guns.

The Navy's newly designated corvette is a single-screw ship, smaller in size than a destroyer, with an aluminum superstructure from its main deck on up. Because of its lightness and speed, the corvette is used for escort work and anti-submarine warfare, carrying submarine detection equipment and armament. It is designed for mass production in times of mobilization.

Here Is the Word on Kwaj's New Look and Living Conditions

YOKWE YOK KWAJALEIN is the way Marshall Islanders — and the Navymen stationed there — say "Hello" and "Welcome aboard our island paradise." Like the Hawaiian "Aloha," "Yokwe Yok" also means "goodbye"—but it doesn't answer your questions about duty and dependents on the coral atoll.

To answer questions like "Can I take my dependents to Kwaj? and what should they bring with them?" here's a roundup of the latest information on one of the Navy's most modern overseas duty stations, and a brief rundown on the island itself.

Kwajalein Island is one of the seventy-odd islands in the Kwajalein Atoll in the Marshall Island group. It is the largest atoll in the world and famous as the realm of the giant killer clam. The island itself is two and three-quarters miles long by one-half mile wide at its widest point. The average elevation is eight feet above mean low water.

Kwajalein lies 9 degrees north of the equator, 4285 nautical miles southwest of San Francisco, 2143 nautical miles from Honolulu. It was first discovered by Spain, and later controlled by England, Russia, Germany and Japan.

Under the United States, Kwajalein was changed from the war-torn battlefield of 1944 and has grown to be an important island. Most of the wounds suffered by the island have been healed and in its place a naval station and small Navy community has grown. New buildings and green vegetation now cover much of the coral island. Additional new buildings, new quarters, and an extensive landscaping project are rapidly being completed to make the island a true tropical paradise.

● **Climate**—The island has a marine tropical climate. The average temperature is 82 degrees Fahrenheit, and the average humidity is 82 percent. The annual rainfall averages 102 inches. Rainfall is generally heavier in the months of August, September, and October. The temperature is consistent; average monthly temperatures do not vary more than a few degrees throughout the year. However, the months of August, September and October seem hotter, due to the fact that the trade winds, which



"You mean I shouldn't have ditched it 'cause I ran out of ammo!"

cool the island during the rest of the year, subside during these months. The climate of Kwajalein is not unpleasant, however, and the nights are usually comfortable.

Permanently stationed commands under the military control of the Commanding Officer, U. S. Naval Station, Kwajalein, Marshall Islands, include Marine and Air Force detachments. Officers and enlisted men of the two highest pay grades attached to these commands are authorized entry of their dependents to Kwajalein as quarters become available.

● **Housing**—An increasing number of very comfortable quarters are available for officers and enlisted men. On completion of the replacement housing program in May, 114 units of permanent concrete type quarters were made available. In addition, there are 24 wood frame houses retained as temporary housing until completion of an additional 175 units of permanent type housing authorized by Department of Defense Housing Act. All housing is considered adequate, and all units are fully furnished. Until completion of the new 175 unit addition, housing is limited to pay grades six and seven for enlisted men.

● **Furniture and Household Equipment**—All quarters are equipped with essential items of furniture. A calculated risk must be assumed on any expensive items of furniture such as pianos, sewing machines, cabinet radios, etc., that are brought on the island. While it is possible to keep these items in fair repair, considerable effort and attention are required.

Except in special instances, personal furniture should not be shipped to this station. Curtains and draperies are not provided nor needed. A jalousie type window is provided which is attractive in itself, and no provision has been made for the installation of drapes or curtains. Shower curtains or holders are not provided and selection is limited at the Navy Exchange. Linens in normal supply are necessary, but only inexpensive kinds should be considered.

Cooking utensils are available in a limited variety at the Navy Exchange. Such things as cake and pie tins and special equipment and kitchen gadgets should be brought along. Glass bake wear is ideal because of corrosion problems. Potato peelers, metal graters, refrigeration plastic food containers and storage jars should be brought along. However, they are available at Navy Exchange. A good can opener is a must.

Electric current is 110 volts, 60 cycles. Any electrical appliances may be brought, such as toasters, small radio, phonograph, or mixer, but it is necessary to keep them in a hot locker when not in use as the humidity causes rapid deterioration through rust and corrosion. Vacuum cleaners are not efficient in the damp atmosphere. The same corrosive conditions apply to all metal articles.

Leather will rot unless kept in hot lockers most of the time. Hot lockers are provided in sufficient quantities in all quarters. Hospitality kits consisting of pots and pans, silverware, dishes, and linens for a set of four are available on a very limited basis to be rented prior to receipt of household effects. It is advisable to include in your hold baggage a supply of essential cooking utensils and linens to meet your requirements during the waiting period before receipt of household effects.

Waiting period for household effects depends on the date of shipment. Shipping time is three to four months. Electric stoves and refrigerators are provided in quarters. Deep freezers are available for larger families. Washing machines are provided on a shared basis. However, laundry service is available for the entire family at reasonable rates. Au-

tomatic type washing machines are not authorized due to high water consumption.

Some household items advisable to bring along are: Glassware, pitchers, knick-knacks, clocks, ironing boards, and any other household items you may think desirable to brighten your home. All silver must be kept in hot lockers, but wooden or crockery party platters are most usable. Bring all sewing equipment, bias binding, crochet, knitting, embroidery threads, and patterns.

There is no storage space for household effects available on the station. Do not bring living room, bedroom, dining room, or kitchen furniture, refrigerators, or deep freezers. Bring only what you will use in your quarters. There is no television at Kwajalein, so no need to bring your TV.

Maid service is available through the Marshallese natives. These maids are particularly good with children. Wages are \$1.50 per day or \$31.00 per month. The Marshallese do not remain on Kwajalein overnight, and the standard work day is from 0800 to 1600.

• **Clothing**—Bring only lightweight clothing. The uniform of the day for officers and CPOs is tropical khaki or tropical whites, consisting of short sleeved shirts and either long or short trousers. White service uniforms are required for inspections and occasional social functions or formal affairs.

Enlisted personnel with rates of first class and below wear whites or dungarees as prescribed. Civilian clothes may be worn after working hours. An adequate supply of uniform clothing is available in small stores and Navy Exchange, with the exception of white service uniforms.

Dry cleaning is available at Kwajalein, but it is advisable to have a wardrobe consisting mostly of cottons and washable materials as they are generally cooler and more practical than other materials. After working hours, men wear aloha shirts or any other type of cool sport shirt with lightweight trousers or slacks. This costume is acceptable for all occasions, including most formal dances at the individual clubs. Casual shoes are available for purchase, but only in a limited variety of sizes and styles.

Ladies are advised to bring along

special brands of face powder and other personal cosmetics, combs, bobby pins, etc., as the supply of these items is limited and stocked only in a few standard brands. Women should include several short cocktail or summer evening dresses that can be worn to dances and parties. In general, the type of clothing worn by women in the summer time in the Southern States (for example, Pensacola, Fla.) is very suitable for Kwajalein.

Available stock of ladies' dresses, clothes and shoes is limited; therefore, an adequate supply should be brought or sent out. Sandals and flat-heeled shoes are recommended for general wear; however, high heels can be utilized for party wear. Sun-back dresses are worn a good deal; shorts are worn around the house; Bermuda or walking length shorts may be worn on the station; slacks have a more limited use because of the heat. A lightweight raincoat for every member of the family is essential.

Additional items that may be brought due to limited supply at Kwajalein are moth balls, rubber sheeting, hair nets, rinses and dyes, barrets, hair ribbons, plastic or wooden clothes hangers, nail polish, polish remover, and home permanent kits.

• **Transportation**—Due to the corrosive problems encountered, no private automobiles, motorcycles or motor scooters are authorized. The number of government vehicles is limited but as the distances are short and an excellent bus schedule is in operation, transportation presents no difficulty. Expendable bicycles would prove to

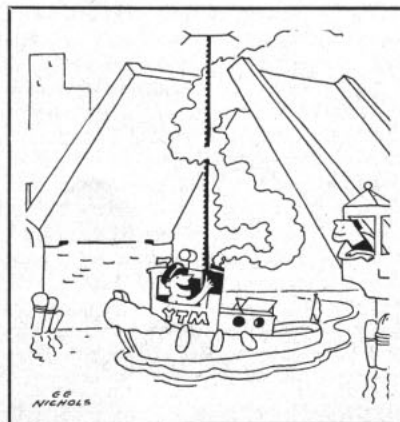
be excellent items to include in household effects shipment as they would be used by all members of the family.

• **Banking**—No banking facilities are available on Kwajalein, and it is recommended that personal arrangements be made for opening accounts with banks in the continental United States or in Honolulu. The Navy Exchange will cash government checks and travelers' checks in any amount, and personal checks up to \$50.00 per person per day. The Navy Exchange also sells travelers' checks. Money orders may be purchased or cashed at the Station Post Office.

• **Navy Exchange Activities**—The Navy Exchange operates a modern, up-to-date laundry and dry cleaning plant. Barber, tailor, and cobbler shop facilities are also available. A pick-up and delivery laundry and dry cleaning service is maintained in the quarters area for the convenience of the married personnel.

• **Commissary Store**—The commissary store is located in a modern concrete building in which a variety of fresh fruits, vegetables, and meats are carried. Regular shipments of fresh produce from Honolulu insure an adequate supply of these essentials. An adequate stock of canned goods, baby foods, fresh frozen fruits and vegetables is available. If one likes rare spices, it may be better to bring your own as only the more common types are stocked.

• **Retail Store**—This is considered the most up-to-date, modern store within a 1400-mile radius. The store carries a wide variety of staple items such as toiletries, candy and smoking products. Some items of ladies' and children's wear as well as cosmetics are available, but it is recommended that personal cosmetics and lesser known brands of ready-to-wear be brought with you. An adequate supply of children's 10-cent birthday gear should be brought along. The men's department is well stocked with aloha shirts, shorts and other washable items worn during the twelve month summer season. Since Kwajalein is a tax-free port, prices on foreign goods are low in comparison to Exchange prices in Honolulu or the States. Foreign items that are available duty free, vary from German cameras to Chinese and Japa-



"It's only for looks."

nese jewelry, linens, chinaware and novelties.

• **Communications** — All normal post office services are provided at Kwajalein such as money orders, stamps, parcel post, insurance, registry, airmail, and air parcel post. Airmail time is two days between Kwajalein and the West Coast of the United States.

Relatives or dependents residing in the United States may send essential messages to Kwajalein-based personnel c/o Naval Communications Station, San Francisco, Calif. Costs for such messages are the prevailing Western Union rates between point of origin and San Francisco.

• **Religious Activities** — There are two chaplains; Protestant and Catho-

lic. The Catholic Chaplain's office is in the chapel; the Protestant Chaplain's office is in the Administration Building. Divine services are provided for Protestants, Catholic, Jewish and Latter Day Saints personnel.

• **Schools**—Kwajalein has an elementary school, grades one through eight, supported by appropriated funds. Textbooks and school supplies are furnished by the school. Students in the ninth through twelfth grades must depend on correspondence courses from the University of California Extension School which are purchased out of appropriated funds supporting the elementary school. The school academic standards are high, achievement tests are administered, and every effort is made to

maintain the continuity of each child's education. The school is operated under the general supervision of a school board composed of officers, enlisted personnel, and dependent wives. All of the teachers are required to be graduates of accredited institutions with current teaching certificates and past teaching experience. Dependent wives are hired for the position if they possess these qualifications.

• **Medical**—The Medical Department is adequate, with a staff comprised of a general surgeon and two general practitioners. Surgical and obstetrical services, as well as all the other usual medical services, are rendered. If glasses are worn, a current prescription for new lenses should be carried by the individual. *It is essential to carry an extra pair of glasses* as there is no stock maintained and all glasses must be ordered from Honolulu.

Individuals requiring other than standard drugs should bring a sufficient supply to last during their stay on Kwajalein.

• **Dental** — There is an adequate and capable Dental Department. Routine treatment for Armed Forces personnel is rendered on an appointment basis. Dependent service is limited by law to emergency treatment; therefore dependents are advised to have a thorough check up and work done before leaving the United States.

• **Recreation**—Excellent recreation facilities are available on Kwajalein all year around. There is a hobby shop which features leather craft and shell work. This shop has excellent supervision and instructions for the beginner. For those who prefer woodworking there is a wood shop which boasts the most modern machines, tools, and everything for novice to expert, including instruction by trained personnel.

For those who enjoy sports, there is a well-stocked athletic gear locker; in the Special Services Building is an eight-lane bowling alley. For outdoor people, there are two swimming pools; also an ocean pool for the more adventurous. Fishing equipment is available for check-out. Boats may be checked out from the recreation boat pool for those who care to venture into the realm of yachting; a brand new yachting club is being organized with two-man sailboats for

WHAT'S IN A NAME

Sea Power

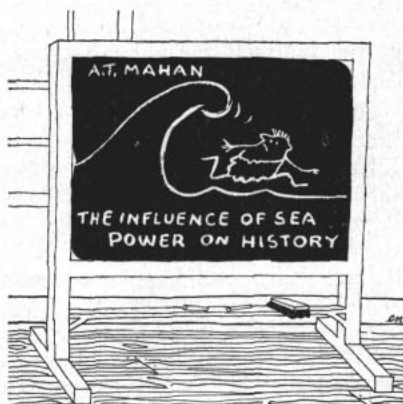
Naval thinking on sea power probably owes more to one man than any other individual—an American who used strategy and tactics as well as history and geopolitics to prove his points. This man was Alfred T. Mahan, a naval officer and teacher whose writings are still basic reading among naval and military specialists today.

Up until the end of the 19th century America's ideas on sea power generally followed the traditional concept that navies could be improvised and they did not need to be maintained in times of peace. Ships and men, it was believed, could be quickly obtained from the merchant marine, and if attacked, the U.S. could send out privateers to prey on the enemy's ships.

Mahan, however, helped change these concepts. He graphically illustrated how command at sea has been a vital factor in winning wars, not only throughout U.S. naval history and long before the birth of this nation but particularly in the modern era.

It was largely through his teachings and the U.S. Navy's victory in the Spanish-American War that the U.S. became aware of the meaning of "sea power." At the turn of the 20th century Congress appropriated funds to increase the Navy with the whole-hearted support and approval of President Theodore Roosevelt.

Mahan's original theories were in the field of strategy and tactics and he clearly defined the two. He taught America to think in terms of fleets instead of single ships, commerce conservation rather than commerce-destruction, fleet against fleet and not fleet versus forts, control of the seas in place of coastal defenses, and offensive rather than defensive tactics.



His ideas so revolutionized the concept of sea power that he greatly influenced the shape and utilization of navies in his own and other countries. His books, *The Influence of Sea Power upon History*, published in 1890, followed by *Influence of Sea Power upon the French Revolution and Empire*, affected the thought of naval men the world over; they were translated into French, German, Russian and Japanese.

Mahan began his naval career as a midshipman at Annapolis in 1856 and served as a lieutenant during the Civil War. He commanded ships of the line and continued his studies of sea power on shore and afloat. He was later appointed president of the Newport Naval War College where his lectures and writings gave him world renown. (For an interesting example of Mahan's writing, showing the influence of sea power in the American Revolutionary War, see the book supplement in the *All Hands* issue of April 1952, p. 59).

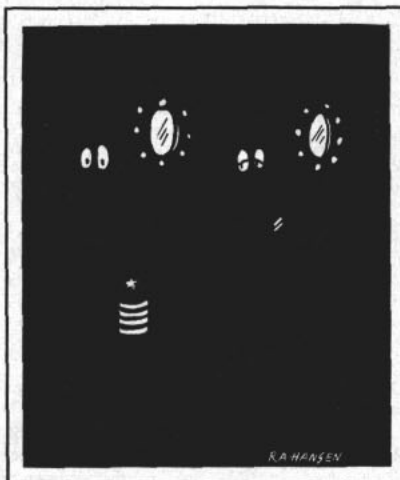
competition. Along with the sailboats, motor boats will be available.

For the "muscle men" there is an excellent weight lifting gym, and a boxing and wrestling gym. The golfer will be satisfied on "Kwaj"; a short pitch-and-putt golf course and driving range will be opened soon, complete with club house and rental golf clubs. Roller skating is another new addition to the family of recreation sports that is planned in the near future. Recreation more suited to the family includes an outdoor movie with a different movie every night, and a double feature on Saturdays. The Officers' Club and the CPO Club also schedule movies. Normally, once a month a USO show is presented. These shows offer recreation for the whole family. A public spirited group of chief petty officers sponsors the Kwajalein Boys' Club for boys in the 6-14 age bracket. Overnight camping trips to adjacent islands, fishing trips, and conducted tours about the base are some of the functions of the club.

The library contains some 10,000 volumes. Fiction and non-fiction covering a wide range of subjects may be checked out by personnel and dependents. The library is open in the afternoon and evening seven days a week. Some books concerning Kwajalein which may prove interesting are as follows: *Pacific Islands* by Oliver; *Away All Boats* by Kenneth Dodson; *The Fortunate Islands* by Walter Karig.

Junior Officers Are Eligible For Naval Security Group

Applications are being accepted from junior officers, both men and women, who want assignment to the Naval Security Group. Regular Navy line officers, including temporary officers and officers with aviation designators in the grades of lieutenant (junior grade) and lieutenant are eli-



"Got a light, Mac?"

R. A. Hansen, YN3, USN.

gible. Regular Navy officers of the restricted line, primarily limited-duty officers (administration and electronics) are also eligible. Male lieutenants (junior grade) generally will not be assigned to this type duty until completion of at least four years' sea duty.

Naval Reserve line officers from ensign through lieutenant may apply also, provided they agree to remain on active duty for the prescribed length of time. Naval Reserve ensigns must have completed at least one year's duty in ship assignments prior to making application.

To be eligible, you must have demonstrated your ability and aptitude in one or more of the following fields: communications, electrical engineering, electronics, intelligence, languages, mathematics and physics. Details should be included in your application.

Naval Security Group billets are available within the continental U. S. as well as overseas. Preference for duty stations will be granted when possible, following choices indicated on your latest Officer Data Card.

Requests should be submitted six months before the end of your present tour of duty. They should be submitted in duplicate, via official channels, to the Chief of Naval Personnel (Attn: Pers-B1119). Other items which must be included are the Personal History Statement (DD Form 398) and Fingerprint Card (OpNav Form 5510-2). Complete details and procedures to follow are in BuPers Inst. 1331.2A, 25 Apr 1955.

Shop Talk Isn't Small Talk—Unless It's Unclassified

You can't be hanged for silence, but many a good man has been ruined by his conversation.

The Office of Naval Intelligence has issued a reminder that everyone to whom classified matter of any sort is entrusted must realize the need for continuing security and security consciousness in his personal, professional and social life.

Security, says ONI, doesn't end when you lock the safe at the end of the day at your office nor when you step into the liberty boat to go ashore.

Naval personnel have found themselves involved in difficulties ranging from reprimands to court trials by mentioning shop talk as small talk at home or at social gatherings. Special weapons, ship movements and current research are but a few of the conversational pieces which have resulted in broken careers.

The best rule of thumb to follow is to leave your work and discussion of it safely aboard ship or locked in your office after working hours.

Discussion of Navy business should be made only on a strict "need-to-know" basis to persons within the service.

Sailor Wins Award for Designing Ship's Emblem

The career of Dan H. Crump, MMFN, USN, received another boost when he was named recipient of a cash award and other honors for designing the official ship's emblem of the heavy cruiser *USS Newport News* (CA 148).



The sailor-artist drew approximately a dozen sketches before choosing his selection for entry in a ship's emblem contest held recently.

No stranger to the drawing board, Crump has been doing art work since he was in the fifth grade. During his high school days his interest blossomed into a profession when he began winning school and civic-sponsored art competitions.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7

1. (b) Air Medal.
2. (c) Distinguished Service Cross.
3. (c) All military personnel serving in staff of Department of Defense.
4. (a) *USS Kearsarge* (CVA 33).
5. (b) Sloop-of-War.

These Publications List Information on Your Navy Career

IN THE APRIL 1955 issue of **ALL HANDS** were listed the many basic Navy publications which would help you answer many of the questions concerning your career.

However, in normal day-to-day naval operations there is a continuing flow of information on your Navy career, service advantages, oppor-

tunities and benefits. This information appears in a variety of forms—in manuals, handbooks, regulations, pamphlets, catalogs, instructions and notices.

Although most of this material is generally available to all ships and stations, it's frequently difficult to locate once published and, at

times, some information is unintentionally overlooked.

To round out your sources of information, the Bureau has prepared a complete listing of the majority of directives dealing with career opportunities and programs available to Navy enlisted personnel and officers. Here's an up to date check-off list:

Subject	Pertinent Directive or Authority
ADVANCEMENT OR CHANGE IN RATE OR RATING	
GENERAL PROGRAMS	
Advancement in Rate/Rating: For Policy	BuPers Inst. 1430.7A; BuPers Manual (Pt. C, Chp. 7, Sec. 2)
For Qualifications	<i>Manual of Qualifications for Advancement in Rating</i> (NavPers 18068)
For Eligibility	BuPers Inst. 1414.2A
For Naval Reserve	*BuPers Inst. 1430.1A
Service-wide Competitive	BuPers Inst. 1418.7A
Examinations for Advancement to Pay Grades E-4, E-5, E-6 and E-7; policy, eligibility	
Changes in Rate, Rating, and Rate Symbols; policy	BuPers Inst. 1440.5
SPECIAL PROGRAMS	
Advancement in Rating; Personnel under Instruction in Service Schools	BuPers Inst. 1430.5A
Change of Rating to ET and FT; policy, eligibility	BuPers Inst. 1440.12
APPOINTMENT TO COMMISSIONED GRADE	
NAVAL ACADEMY, FLIGHT TRAINING, OCS	
Naval Preparatory School Training; policy, eligibility	Art. C-1203, BuPers Manual
Aviation Cadet Training Program; eligibility requirements; procedures for applying	BuPers Inst. 1120.20
Appointment to Commissioned Grade, Regular Navy; policy, eligibility	BuPers Inst. 1120.7A
Appointment to Commissioned Grade, LDO, Regular Navy; policy, eligibility	BuPers Inst. 1120.18A
Officer Candidate School; policy, eligibility	BuPers Inst. 1120.11A
SPECIAL PROGRAMS	
Appointment to Commissioned Grade, SDO (LAW), 1620; policy, eligibility	BuPers Inst. 1120.21
Appointment to Commissioned Grade, Optometry, Pharmacy, and Medical Allied Sciences, Sections of the Medical Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.8A
Appointment to Commissioned Grade in Administration and Supply Sections, Medical Service Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.15A
Appointment to Commissioned Grade in Administration and Supply Sections, Medical Service Corps Reserve; policy, eligibility	BuPers Inst. 1120.10A

Subject	Pertinent Directive or Authority
Appointment to Commissioned Grade of Enlisted Women in U. S. Naval Reserve; policy, eligibility	BuPers Inst. 1120.9A
TRAINING	
GENERAL TRAINING	
Enlisted Training Schools and Courses; policy, quotas, eligibility for enrollment	*BuPers Inst. 1500.25; <i>Catalog of U. S. Navy Training Activities and Courses</i> (NavPers 91769-B)
Information and Education Program; policy	BuPers Inst. 1560.1; BuPers Manual (Art. D-2103); <i>Information and Education Manual</i> (NavPers 16,963-C)
Enlisted Correspondence Course Program	<i>Catalog of Enlisted Correspondence Courses</i> (NavPers 91200-A)
SPECIALIZED TRAINING	
Naval Air Mobile Trainer Program; policy, eligibility	*BuPers Inst. 1306.31A
Training Program for Change in Rating to ET, FT, AT, AQ, GF and GS; policy, eligibility	BuPers Inst. 1440.12; BuPers Inst. 1440.13; BuPers Inst. 1440.14
U. S. Naval School of Music; applications for courses	BuPers Inst. 1336.2A
REENLISTMENT	
Reenlistment and Voluntary Extension of Enlistment of Regular and Reserve Personnel on Active Duty; procedure	BuPers Inst. 1133.1B; Art. A-4203, BuPers Manual; Art. A-4204, BuPers Manual
Discharge up to One Year in Advance of Normal Expiration of Enlistment date in Order to Reenlist; policy, eligibility	BuPers Inst. 1133.4
Reenlistment in the Regular Navy of Naval Reserve Personnel Serving on Active Duty; policy, eligibility	BuPers Inst. 1130.4A
Assignment to Duty of Personnel on Reenlistment; policy, options, choice of duty, etc.	BuPers Inst. 1306.25A
Assignment to School as incentive for Reenlistment; policy, eligibility	BuPers Inst. 1133.5
SPECIAL DUTY AND ASSIGNMENT	
GENERAL POLICY	
Request for Change of Duty; policy	Art. C-5203, BuPers Manual
Sew/Shore Rotation and Shore Duty Eligibility List; policy	BuPers Inst. 1306.20B
Training and Administration of the Naval Reserve; policy, eligibility, duty	*BuPers Inst. 1001.7

Subject	Pertinent Directive or Authority	Subject	Pertinent Directive or Authority
Assignment and Rotation of Enlisted Women; policy	BuPers Inst. 1306.10A	Transfer of Naval Active and Retired Personnel to VA Hospitals; policy	*BuMed Inst. 6320.11
SPECIAL ASSIGNMENTS		Marriage of USN and USMC Personnel outside the United States and within Far East Command; policy	SecNav Inst. 1752.1 SecNav Inst. 1752.2
Transfer and Assignment for Humanitarian or Hardship Reasons; policy, eligibility	BuPers Inst. 1306.24A	Visas for Alien Wives and Children of Naval Personnel	*SecNav Inst. 1750.2
Assignment of More Than One Member of Same Immediate Family to Same Unit; policy	BuPers Manual (Art. C-5209); BuPers Inst. 1306.33	Participation of Enlisted Personnel in Inter-service and International Athletic Events and Competitions; policy, eligibility	BuPers Inst. 1710.1B BuPers Inst. 1710.2
Assignment to Duty of Sole Remaining Sons; policy	BuPers Inst. 1300.11	Programs and Opportunities of Particular Interest to Officers	
Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staffs, SHAPE; policy, eligibility	BuPers Inst. 1306.6A	TRAINING	
Assignment to Recruiting Duty; policy, eligibility	BuPers Manual (Art. C-5208) BuPers Inst. 1336.1A	GENERAL TRAINING	
Assignment to Duty as Instructors; policy, eligibility	BuPers Inst. 1306.22A; *BuPers Inst. 1306.42 (applies to musicians only)	Schools and Courses	Catalog of U. S. Navy Activities and Courses (NavPers 91769-B); *BuPers Inst. 1500.25
Assignment with Naval Security Group Activities; policy, eligibility	BuPers Inst. 1306.23B	General Line School; policy, eligibility	BuPers Inst. 1520.13
Assignment to Special Weapons Program; policy, eligibility	*BuPers Inst. 1306.46	Postgraduate Instruction; policy, eligibility	BuPers Inst. 1520.15B
Assignment to Nuclear Power Program; policy, eligibility	SecNav Inst. 1000.3	Five-Year Term College Training Program; policy, eligibility	BuPers Inst. 1520.37
Assignment to Submarine Duty; policy, eligibility	BuPers Inst. 1540.2A	Completion of Naval Aviation College Program for USN Officers; policy, eligibility	BuPers Inst. 1520.38
Assignment to Reserve Training Submarines; policy, eligibility	*BuPers Inst. 1306.38	Officer Correspondence Courses; summary	Catalog of Officers Correspondence Courses (NavPers 10800-A)
Assignment to Duty involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5	SPECIALIZED TRAINING	
PAY, ALLOWANCES, SAVINGS, INSURANCE		Flight Training (HTA); policy, eligibility	BuPers Inst. 1520.20
Soldiers and Sailors Civil Relief Act of 1940; summary of benefits	BuPers Inst. 1760.4	Underwater Demolition Training; policy, eligibility	BuPers Inst. 1520.7
Uniformed Services Contingency Option Act; options	BuPers Inst. 1750.1A	Deep Sea Diving Training; policy, eligibility	BuPers Inst. 1520.4A
Social Security Benefits due to Active Duty; summary of benefits	BuPers Inst. 1761.3	Training and Administration of the Naval Reserve; policy	BuPers Inst. 1001.10A
Basic Allowances for Quarters; policy, eligibility	BuPers Inst. 1030.17	ASSIGNMENT OF OFFICERS TO SPECIAL DUTY	
Savings Deposits of Enlisted Personnel; policy	SecNav Inst. 1030.9	Assignment to Submarine Duty; policy, eligibility	BuPers Inst. 1520.6E
Retainer Pay upon Transfer to the Fleet Reserve; policy, eligibility	BuPers Manual (Art. C-10321)	Assignment to Special Weapons Program; policy, eligibility	BuPers Inst. 1331.1A
Mortgage Insurance for Servicemen to Aid in the Construction or Purchase of Homes; policy, eligibility	SecNav Inst. 1741.4	Assignment with a Navy Security Group; policy, eligibility	BuPers Inst. 1331.2A
SEPARATION AND RETIREMENT		Assignment to Duty involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5
Separation and Civil Readjustment Information; summary	BuPers Inst. 1761.7	Assignment to Nuclear Power Program; policy, eligibility	SecNav Inst. 1000.3
Retirement, Naval Reserve, With Pay, Without Pay; policy, eligibility	BuPers Inst. 1806.3 BuPers Inst. 1806.4	APPOINTMENT OF OFFICERS	
MISCELLANEOUS		Appointment to Ensign, Limited Duty Officer; policy, eligibility	BuPers Inst. 1120.18A
GENERAL INTEREST		Appointment of Naval Reserve Aviators to commissioned grades in Regular Navy; policy, eligibility	BuPers Inst. 1120.14A
Navy Relief Society; services provided	BuPers Manual, Art. C-9207; BuPers Inst. 1747.1	Appointment of Naval Reserve Medical and Dental Corps Officers to Commissioned Grades in Regular Navy; policy, eligibility	BuPers Inst. 1120.3B
The American Red Cross; services provided	BuPers Manual, Art. C-9207; Art. C-10308(7)	Appointment to Commissioned Grades, Regular Navy; policy, eligibility	BuPers Inst. 1120.7A
Voting by Members of the Armed Forces; policy	BuPers Inst. 1742.2	NOTE: The asterisk (*) indicates limited distribution to commands concerned. For further information check your personnel office.	
Alien Spouses (Immigration and Nationality Act of 1952); information	SecNav Inst. 1750.1		

Globe-Girdling PatRon Had Something to Write Home About

A letter from a Navyman to his wife or parents is usually a pretty personal thing, but in some cases a letter to a man's family becomes something more. Such was the case recently when the officers and men of Patrol Squadron One banded together and wrote one letter to send to the folks of everyone in the squadron. The PatRon is back home in the states now but the group letter still makes good reading.

ALL HANDS was included in the mailing list for this letter, and is passing it on as a good sample of the group letter that helps to keep the home folks informed of your unit's movements.

To: All Hands

If this letter had been written yesterday, it would have been a breach of security. Up until that time our next operation was classified confidential. Now all plans have been completed and we have permission to give you the details.

Starting tomorrow, our squadron, Patrol Squadron One, will return from Okinawa to our home base at NAS Whidbey Island, Wash. We won't fly back across the Pacific the way we came. We'll take the long way home, via Asia, Southern

few of our own. For example, during our present tour in the Far East, our planes have averaged more than 1300 hours per month for a total of approximately 1,200,000 accident-free miles. This is the equivalent of four around-the-world flights for each plane since leaving Whidbey. You can see why we are confident that our trip around the world will be a safe one.

The 12 planes in our squadron will be divided into four sections and will leave at 24 hour intervals. On the way back we will stop at Sangley Point, P. I.; Singapore; Ceylon; India; Dhahran, Saudia Arabia; Naples, Italy; Port Lyautey, French Morocco; the Azores; NAS Quonset Point, R. I.; and NAS Hutchinson, Kan. At Hutchinson the four sections will regroup and the entire squadron will fly to our home base at Whidbey Island.

The nice thing about this trip is the fact that we'll be given time to go sight-seeing at our ports of call. We'll probably get to see the walled city at Manila; the Tiger Balm Gardens at Singapore; the temples at Ceylon, oil wells and sheiks in Arabia; Italian art and the blue Mediterranean at Naples and fezzes and



Europe and North Africa, then across the Atlantic and U. S. It will be, we might add with pride, the first time that a Navy patrol squadron has flown around the world.

We have been based at Okinawa for about five months. Our planes are P2V *Neptunes*, like the famous "Truculent Turtle" that flew non-stop from Perth, Australia, to an Air Force Base in Dayton, Ohio, in 1947. The "Turtle" set a long distance record that remains unbroken to this day.

Speaking of records, we have a

veiled women in French Morocco.

We'll be coming back home with a sense of accomplishment and the feeling that we've been a part of history in the making. Our mission has been to fly the Formosa Patrol and we participated in the Tachens evacuation. The whole tour of duty has been an experience we'll never forget, but it'll be good to get back home. You can be sure that we're pretty excited about going the long way, too.

Sincerely,

Members of VP-1

Latest List of Modern Pictures Available for Distribution To Ships and Overseas Stations

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 May.

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.

The Barefoot Contessa (275) (T): Drama, Ava Gardner, Humphrey Bogart, Edmond O'Brien, Marius Goring.

West of Zanzibar (276) (T): Jungle Drama; Anthony Steel, Sheila Sim.

Young at Heart (277) (T): Musical; Doris Day, Frank Sinatra, Gig Young.

Abbott and Costello Meet the Mummy (278): Comedy; Bud Abbott and Lou Costello.

Revenge of the Creature (279): Horror Drama; Lori Nelson, John Agar.

Knights of the Round Table (280) (T): Medieval Drama; Ava Gardner, Robert Taylor, Mel Ferrer.

Cell 2455, Death Row (281): Prison Drama; William Campbell, Marian Carr, Robert Campbell.

Camille (282) (Re-issue): Romantic Drama; Greta Garbo, Robert Taylor.

Waterloo Bridge (283) (Re-issue): Romantic Drama; Vivian Leigh, Robert Taylor.

Cult of the Cobra (284): Melodrama; Faith Domergue, Richard Long, Marshall Thompson.

Rear Window (285) (T): Mystery Drama; Grace Kelly, James Stewart, Thelma Ritter.

The Good Die Young (286):

Drama; Gloria Grahame, Laurence Harvey, Richard Basehart.

Anchors Aweigh (287) (Re-issue) (T): Musical; Kathryn Grayson, Frank Sinatra, Gene Kelly.

Navy Blue and Gold (288) (Re-issue): Drama; Robert Young, James Stewart.

Man Without a Star (289) (T): Western; Kirk Douglas, Jeanne Crain, Claire Trevor, William Campbell.

Woman of the Year (290) (Re-issue): Drama; Spencer Tracy, Katherine Hepburn.

Deep in my Heart (291) (T): Sigmund Romberg story; Jose Ferrer, Merle Oberon, Helen Traubel, Rosemary Clooney, Gene Kelly, Jane Powell, Vic Damone, Ann Miller, Cyd Charisse, Howard Keel, Tony Martin.

Tight Spot (292): Melodrama; Ginger Rogers, Edward G. Robinson, Brian Keith.

Smoke Signal (293) (T): Western; Dana Andrews, Piper Laurie, Rex Reason.

The Big Tip-Off (294): Melodrama; Richard Conte, Constance Smith.

Vera Cruz (295) (T): Western; Gary Cooper, Burt Lancaster.

Madame Curie (296) (Re-issue): Biographical Drama; Greer Garson, Walter Pidgeon.

Naughty Marietta (297) (Re-issue) (T): Musical; Jeanette MacDonald, Nelson Eddy.

Pride and Prejudice (298) (Re-issue) (T): Drama; Greer Garson.

Ten Wanted Men (299) (T): Western; Randolph Scott, Jocelyn Brando.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 23—Announced the approval by the President of the report of a selection board which recommended women officers of the Regular Navy for promotion to LCDR.

No. 24—Concerned the purchase and distribution of Salk poliomyelitis vaccine.

No. 25—Concerned the distribution of certain drugs.

No. 26—Announced with regret the death of ADM J. H. Towers USN (Ret.).

No. 27—Announced the convening of selection boards to consider women officers of the Regular Navy Supply Corps and Medical Service Corps for promotion to LCDR.

No. 28—Announced the exclusion of enlisted personnel (who have received notification of selection to midshipman, warrant, or commissioned status) from those persons eligible to be discharged and reen-

listed up to one year early in accordance with BuPers Inst. 1133.4.

No. 29—Provides further information concerning incentive pay for demolition duty.

No. 30—Announced the introduction by the Comptroller General of a new form of transportation request.

BuPers Instructions

No. 1000.7—Announced the establishment of a periodic reference source of information pertaining to the programs and opportunities available to naval personnel.

No. 1000.11—Provides information concerning the Warrant Officer Act of 1954 and SecNav regulations for the administration of the Act.

No. 1133.5—Guarantees, under certain conditions, an assignment to training school after reenlistment.

No. 1306.10B—Amplifies instructions on distribution and assignment to duty of enlisted women and sets forth the policy for duty rotation.

No. 1320.4A—Provides information on the assembly and training of officers and enlisted personnel for new construction/conversion vessels except submarines.

No. 1331.2A—Requests applications from junior men and women officers for assignment to the Naval Security Group for a tour of duty.

No. 1520.15B—Provides information and procedure for requesting postgraduate instruction and lists postgraduate curricula available.

BuPers Notices

No. 1640 (18 April)—Pertained to the treatment of naval personnel in confinement.

No. 1133 (26 April)—Provided information regarding the planned distribution and desired use of posters in connection with reenlistment program.

No. 5521 (27 April)—Disseminated information on organizations designated by the Attorney General to be appended to Loyalty Certificate (DD Form 98) pursuant to Executive Order.

No. 1326 (29 April)—Announced Change 2 to BuPers Inst. 1326.1A, which is concerned with issuance of temporary flight orders to Navy enlisted personnel.

No. 1421 (5 May)—Announced the selection of enlisted aviation pilot personnel recommended for temporary appointment to commissioned grade in the Regular Navy.

OCS Graduates 20th Class, Has Alumni of 14,000 Officers

When 700 new officers were graduated from the Newport, R. I., Officer Candidate School earlier this year, it brought to 14,000 the number of officers the school has supplied the Fleet since 1951.

The officers received their commissions after successfully completing a rigorous four months' course in Seamanship, Navigation, Naval Weapons, Marine Engineering, Operations and Tactics, and Naval Orientation. This concentrated study is the same course offered NROTC students over a four-year period.



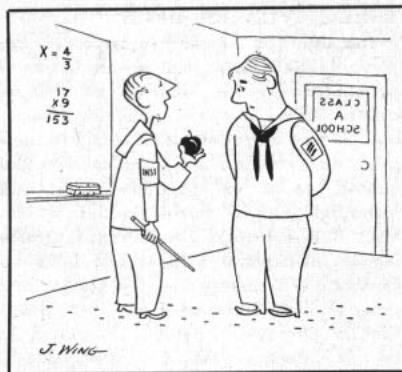
"Main engines report they're having a little trouble with the starboard engine, sir."

Dependents Get Personal Aid In Casualty Assistance Program

A new program has been started whereby the dependents of Navymen who die while on active duty will have a commissioned naval officer to assist them in such matters as the rights, benefits and privileges to which they are entitled. This program, which began on 1 Jul 1955, is known as the Casualty Assistance Calls Program (CACP).

Past experience has shown that the next of kin of naval personnel who die on active duty are seldom in a position to cope properly with the problems created by sudden death. As a result, this program has been established.

The officer will be the official representative of the commandant of the naval district in which the primary beneficiary resides. He will



"Thanks anyway, Jensen, but I'm afraid you'll still have to take the exam."

provide the next of kin with whatever assistance the naval service can render.

The Casualty Assistance Calls Officer will offer condolences on behalf of naval authorities and will counsel and advise on funeral arrangements, financial assistance and other emer-

gency matters considered appropriate on the initial call. This call will be made within 24 hours after the initial notification of death.

A later call will be made to assist the family further with such matters as death gratuity, arrears in pay, personal effects of the deceased, U. S. Government Insurance, NSL Insurance or the Servicemen's Indemnity, transportation of dependents and household goods, medical care, exchange and commissary privileges, and any special requests made by the next of kin.

The services provided through this program will be automatic. Your dependent or primary next of kin will not have to initiate any action. Upon the death of the Navymen, the CACP is put into effect. Complete details of this program are contained in BuPers Inst. 1750.3 of 27 Apr 1955.

Growing VTO Family Includes Flying Beds and Jackrabbits

Flying was strictly for the birds until man came along with such devices as balloons and airplanes. It remained for man, however, to find advantages in rising straight into the air and then flying off in all directions. (See also page 10.)

Helicopters were the first craft to perform this feat safely, but plane makers are now experimenting with even stranger craft capable of taking off or landing on a "postage stamp" field, yet having greater range and speed than "windmills."

Two of the most familiar new planes in the vertical takeoff field are the Navy's XFY-1 and the XFV-1. Although each of these craft weighs about the same as more conventional Navy fighter planes (roughly 15,000 pounds), they can take off and land on a space no larger than the fantail of a cargo ship or a patch of ground the size of a tennis court. They were originally designed to provide fighter cover for convoys—without the necessity of including an aircraft carrier in the convoy.

But there are other developments just as spectacular as the "Pogo Stick." One of these is the "convertiplane," developed under a joint Army-Air Force contract. The most unusual feature of this

craft is its two propellers which resemble helicopter rotors—but are placed on the tips of the wings and tilt forward to perform as conventional props once the vertical takeoff is accomplished.

The convertiplane is powered by a single engine and can cruise at a speed in excess of 175 mph. It has both a 30-foot length and wingspread.

Another strange gadget in the VTO field is the British "Flying Bedstead," which is truly a flying machine. Having neither wings nor rotors, the "Bedstead" can take off vertically from a horizontal position. It is powered by two turbo-jet engines, ducted through 90 degrees so that both discharge downward under the craft's center of gravity. Adjustable compressed air jets on horizontal cross arms are used to control the craft.

Perhaps even more interesting than the British item is a U. S. jet which employs vertical lift. Known as the VTOL (for Vertical Takeoff and Landing), this jet resembles the "Bedstead" in that it has neither rotor nor propellers and, instead of conventional landing gear, it uses metal runners ("Bedstead" has casters which resemble the legs of a bed).

The major difference between VTOL and the British craft is that VTOL's two J-44 jet engines can be rotated through a 90-degree arc. With the jets in a vertical position under the plane's wing, VTOL rises much as the helicopter does. Once aloft, however, the pilot simply tips the nose slightly downward and revolves his engines to a horizontal position. Then he is ready for forward flight.

Its creators predict that the strange jet may be the forerunner of a 1500-mph fighter capable of taking off and landing in areas where only helicopters are now operating. The Navy's XFY-1 is capable of speeds in excess of 500 mph.

Although most of the VTO research and experimentation already underway is being done for the military services, experts foresee a future for these "jackrabbits" in commercial aviation. Once out of the experimental stage, VTOs are expected to look pretty much like stubby-winged airliners. And their ability to "jump" from a small plot straight over the tallest buildings in a city, and then cruise smoothly to their destination, provide characteristics which are especially adaptable to short-range passenger or freight flights.

Naval School of Music Offers Three Courses to Train Eligible Enlisted Men

Navy men interested in music may apply, if eligible, to the Naval School of Music, Washington, D. C., for instruction in one of the following three courses:

- **Basic Course (Class A)**—qualifies personnel as playing members of unit bands.

Enlisted men who have had musical training and previous experience in playing a musical instrument may apply for assignment to the U.S. Naval School of Music with possibilities of later advancement within the musician rating after completion of this course. In some cases it will be necessary for the man to change his rating upon completion of the course. Instructions regarding such changes will be given at the appropriate time to each applicant who successfully completes this course.

The obligated service requirement is three years. Although the length of the course varies, it normally lasts from 26 to 36 weeks.

In order to enroll in the Music School, applicants must successfully complete a musical exam. To pass the exam, each applicant must demonstrate technical proficiency on his chosen instrument, ability to sight read, and produce the characteristic musical tone of the instrument throughout its range. Candidates who perform on stringed instruments or piano must agree to study a band instrument. It is desirable to have a chief musician fill out the audition space provided on the application form. The application form may be obtained from the Officer-in-Charge, U.S. Naval School of Music, Washington 25, D.C.

Applicants selected to take the exam from within the continental limits of the U.S. will be transferred to the U.S. Naval School of Music, Washington, D.C.; the U.S. Naval Training Center, Great Lakes, Ill.; or the U.S. Naval Training Center, San Diego, Calif., as appropriate for the musical examination.

Applicants selected to take the exam who are stationed outside the continental limits of the U.S. will report to the nearest U.S. Naval Unit Band for the exam.

Successful candidates will then be

transferred to the U.S. Naval School of Music for enrollment in the basic course which includes: Concert band, dance band, harmony, ear training, sectional rehearsals, seaman training course, general training course and private instrumental instruction.

- **Advanced Course (Class B)**—trains qualified personnel for advancement to chief musician and as leaders of unit bands.

Musicians first class with six years or more of naval service, one year of which must have been served as MU1, may submit request for assignment to this course with the obligated service on entry to the school of three years.

The course, which convenes on the first Monday, in August of each year, lasts for 52 weeks and is a requirement for advancement to MUCA.

A musical examination, based on the present rating requirement for musician first class will be given candidates before they are enrolled in the course. The curriculum includes: Harmony, ear training, music survey, conducting, drum majoring, dance band arranging, concert band arranging and band administration.

- **Refresher Course (Class C-1)**—offers refresher training for qualified personnel to improve their instrumental proficiency and give them additional theoretical instruction.

Navy men may request this course provided they have completed four years' naval service. The obligated service on entry to this school is two years. The school convenes the first Monday of each quarter and lasts from 12 to 24 weeks.

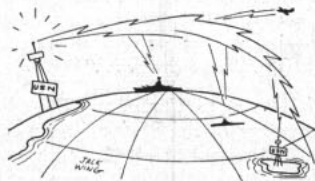
Personnel are also selected for this course from unit bands for additional training and to assemble new unit bands.

The curriculum for the refresher course includes: Harmony, ear training, concert band, dance band, sectional rehearsals and private instrumental instruction.

Applicants for any of the above three courses must submit a request to attend the school to the Chief of Naval Personnel (Attn: Pers B233c), Washington 25, D.C., via their commanding officer and the Officer-in-Charge, U.S. Naval School of Music, U.S. Naval Receiving Station, Washington 25, D.C.

HERE'S YOUR NAVY

It wasn't too many years ago that a ship operating in foreign waters might go months, or even as long as a year, without receiving any communications from Navy headquarters in Washington. In those days messages were few and far between, a far cry from the modern Navy where ships scattered throughout the world are



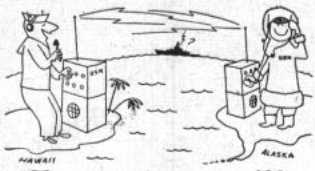
constantly in touch with one another and Washington.

Today there is hardly a minute when messages are not coming and going between Washington and the operating forces and it is possible for a routine message to be delivered to each ship and station throughout the world within 24 hours. In a matter of extreme importance or an emergency it is estimated that under favorable conditions a message could be relayed to the naval operating forces within



one hour, thus alerting them for whatever action might be needed.

The procedure in the event of such an important message would run something like this. After the message had been drafted and properly released, it would be sent to the OpNav Communication Office in the Pentagon at Washington. This office, in turn,



would put it on the wire for all the primary and major relay stations scattered over the globe. These stations would then beam it out to their assigned areas, covering every ship, station or naval activity, regardless of how isolated the location of that particular unit. Summing it all up it might be said that naval communications has progressed from months to minutes.

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

- ★ OSTROM, Carl A., CDR, DC, USN, member of the Staff of the Naval Medical Research Unit 1, Berkeley, Calif., from June 1949 to December 1953.
- ★ SIGEL, Clinton H., CAPT, USN, Commander Service Division 31 in Korea from 19 Apr to 28 Oct 1952. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ ROCHEBLAVE, Kenneth W., AD1, USN, as a member of a crew in Patrol Bombing Squadron 17 during operations in the Western Pacific War Area from 15 Feb to 23 Apr 1945.
- ★ STOREY, Jack W., ALG, USN, as first radioman of a patrol bomber plane in

Patrol Squadron 54 during operations in the Bismarck Archipelago and Solomon Islands Area from 13 Sep to 3 Dec 1943.

Gold star in lieu of fourth award:

- ★ SNOWDEN, Harold F., LT, USN, as a pilot in Helicopter Squadron 1 attached to Mine Squadron 3 during a mission in Korea on 5 Sep 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ AVERY, Howard M., CDR, USN, serving in USS *Bennington* (CVA 20) on 26 May 1954.
- ★ BROWN, James H., SD3, USN, serving in USS *Bennington* (CVA 20) on 26 May 1954.
- ★ BULLARD, George C., CDR, USN, serving in USS *Bennington* (CVA 20) on 26 May 1954.
- ★ DICKSON, Richard H., MM2, USN, serving in USS *Bennington* (CVA 20) on 26 May 1954.
- ★ DOBRONSKI, Joseph F., LT, USNR, aiding in the rescue of the pilot of a fighter plane on 23 Aug 1954.
- ★ FOLEY, William E., LTJG, USNR, serv-

ing in USS *Bennington* (CVA 20) on 26 May 1954.

- ★ FORTNER, James D., AO2, USNR, for aiding in the rescue of the pilot of a fighter plane on 23 Aug 1954.
- ★ HARDACRE, Francis W., LCDR, SC, USN, for heroic conduct in connection with a rescue on the night of 9 May 1954, Subic Bay, Philippine Islands.
- ★ HURD, James W., CHCAP, USN, serving in USS *Bennington*, (CVA 20) on 26 May 1954.
- ★ JOHNSON, Harley, CHELEC, USN, serving in USS *Bennington* (CVA 20) on 26 May 1954.
- ★ LANG, Ernest H., Jr., GM3, USNR, for heroic conduct while serving in USS *Kidd* (DD 661) off Rabaul, New Britain, on 11 Nov 1943.
- ★ MCCORMICK, Hollis E., RM1, USN, for heroic conduct in Pearl Harbor, Territory of Hawaii on 7 Dec 1941.
- ★ MURPHY, Roy D., LT, USNR, aiding in the rescue of the pilot of a fighter plane on 23 Aug 1954.
- ★ REIBER, Gordon T., CDCN, USN, for heroic conduct in connection with a rescue in Subic Bay, Philippine Islands on the night of 9 May 1954.
- ★ STARK, James E., LT, MC, USN, for heroic conduct in a special project on 16 Sep 1954.



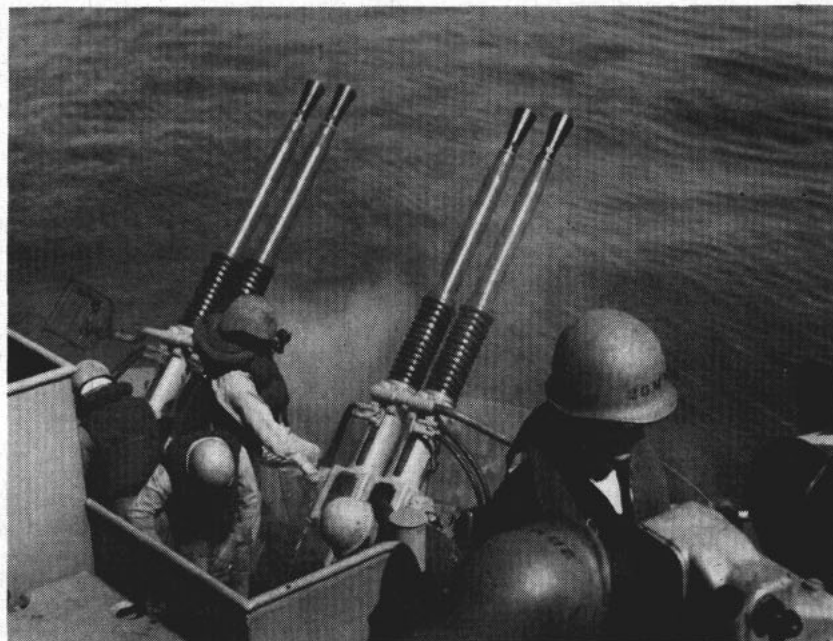
BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

- ★ BREEDING, Marion, CHBOSN, USN, for heroic achievement in Korea on 24 Dec 1950. Combat "V" authorized.
- ★ CASSANI, Vincent L., Jr., LT, USN, for meritorious service in Korea from 6 Apr 1952 to 25 Feb 1953. Combat "V" authorized.
- ★ COWN, Jack B., CDR, USNR, for meritorious service in Korea from 15 Mar 1953 to 20 Jul 1954.
- ★ CROWE, James M., EMFN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.
- ★ FUNK, Harold N., CDR, USN, for heroic achievement in Korea on 24 Aug 1951. Combat "V" authorized.

Gold star in lieu of second award:

- ★ MCINERNEY, Francis X., RADM, USN, for meritorious service in Korea from 14 to 16 Oct 1952; and from 21 Nov 1952 to 13 Feb 1953. Combat "V" authorized.



NAVYMEN KEEP READY for emergencies through shipboard drills. Here, blue-jackets of USS *Fremont* (APA 44) fire 40mm guns during antiaircraft practice.

Navy Cites Heroes of USS Bennington

uss *Bennington* (CVA 20) is back in business but memories of the violent explosion that rocked her in May 1954 still linger on. Recently, enlisted men and officers were decorated for their courageous conduct on board the carrier on that fateful day.

The Honorable Charles E. Thomas, Secretary of the Navy, presented the decorations at NAS, Quonset Point, R. I., to those still serving in *Bennington*.

Recommendations have been approved for 120 Navymen who were serving in *Bennington* at the time of the explosion. Of this number 21 are still on board the carrier, the others have been transferred and will receive their awards at their new stations. Here are the men and their awards:

Navy-Marine Corps Medal

AVERY, Howard M., CDR, USN
BROWN, James H., SD3, USN
BULLARD, George C., CDR, USN
DICKSON, Richard H., MM2, USN
FOLEY, William E., LTJG, USNR
GAGE, Carl (n), Jr., 2ND LT, USMCR
HURD, James W., CHCARP, USN
(Posthumous)
JOHNSON, Harley (n), ICC, USN
TWOMEY, David M., CAPT, USMC

Letter of Commendation With Ribbon

ALLHANDS, Byron T., Jr., BT1, USN
ANTALE, James T., ABAN, USN
ARWOOD, William L., Jr., SN, USN
BELCHERT, Phillip J., Jr., ABAN, USN
BENSON, Ferris B., Jr., AN, USN
BURKE, Jesse H., AN, USN
CHARLESWORTH, Irvin (n), Jr., FN, USN
CHERNOSKY, Raymond A., DC2, USN
CLAUSSEN, James W., MRC, USN
DAVIS, Benjamin B., FP3, USN
DELUCA, Joseph P., EM2, USN
DICKSON, James J., FP2, USN

DOYLE, Gerald J., MML3, USNR
EVANGELIST, Arthur J., AN, USN
FINCH, Ernest A., SD2, USN
GABRIEL, Glenn J., ACAA, USN
GAVONI, Caesar A., Jr., SN, USN
GUNDERSON, Alfred L., AN, USN
HAMILTON, Shelby E., AN, USN
HAUPTNER, Richard W., MR3, USN
HIMMELHEBER, David M., AN, USN
JELLISON, Leroy J., SN, USN
JUDD, Roy L., ENS, USN
KIEL, Edward G., ME2, USN
KIGHT, Otis G., PR1, USN
KORNEGAY, Edgar W., PFC, USMC
LEDWITH, James W., LTJG, USN
LEMMON, Robert K., BM2, USN
LEWIS, Willie J., EM3, USN
MC CLINTON, Clark (n), BM2, USN
MC COY, John R., AN, USN
MC DARIS, Charles C., LTJG, USNR
MILESHOUSKY, George J., FN, USN
MOORE, James E., ADAN, USN
NORMAN, Clyde W., CDR (MC), USN
PETTIS, Homer A., EMP2, USNR
PUGH, Kenneth R., BT3, USN
SCHULTZ, Walter W., ENS, USN
SMALLEY, Merle J., AN, USN
THOMPSON, Manus E., DC3, USN
TIMMONS, James L., ME3, USN
TONICH, Anthony (n), PFC, USMC
VEGA, George M., FN, USN
VON SCHOPPE, Joseph A., MMC, USN
WHITEHEAD, Edward F., SA, USN
WILMORE, Wilbert C., SN, USN
WILSON, Merle R., DCFN, USN
YOUNG, Jimmy S., MM3, USN

Letter of Commendation Without Ribbon

ADAMS, Robert L., MM3, USN
ADIE, Donald W., EM1, USN
BANKS, George D., AA, USN
BIDDLE, William B., RD2, USN
BLACKMAN, Nelson D., AN, USN
BLAMICK, Joseph E., IC2, USN
BOYINGTON, Charles E., AN, USN
BOWEN, Vern T., AN, USN
BUCHANAN, Millard D., SA, USN
BURT, Ronald I., MM3, USN
CARMODY, Allen L., AD1, USN
CHRISTIAN, John E., AB3, USN
CLEVELAND, Edward W., ABAN, USN
CLINGENPEEL, Ralph D., DCFN, USNR

COBB, George E., FP3, USN
COPES, Neil E., RD2, USN
EHRKE, Charles R., AG3, USN
EPPS, Robert D., Jr., AB3, USN
(Posthumous)
FLOYD, Wesley, LT, USN
FOLEY, Patrick E., IC3, USN
GATES, William S., AEC, USN
GLENN, Clifton C., Jr., ET1, USN
GOGGIN, Walter F., AO3, USN
GOODWIN, Greeley (n), CHMACH, USN
GRABOSKI, Lloyd J., GM3, USN
GULLONE, Donald D., YN2, USN
HAYNES, Donald F., FT3, USN
HELLER, Phillip P., ABAN, USN
HOLDSWORTH, Leslie D., DC2, USN
HUDGINS, John L., RD3, USN
HUGHES, James M., AN, USNR
JUDD, Charles M., AD1, USN
KAIGLER, Joe H., GM2, USN
KELLEY, Roger J., AB3, USN
KIMBLE, Willie O., DC1, USN
KNOUSE, Herbert R., EM2, USN
KRAFT, Joseph A., AB1, USN
KRONE, Marvin S., AN, USN
LALKA, Charles J., MM2, USN
LEMMONS, Floyd H., MM1, USN
LENZ, George W., SK2, USN
(Posthumous)
MEHAFFEY, James V., Jr., SN, USN
MEYERS, Frederick C., AE3, USN
MIKLE, Donald E., DCFN, USN
MUDICA, Donald E., FA, USN
OFFIELD, Richard L., RDSN, USN
PIERCE, James E., RD1, USN
QUIMBY, Howard E., RDSN, USN
RAMEY, Jesse H., EM2, USN
(Posthumous)
REESE, James E., AN, USN
REESE, Richard E., PFC, USMC
RYAN, Ralph J., SN, USN
SCHMITT, Donald A., MEFN, USN
SCHRADER, Frederick J., BM3, USN
SHAW, Charles M., IC1, USN
SMITH, Henry L., AN, USN
SMITH, Robert A., BM2, USN
SPURLING, Daniel H., SH2, USN
TOTH, Francis J., AE3, USN
VALEK, John C., LT, USN
WENZEL, Terence P., ADAN, USN
WOLLAM, John S., LTJG, USNR

Sea Tale of a Sailor

It's not often that a man can see his life portrayed on the silver screen. This is even more true of a Navyman. Usually, the individual has passed away when the movie of his life is made. But this is not so for Rear Admiral John M. Hoskins, USN, Commander Fleet Air Wing, NAS Quonset Point, R. I.

The Admiral's life story, which has been the subject of many newspaper and magazine articles, has been made into the movie "The Eternal Sea."

The full-length feature film has been released and should soon be in the Navy motion picture circuit.

The only man in the Navy with two stars and one leg, Admiral Hoskins was graduated from the U. S. Naval Academy in the class of 1921. He lost his right leg during the Battle of Leyte Gulf in October 1944, while serving in the carrier *uss Princeton* (CVL 23). Heavily bombed by the enemy, the ship was finally sunk.

Down, but far from being out, the Admiral returned to the Pacific. In

1950, when the Korean war broke out, he was the first man to use jet aircraft as naval instruments of warfare, launching them against North Korea on 3 Jul 1950 from the decks of *uss Valley Forge* (CVS 45).

Before being assigned his present billet, the Admiral was the Commander, Pacific Division, Military Air Transport Service. It was this command that did such a tremendous job in the air evacuation of UN battle casualties from the war zone across the Pacific to stateside hospitals.

BOOKS: DANGER AND THE SKY LEAD THIS MONTH'S READING LIST

YOU'LL BE ALL UP in the air after reading some of the books selected by the Bureau library staff this month. You'll taste vicarious fear in others.

This month's list starts off with a bang with *The Viking Rocket Story*, by Milton W. Rosen, and *The Rocket Pioneers*, by Beryl Williams and Samuel Epstein. These vivid accounts of the nature of shapes-of-things-to-come almost—not quite—make the *Lonely Sky* by William Bridgeman with Jacqueline Hazard, seem downright pedestrian.

The *Viking* story tells how the largest American rocket to explore the upper atmosphere was conceived, how it was designed, built and launched. If you've read the book, you'll know that *Viking* isn't one rocket, it's a series. The book tells of the problems, frustrations and triumphs accompanying the launching of each. Through the writer's skillful presentation, you'll come to know the men who build

and fire each rocket. You'll see the rocket through their eyes and share their experiences.

Pioneer is a rocket of another color. It provides an international roundup of the men of the last 150 years whose imagination and foresight glimpsed an era of transportation possible for all men in the years to come. In his own way, each of these many men contributed to such rockets as *Viking*, as well as to future rockets.

It begins with Sir William Congreve who astounded the military men of Napoleon's time with a war rocket that was the forerunner of our present-day bazooka. It tells of Jules Verne, who stirred others to dream of ingenious space ships; of Ziolkovsky, who provided the mathematics and basic theories that led others to the conviction that space ships would have to be powered by rocket motors. The contributions of Goddard, Oberth, von Braun and many others are all told here.

Lonely Sky is, in a way, the biography of a plane as well as of a man. Bill Bridgeman is a World War II veteran who became bored with the life of an airline pilot and, after serving his apprenticeship as an engineering test pilot of a large aircraft manufacturer, is asked to take over the final stages of the *Skyrocket* testing program. The *Skyrocket*, a javelin-shaped experimental ship, became almost a personal, living creature to Bridgeman as he put it through its paces day after day. Complex technical details are presented with remarkable simplicity.

In *Gentlemen, Start Your Engines*, the late Wilbur Shaw tells of his search for speed and danger and how he found both in automobile, airplane and motorboat racing. In addition to the exciting hazards of his occupation, Shaw also tells many of the inner secrets of the motor car industry and of its constant efforts to improve its products through the rugged laboratory of the race track.

Danger, to Shaw, was only a professional hazard to his business of earning his living which simply happened to be racing. However, Dod Orsborne in *Danger is My Destiny*, would appear to regard danger

itself as his stock in trade. Orsborne's occupation seems merely to consist of getting into—and out—of trouble, then writing about it.

Danger of another variety is described in two different volumes concerning World War II, as seen by the enemy. *The Sea Wolves*, by Wolfgang Frank, is the first book to give an over-all picture of the activities of the German U-boats during WW II. Grand Admiral Doenitz, who commanded the U-boat fleet in its nearly-successful attempt to strangle the ocean lifelines of the Allies, naturally dominates the story. He firmly believed that, alone of all the weapons in the German armory, the U-boat could win the war. This is the story of his attempt and it tells how close he came to succeeding.

The author was one of Doenitz's staff officers and went to sea as an observer in the submarines he writes about. He has drawn upon the experiences of his fellow submariners and has consulted their log-books to make an authentic picture.

Ghost Cruiser HK 33, by H. J. Brennecke, tells the story of a different branch of the German navy—the adventures of the auxiliary cruiser *Pinguin*. Roaming the seas from New Zealand to the Indian Ocean and the white wastes of Antarctica, she first posed as a Russian tanker and later in numerous other disguises, destroying innumerable valuable ships and causing the utmost confusion among her enemies. She was finally sunk after an engagement with the British cruiser *Cornwall*, after destroying an estimated 200,000 tons of Allied shipping during the early years of the war. Much of the material has been obtained from prisoners of *Pinguin*.

Civil War enthusiasts will read with avid interest *The Web of Victory*, in which Earl S. Miers tells of the events which led to the first great campaign of modern warfare—the fall of Vicksburg. The author tells of a fantastic military and naval action that had no precedent in the history of warfare and, in addition, describes vividly the human story of the men who commanded in the field and in Washington. Called the most brilliant in military history, the battle climaxed a weird, bitter and certainly most protracted campaign of the Civil War. It led to the victory at Gettysburg and finally, to the end at Appomattox.

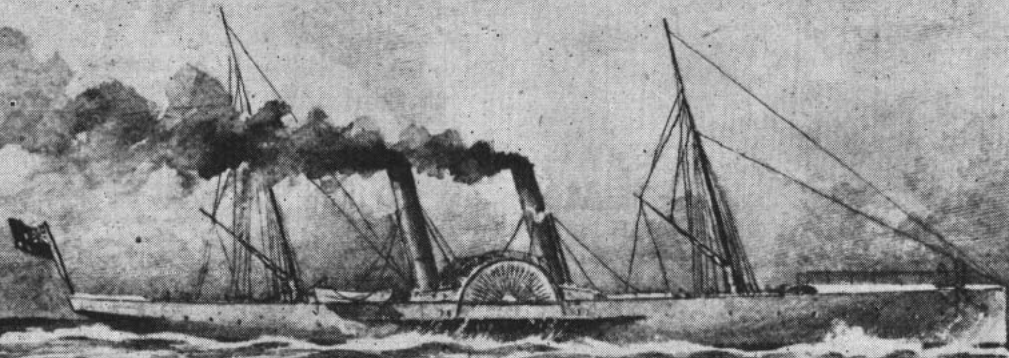
SONGS OF THE SEA



The Gale

The dark scud scowls at the shrinking moon,
And the stars in fear have flown;
And Petrel murmurs its warning tune,
With the coming tempest's moan.
All hands! all hands reef topsails, reef,
From your dreams and your hammocks
spring,
For our much loved ship must find relief
When the wind in its might doth ring.

—Old Naval Song



BLOCKADE BUSTER-1863

Here's a book supplement that's different. It's an account of one of the roles played by the U.S. Navy in the Civil War, as seen by a sailor serving in an English cargo ship which attempted to aid the Confederate States during the Civil War by running the blockade established by the Union forces. At the same time it is his personal narrative of adventures, risks and escapes on the high seas.

The importance of the blockade established by the U.S. Navy during the Civil War has been too often neglected. Yet, by preventing the agrarian South from converting its greatest material asset—cotton—into money and munitions which had to be imported from Europe, the blockade played a vital role in the ultimate collapse of the South.

Here, the author, Thomas E. Taylor, who at the opening of the war was a 21-year-old clerk in the offices of a British exporter, tells how the North's blockade appeared to those who were trying to circumvent it.

YOUNG AS I WAS, my interest in the coming struggle was deeply aroused. From the position I occupied its significance was brought home to me with the absorbing interest of a factor in my career. My own fortunes and those of my nearest friends seemed at their outset to be bound up in a piece of history that promised to leave its mark upon the world. Nowhere indeed out of America was the secession of the Southern States more keenly watched or canvassed than in Liverpool offices and upon the Exchange of the city, which American trade had begotten and nursed; and the particular aspect of the impending war was most calculated to fill the imagination of youngsters like myself, who were awakening from the dreams of boyhood to the excitements of real life.

It will be remembered that, as soon as war was seen to be inevitable, President Lincoln sanctioned the heroic measure of attempting to choke secession by closing every orifice through which supplies could be drawn,

and in the middle of April 1861 rebellion was turned into civil war by his declaring the whole of the Southern ports in a state of blockade.

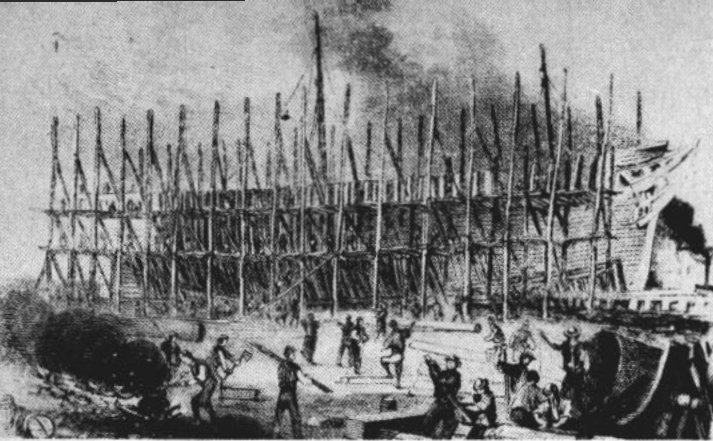
The effect of the news on the Liverpool Exchange it is needless to describe. By the scratch of a foreign pen a blow that was without precedent was struck at the chief trade of the port.

The total fleet of the United States when the war broke out consisted of less than 150 vessels, of which fully one-third were quite unserviceable. About forty had crews; the rest were out of commission, and of these ten or eleven of the best were lying at the Norfolk Navy Yard and fell into the hands of the Confederates.

With their usual energy, however, the Northerners set to work to increase their fleet; within very few weeks over 150 vessels had been purchased and equipped for sea, and more than fifty ironclads and gunboats laid down and rapidly pushed forward towards completion. In addition to these a large number of river craft were requisitioned and protected by bullet-proof iron for service on the rivers; but even with these vigorous measures the blockade was anything but effective during the first eighteen months or two years of the war. But the Northerners steadily and by almost superhuman efforts increased their fleet, and at the beginning of 1865 had so far succeeded that they possessed a fleet of nearly 700 vessels, of which some 150 were employed upon the blockade of Wilmington and Charleston alone, and patrolling their adjacent waters.

(It should be noted that the Naval Historical Re-

From Running the Blockade, by Thomas E. Taylor. Published in London, 1896, by John Murray, Albermarle Street.



TO BUILD the blockade fleet quickly, U. S. Navy relied on merchant ship conversions as well as new construction.

search Division finds it difficult to agree completely with all the statements in the above paragraph. Although complete records are not now available, the figures given by Mr. Taylor would appear to be considerably higher than those that might be normally expected. See last paragraph on page 63. — Ed)

ONE DAY EARLY in the year 1862, one of the partners in the firm for which I was working called me into his room. After telling me how he and a few friends had purchased a steamer to have a try at the blockade, he asked me if I would care to go as supercargo.

The answer was not doubtful. It was a stroke of luck far better than I had any right to expect at my age (for I was but twenty-one), and needless to say I embraced my fortune with alacrity.

"By all means," said I, "if I am not too young."

My chief was good enough to say he thought I was not too young, and so I was fairly launched in my career as a blockade-runner.

The Banshee, as she was called, may claim to be a landmark not only in the development of blockade but also of marine architecture. With the exception of a boat built for Livingstone of African fame, she was, I believe, the first steel ship ever laid down. The new blockade-runner was a paddle boat, built of steel, on extraordinarily fine lines, 214 feet long and 20 feet beam, and drew only 8 feet of water. Her masts were mere poles without yards, and with the least possible rigging. In order to attain greater speed in a sea-way she was built with a turtle-back deck forward. She was of 217 tons net register, and had an anticipated sea speed of eleven knots, with a coal consumption of thirty tons a day. Her crew, which included three engineers and twelve firemen, consisted of thirty-six hands all told.

The author's position seems to have been somewhat ambiguous. Although at one time he makes reference to his appointment as supercargo, he also seems to have been empowered to buy and sell vessels to be used as blockade runners and to establish depots and bases on British territory close to American waters.

The *Banshee* was ready for sea early in 1863, and I had the satisfaction of finding myself steaming down the Mersey in the first steel vessel that ever crossed the Atlantic.

Like most first attempts, however, she was far from a success, and by the time we reached Queenstown she had betrayed serious defects. To begin with, the speed she developed was extremely disappointing. With the idea of protecting her boilers from shot, they had been

constructed so low that they had no sufficient steam space, and, worse than this, the plates of which she was built, being only an 1/8 and 3/16 of an inch thick, she proved so weak that her decks leaked like a sieve.

SO VIGILANT HAD the blockading force become by this time, that a successful run was considered practically impossible except on moonless nights. Invisibility, care, and determination were the secrets of success, and to this end the *Banshee* was carefully prepared. Everything aloft was taken down, till nothing was left standing but the two lower masts with small cross-trees for a look-out man on the fore, and the boats were lowered to the level of the rails. The whole ship was then painted a sort of dull white, the precise shade of which was so nicely ascertained by experience before the end of the war that a properly dressed runner on a dark night was absolutely indiscernible at a cable's length. So particular were captains on this point that some of them even insisted on their crews wearing white at night, holding that one black figure on the bridge or on deck was enough to betray an otherwise invisible vessel.

Well equipped and laden with arms, gunpowder, boots, and all kinds of contraband of war, as soon as the moon was right, the *Banshee* stole out of Nassau for the first time to make the best of her way to Wilmington.

Across either entrance an inshore squadron [maintained by the Federal forces] was stationed at close intervals. In the daytime the steamers composing this squadron anchored, but at night they got under weigh and patrolled in touch with the flagship, which, as a rule, remained at anchor. Further out there was a cordon of cruisers, and outside these again detached gun-boats keeping at such a distance from the coast as they calculated a runner coming out would traverse between the time of high water on the Wilmington bar by sunrise, so that if any blockade-runner coming out got through the two inner lines in the dark she had every chance of being snapped up at daybreak by one of the third division.

Following these tactics we crept noiselessly along the shores of the Bahamas, invisible in the darkness, and ran on unmolested for the first two days out, though our course was often interfered with by the necessity of avoiding hostile vessels; then came the anxious moment on the third, when, her position having been taken at noon to see if she was near enough to run under the guns of Fort Fisher before the following daybreak, it was found there was just time, but none to spare for accidents or delay. Still the danger of lying out another day so close to the blockaded port was very great, and rather than risk it we resolved to keep straight on our course and chance being overtaken by daylight before we were under the Fort.

There were of course many different plans of getting in, but at this time the favourite dodge was to run up some fifteen or twenty miles to the north of Cape Fear, so as to round the northernmost of the blockaders, instead of dashing right through the inner squadron; then to creep down close to the surf till the river was reached; this was *Banshee's* intended course.

WITH EVERYTHING thus in readiness we steamed on in silence except for the stroke of the engines and the beat of the paddle-floats, which in the calm of the night seemed distressingly loud; all hands were on deck,

crouching behind the bulwarks; and we on the bridge, namely, the captain, Burroughs, the pilot and I, were straining our eyes into the darkness.

Presently Burroughs made an uneasy movement — "Better get a cast of the lead, Captain," I heard him whisper. A muttered order down the engine-room tube was Steele's reply, and the *Banshee* slowed and then stopped. It was an anxious moment, while a dim figure stole into the fore-chains; for there is always a danger of steam blowing off when engines are unexpectedly stopped, and that would have been enough to betray our presence for miles around. In a minute or two came back the report, "sixteen fathoms — sandy bottom with black specks."

"We are not far in as I thought, Captain," said Burroughs, "and we are too far to the southward. Port two points and go a little faster." As he explained, we must be well to the northward of the speckled bottom before it was safe to head for the shore, and away we went again. In about an hour Burroughs quietly asked for another sounding. Again she was gently stopped, and this time he was satisfied. "Starboard and go ahead easy," was the order now, and as we crept in not a sound was heard but that of the regular beat of the paddle-floats still dangerously loud in spite of our snail's pace. Suddenly Burroughs gripped my arm.

"There's one of them, Mr. Taylor," he whispered, "on the starboard bow."

In vain I strained my eyes to where he pointed, not a thing could I see; but presently I heard Steele say beneath his breath, "All right, Burroughs, I see her. Starboard a little, steady!" was the order passed aft.

A moment afterwards I could make out a long low black object on our starboard side, lying perfectly still. Would she see us? that was the question; but no, though we passed within a hundred yards of her we were not discovered, and I breathed again. Not very long after we had dropped her Burroughs whispered, —

"Steamer on the port bow."

Another cruiser was made out close to us.

"Hard-a-port," said Steele, and round she swung, bringing our friend upon our beam. Still unobserved we crept quietly on, when all at once a third cruiser shaped herself out of the gloom right ahead and steaming slowly across our bows.

"Stop her," said Steele in a moment, and as we lay like dead our enemy went on and disappeared in the darkness. It was clear there was a false reckoning somewhere, and that instead of rounding the head of the

blockading line we were passing through the very centre of it. However, Burroughs was now of the opinion that we must be inside the squadron and advocated making the land. So "slow ahead" we went again, until the low-lying coast and the surf line became dimly visible. Still we could not tell where we were, and, as time was getting on alarmingly near dawn, the only thing to do was to creep down along the surf as close in and as fast as we dared. It was a great relief when we suddenly heard Burroughs say, "It's all right, I see the 'Big Hill!'"

The "Big Hill" was a hillock about as high as a full-grown oak tree, but it was the most prominent feature for miles on that dreary coast, and served to tell us exactly how far we were from Fort Fisher. And fortunate it was for us we were so near. Daylight was already breaking, and before we were opposite the fort we could make out six or seven gunboats, which steamed rapidly towards us and angrily opened fire. Their shots were soon dropping close around us: an unpleasant sensation when you know you have several tons of gunpowder under your feet. To make matters worse, the North Breaker shoal now compelled us to haul off the shore and steam further out. It began to look ugly for us, when all at once there was a flash from the shore followed by a sound that came like music to our ears — that of a shell whirring over our heads. It was Fort Fisher, wide awake and warning the gunboats to keep their distance. With a parting broadside they steamed sulkily out of range, and in half an hour we were safe.

TO GIVE IN DETAIL every trip of the *Banshee* would be wearisome, although each one of which had its peculiar excitement. Looking back it seems nothing short of a miracle that, ill-constructed and ill-engined as she was, she so long escaped the numerous dangers to which she was exposed.

One very dark night (I think it was either on the fourth or fifth trip of the *Banshee*) we made the land about twelve miles above Fort Fisher, and were creeping quietly down as usual, when all at once we made a cruiser out, lying on our port-bow, and slowly moving about two hundred yards from the shore. It was a question of going inside or outside her; if we went outside she was certain to see us, and would chase us into the very jaws of the fleet. As we had very little steam up we chose the former alternative, hoping to pass unobserved between the cruiser and the shore, aided by the dark background of the latter. It was an exciting moment; we got almost abreast of her, as we

USS JAMES ADGER gives chase to a blockade ship which aided the Southern cause during the Civil War period.



BLOCKADE BUSTER-1863

thought, unobserved, and success seemed within our grasp, till we saw her move in towards us and heard her hail us as we came on, "Stop that steamer or I will sink you"!

Old Steele growled out that we hadn't time to stop, and shouted down the engine-room tube to Erskine to pile on the coals, as concealment was no longer of any use. Our friend, which we afterwards found out was the *Nippon*, opened fire as fast as she could and sheered close into us, so close that her boarders were called away twice, and a slanging match went on between us, like that sometimes to be heard between two penny steamboat captains on the Thames. She closed the dispute by shooting away our fore mast, exploding a shell in our bunkers, and, when we began to leave her astern, by treating us to grape and canister. It was a miracle that no one was killed.

IT WAS, I THINK, on our sixth trip out in the little *Banshee*, when soon after daylight we had got safely through the fleet, and I was lying on a cotton bale aft, that Erskine, the chief engineer, suddenly exclaimed, "Look astern"! I looked, and not four miles from us I saw a large side-wheel cruiser, with square sails set, coming down on us hand over fist.

Erskine rushed to the engine-room, and in a few moments volumes of smoke issuing from our funnels showed that we were getting up all the steam we could—almost too late, as with the freshening breeze the chaser (which we afterwards found out to be the well-known *James Adger*, a boat subsequently sent to cruise in search of the *Alabama*) so rapidly overhauled us that we could distinctly see the officers in uniform as they stood on the bridge; each one, doubtless, counting his share of the prize money to which he would soon become entitled.

"This will never do," said Steele, who, although it put us off our course to Nassau, ordered the helm to be altered, so as to bring us up to the wind. We then soon had the satisfaction of seeing our enemy obliged to take

in sail after sail, and a ding-dong race of the most exciting nature right in the wind's eye commenced.

The freshening breeze and rising sea now seemed to increase the odds against our, the smaller, boat, and so critical did matters become, and so certain did capture appear, that I divided between a passenger we were carrying on this trip, Steele, and myself sixty sovereigns which I had on board, determined that when captured we wouldn't be penniless. As the weather grew worse we found ourselves obliged to throw overboard our deck cargo in order to lighten the boat. This was done as quickly as possible, heart-breaking though it was to see valuable bales (worth from 50 to 60 pounds apiece) bobbing about on the waves.

Having got rid of our deck cargo, we slowly but steadily began to gain in the race. It was an extraordinary sight to see our gallant little vessel at times almost submerged by green seas sweeping her fore and aft, and the *James Adger*, a vessel of 2000 tons, taking headers into the huge waves, yet neither of us for a moment slackening speed, a course we should have thought madness under ordinary circumstances. One of the junior officers stood with his sextant, taking angles, and reporting now one now the other vessel getting the best of it.

Suddenly a fresh danger arose from the bearings of the engines becoming heated, owing to the enormous strain put upon them. Erskine said it was absolutely imperative to stop for a short time. But by dint of loosening the bearings and applying all the salad oil procurable mixed with gunpowder they were gradually got into working order again, all in the engine-room having assisted in the most energetic manner at this crucial moment.

The chase went on for fifteen weary hours—the longest hours I think I ever spent!—until nightfall, when we saw our friend relinquish her pursuit.

AS SOON AS THE NIGHTS were sufficiently dark we made another start for Wilmington, unfortunately meeting very bad weather and strong head winds, which delayed us; the result was that instead of making out the blockading fleet about midnight, as we had intended, when dawn was breaking there were still no signs of them. Capper, the chief engineer, and I then held a hurried consultation as to what we had better do. Capper was for going to sea again, and if necessary returning to Nassau; the weather was still threatening, our coal supply running short, and, with a leaky ship beneath us, the engineer and I decided that the lesser risk would be to make a dash for it. "All right," said Capper, "we'll go on, but you'll get well peppered!"

We steamed cautiously on, making as little smoke as possible, whilst I went to the masthead to take a look round: no land was in sight, but I could make out in the dull morning light the heavy spars of the blockading flagship right ahead of us, and soon afterward several other masts became visible on each side of her.

At last, to my great relief, I saw Fort Fisher just appearing above the horizon, although we knew that the perilous passage between these blockaders must be made before we could come under the friendly protection of its guns. Suddenly, we became aware that our enemy had found us out; we saw two cruisers steaming towards one another from either side of us, so as to intercept us at a given point before we could get on the land side of them. It now became simply a question of

CONTEMPORARY drawing shows interior of ship constructed during Civil War. Wood, steel ships were built.



speed and immunity from being sunk by shot. Our little vessel quivered again under the tremendous pressure with which she was being driven through the water.

An exciting time followed, as we and our two enemies rapidly converged upon one point, others in the distance also hurrying up to assist them. We were now near enough to be within range, and the cruiser on our port side opened fire; his first shot carried away our flagstaff aft on which our ensign had just been hoisted; his second tore through our forehold, bulging out a plate on the opposite side. Bedding and blankets to stop the leak were at once requisitioned, and we steamed on full speed under a heavy fire from both quarters. Suddenly puffs of smoke from the fort showed us that Colonel Lamb, the commandant, was aware of what was going on and was firing to protect us; a welcome proof that we were drawing within range of his guns and on the landward side of our pursuers, who, after giving us a few more parting shots, hauled off and steamed away.

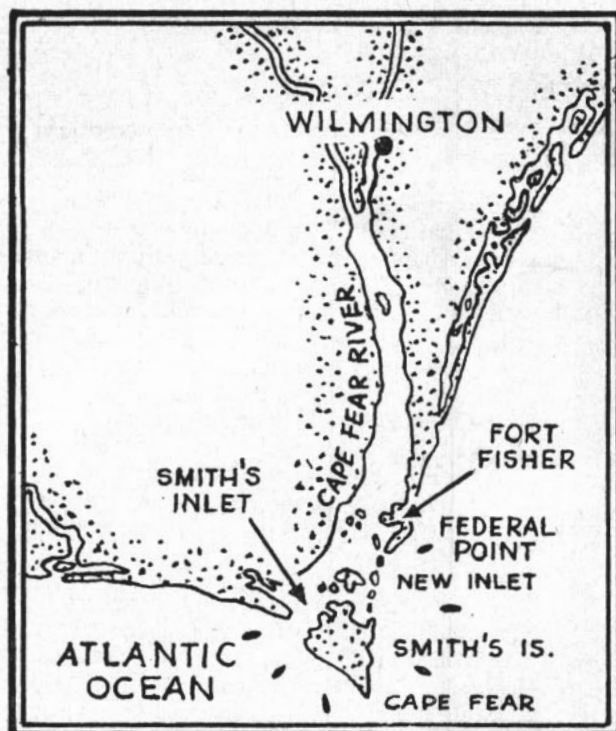
AFTER REPAIRING THE SHOT HOLES and other damage, we were under the impression that no further harm from running ashore had come to her, as all leaks were apparently stopped and the ship was quite tight. The result proved us to be sadly wrong on this point. After loading our usual cargo we started down the river all right, and waited for nightfall in order to cross the bar and run through the fleet. No sooner had we crossed it and found ourselves surrounded by cruisers than the chief engineer rushed on to the bridge, saying the water was already over the stoke-hole plates, and he feared that the ship was sinking. At the same moment a quantity of firewood which was stowed round one of the funnels (and which was intended to eke out our somewhat scanty coal supply) caught fire, and flames burst out.

This placed us in a pretty predicament, as it showed our whereabouts to two cruisers which were following us, one on each quarter. They at once opened a furious cannonade upon us; however, although shells were bursting all around and shot flying over us, all hands worked with a will, and we soon extinguished the flames, which were acting as a beacon to our foes.

We had still the other enemy to deal with; but our chief engineer and his staff had meanwhile been hard at work and had turned on the bilge-injection and donkey pumps. Still, the leak was gaining upon us, and it became evident that the severe shaking which the ship got when run aground had started the plates in her bottom. The mud had been sucked up when she lay in the river at Wilmington, thus temporarily repairing the damage; but when she got into the seaway the action of the water opened them again. Even the steam pumps now could not prevent the water from gradually increasing; four of our eight furnaces were extinguished, and the firemen were working up to their middles in water.

The weather became worse and worse and the wind increased in force until it was blowing almost a gale. Things began to look as ugly as they could, and even Capper lost hope: I shall never forget the expression on his face as he came up to me and said, in his gruff voice, "I say, the beggar's going, the beggar's going," pointing vehemently downwards. "What the devil do you mean!" I exclaimed. "Why, we are going to lose the ship and our lives too," was the answer.

In order to save the steamer and our lives we decided that desperate remedies must be resorted to, so again



PLAN of Wilmington Harbor shows area where *Banshee* got into trouble running blockade. Harbor finally closed.

the unlucky deck cargo had to be sacrificed. The good effect of this was soon visible; we began to gain on the water, and were able, by degrees, to relight our extinguished fires. But the struggle continued to be a most severe one, for just when we began to obtain a mastery over the water the donkey-engine broke down, and before we could repair it the water increased sensibly, nearly putting out our fires again. So the struggle went on for sixty hours, when we were truly thankful to steam into Nassau harbour and beach the ship. It was a very narrow escape, for within twenty minutes after stopping her engines the vessel had sunk to the level of the water.

* * *

Although the vessel was later raised and repaired, it was never quite the same again. The ship was subsequently sold and the blockade runners continued in various other ships until the port of Wilmington was closed by the Union Navy.

The Federal blockade was highly effective. During the first year of its existence the blockading squadrons grew from a mere handful of units to a force of nearly 200 vessels of all classes, and thereafter continued to increase steadily to a total of about 475 at the end of the war. During 1861 nearly 150 vessels were captured or destroyed and as the war progressed, this number increased to a total of about 1500 vessels of all classes.

*As a result, despite the attempts of vessels such as *Banshee*, increasingly great pressure was applied to the economic structure of the South. With the virtual stoppage of cotton exports, which dropped from 2,800,000 bales in 1861 to 168,000 bales in 1863, the principal export source of southern wealth vanished and, a year later, a point was reached where taxes could not be paid and metal, munitions and medicine virtually unobtainable.*

TAFFRAIL TALK

SHIPMATES HELPED a Navyman's family to have a pretty nice reunion at Barber's Point recently.

It just happened that, the day before his family was scheduled to arrive from the States, all of the sailor's available cash—\$90.00—was stolen from his wallet. It could be serious enough under any circumstances, but in this case it meant a rough homecoming for his family.

That's when his shipmates entered the picture. The squadron turned to and passed the hat to the tune of \$91.00. Their contribution didn't take much from any one man, but it made a lot of difference to the sailor on the spot.

Come to think, it usually doesn't take much to be a good shipmate. But it pays high in satisfaction to all hands.

★ ★ ★

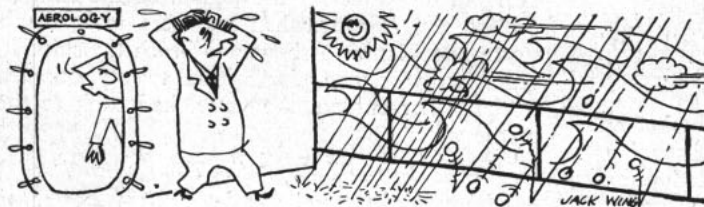
In much the same vein is a letter received by the CO of VR-5, NAS Whidbey Island from the editor of a local paper:

"I wish to call your attention to the heroic action of Robert McDonald, ADAN, usn, who this morning made repeated dives in 20 feet of water in an attempt to save a fisherman whose boat overturned in Blue Lake.

"Mr. McDonald, in disregard of his own safety and in an attempt to help a complete stranger, risked his life in the venture. I believe that incidents of this type reflect a great deal of credit on the training your men receive. I hope there is some way that some sort of official commendation may be entered on Mr. McDonald's record.

"My congratulations to you, sir, on the fine young men under your command."

Since he was off duty at the time, McDonald hadn't bothered to mention the incident to anyone at the air station.



All hands of *uss Sanborn* (APA 193) really had a subject for discussion in the weather. During exercises in the sunny Mediterranean, within an hour and a half, the ship was bathed in sunshine and then pelted by heavy rain, hailstones the size of marbles, snow flurries and gusts of wind up to 55 knots.

★ ★ ★

This matter of advancement in rating has been watched with more than routine interest by several members of *ALL HANDS'* staff. Career men Bob Ohl and Rudy Garcia both found their names on the chiefs' list. John Stiller and Chan Tom were named to YN3.

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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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

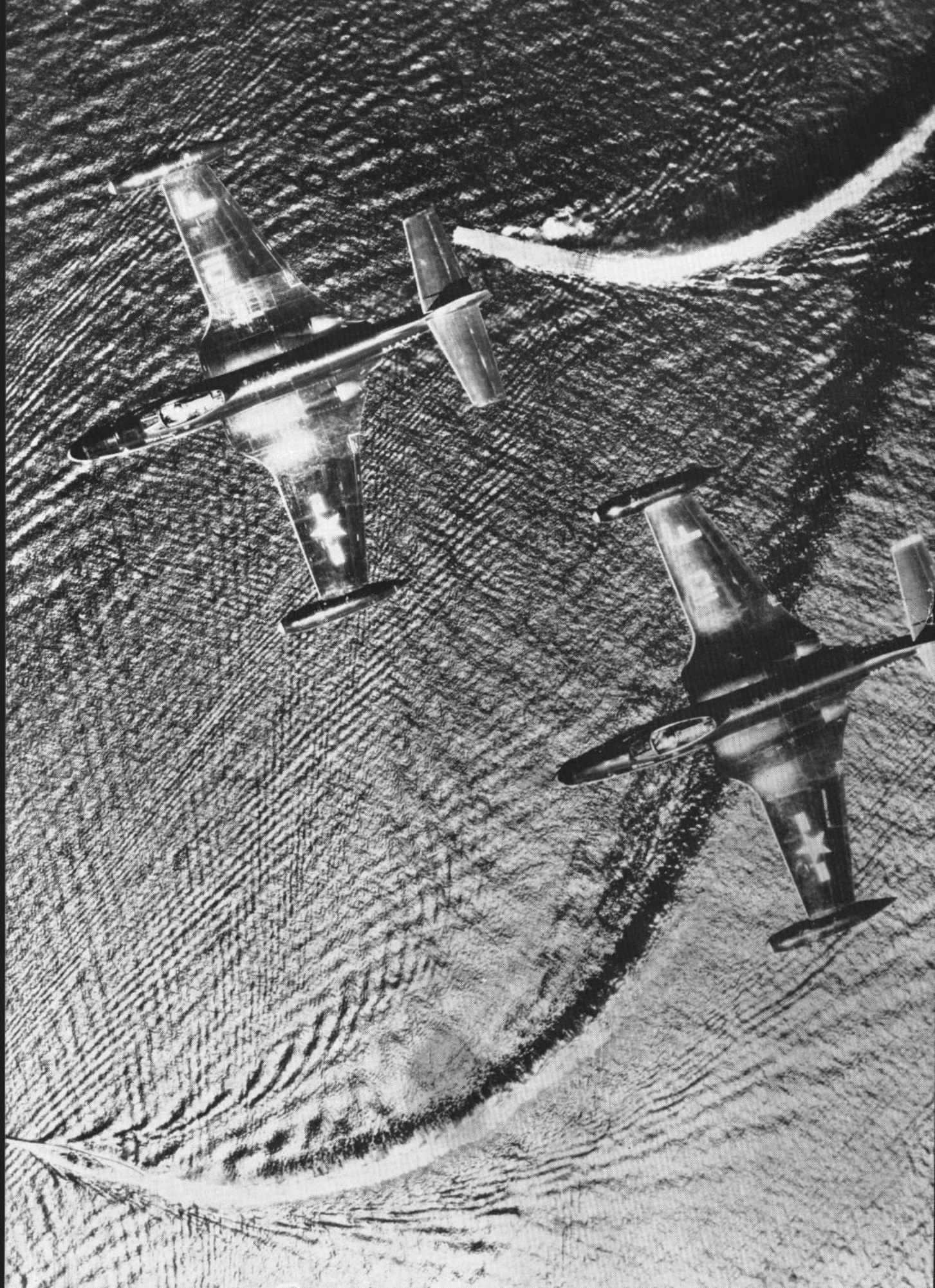
The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

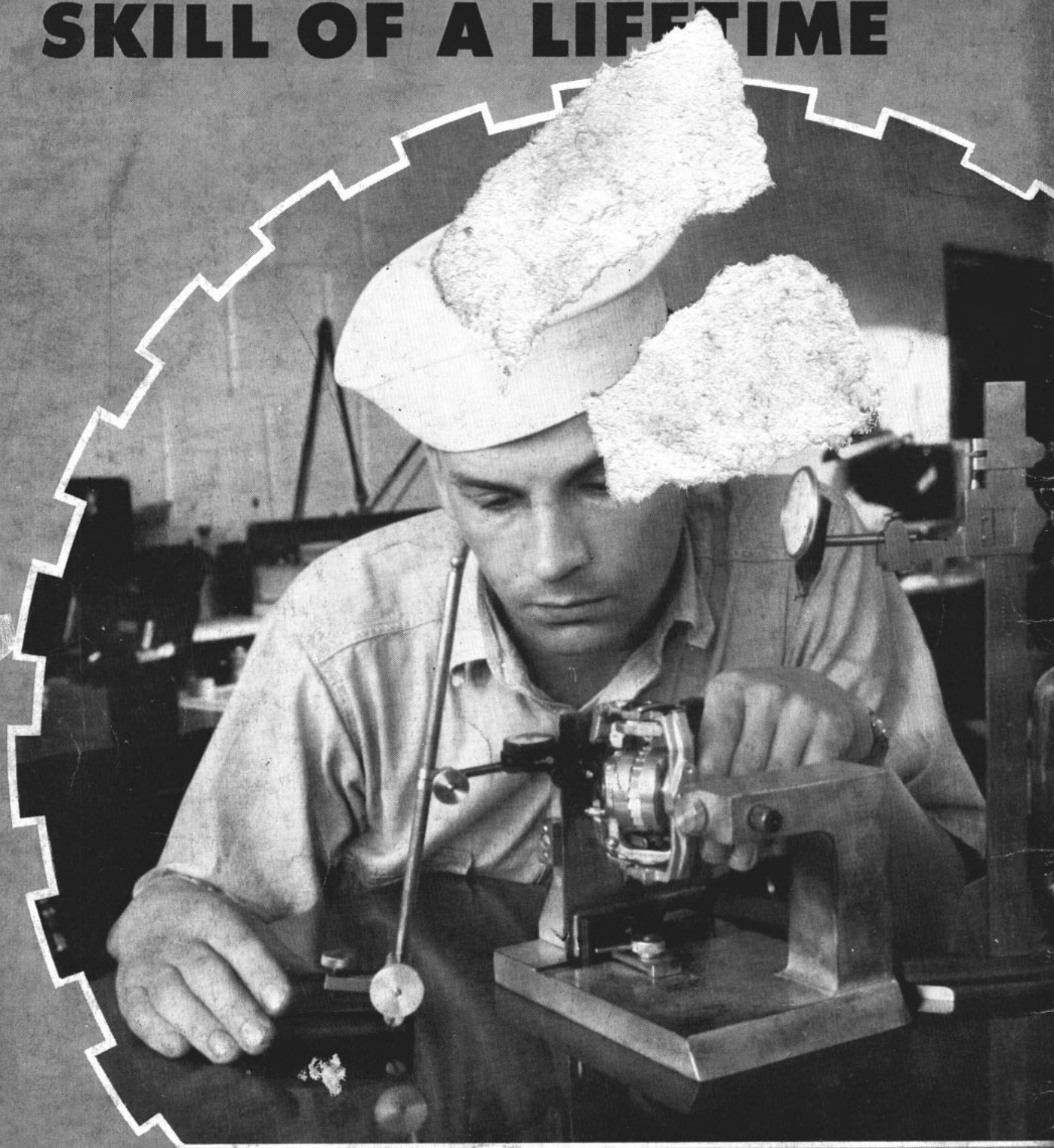
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of *ALL HANDS* prior to the June 1945 issue apply to the magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: *BANSHEES* circle far above *USS Lake Champlain* (CVA 39) while *USS New Jersey* (BB 62) cuts a curving path through glassy waters at bottom of photograph.



SKILL OF A LIFETIME



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advance in your career**

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CORRESPONDENCE COURSES FOR YOUR JOB**