

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



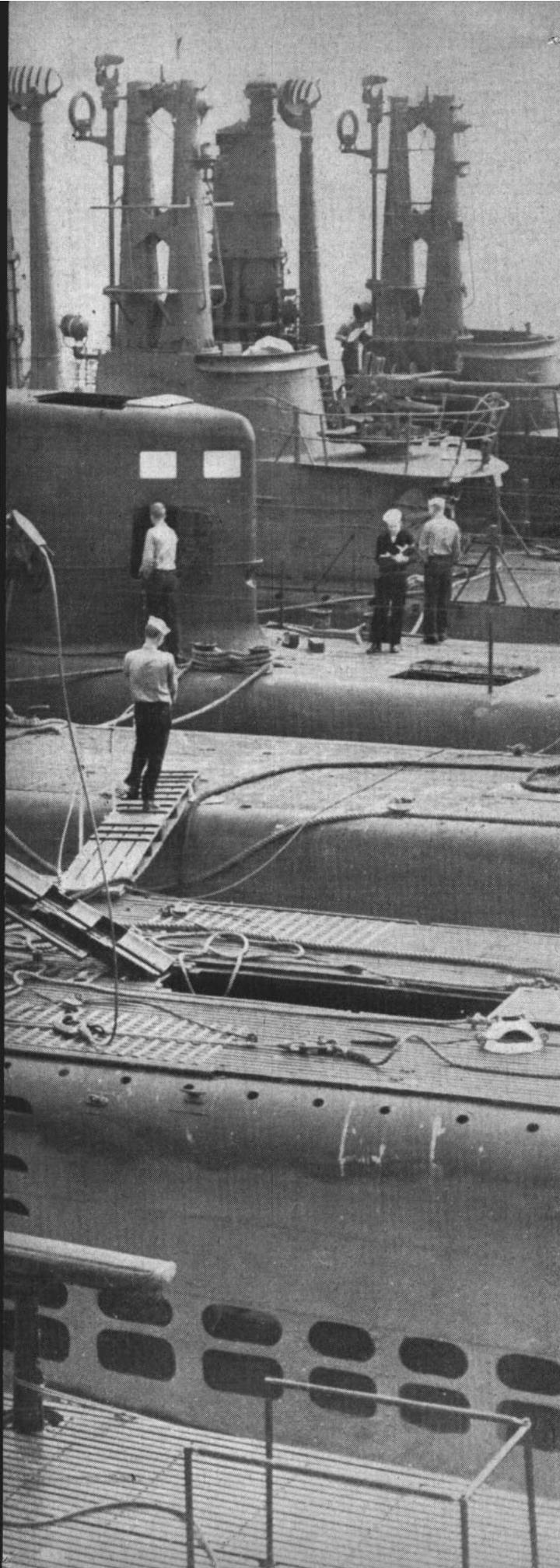
This magazine is intended  
for 10 readers. All should  
see it as soon as possible.

PASS THIS COPY ALONG

DECEMBER 1949



**CHOW DOWN**



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1949    Navpers-O    NUMBER 394

REAR ADMIRAL JOHN W. ROPER, USN  
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN  
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

## TABLE OF CONTENTS

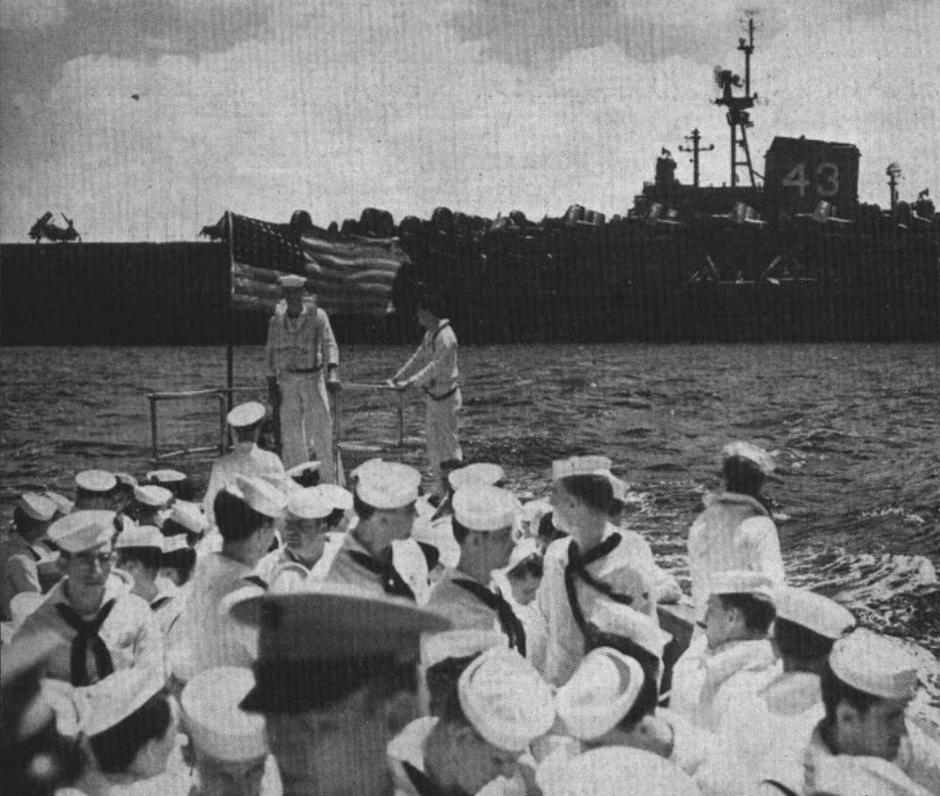
	Page
Carrier Cruise .....	2
The Word .....	4
Photographing the Top of the World .....	6
Savvy Sailors Don't Fall Overboard .....	10
Striking Power in Reserve .....	12
Waves Overseas .....	16
Navy Sports Roundup .....	17
X-Ray Experts .....	21
Scientists Studying What Makes You Tick .....	22
Letters to the Editor .....	25
Servicescope: News of Other Armed Services .....	30
Today's Navy .....	32
☆ OVERSEAS LIVING CONDITIONS .....	38
Bulletin Board .....	48
Duty for EMs as Instructors .....	48
Distribution of V-Discs Halted .....	49
Occupation, China Medals Available .....	51
Summary of Legislation .....	52
Directives in Brief .....	55
Complete Reenlistment Information .....	56
Books: Events and Places Featured .....	58
Book Supplement: <i>Chilean Episode</i> .....	59
Taffrail Talk .....	64

● FRONT COVER: Santa Claus and a Christmas package bring a look of quiet joy to the face of an unidentified orphan girl at a Christmas party at NAS Columbus, Ohio. Others are Vic C. Pyle (left), AD1, USNR, and William P. Lowry, ADC, USNR.

● AT LEFT: The submarines which participated in Exercise MIKI in the Hawaiian Islands had their crews well-trained and well-fed. Here some of the boats are being provisioned from USS Sperry (AS 12).

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

# Carrier Cruise

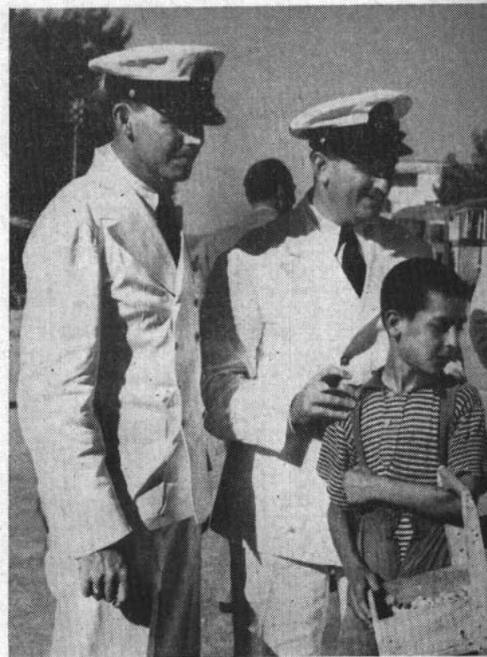
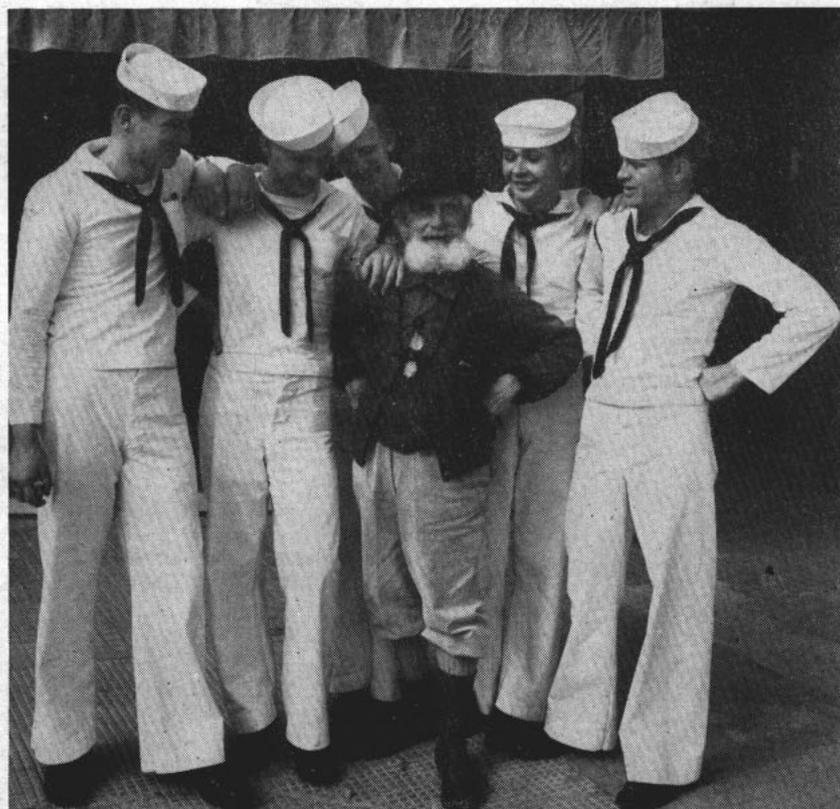


LIBERTY BOAT leaves *Coral Sea* bound for adventure in Istanbul, Turkey (above). Below: In Rapallo, mountaineer tells of climbing in the Italian Alps.



**D**ON'T try to tell personnel of the mighty carrier *Coral Sea* that there's better or more varied liberty anywhere in the world than in the Mediterranean area.

After a cruise with the Sixth Task Fleet during which the big flattop dropped her hook in ports of call from Gibraltar to the Suez, they're convinced they've had the most of the bestest.



GREEK BOY SCOUTS scramble ashore following visit to *Coral Sea* in Peiraeus (at



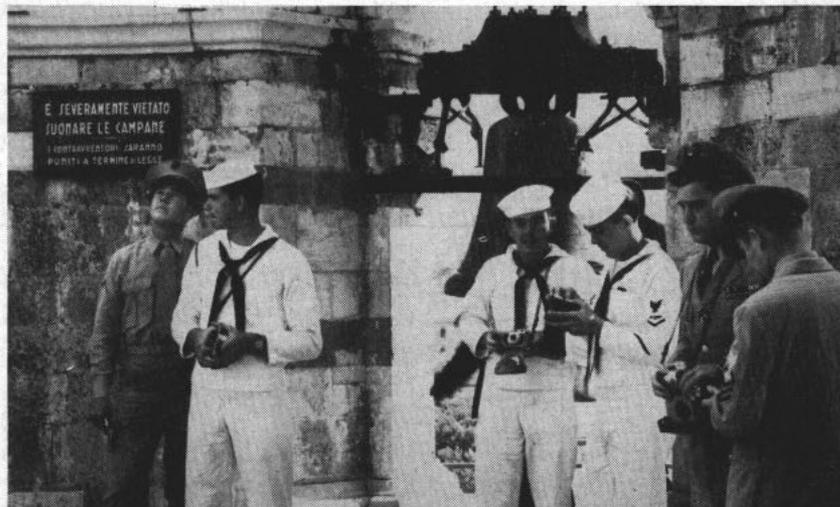
VIVACIOUS French girls chat with *Coral Sea* sailors on a swank beach near Cannes (center). Above: Shutter bugs climb ancient ruins in Athens, Greece.

They'll tell of dances and beach parties in hospitable Cannes, France, and rave about the charming made-moiselles. Sightseers will talk your ears off about trips made to the ruins of Athens, Pompeii and the fabulous Palace of Minos on the Island of Crete.

*Coral Sea's* cruise proves again that Navy men get to know the people and customs of faraway places.



right). Above: Chief makes a purchase from a small peddler in Khania, Crete.



SEEKING-OUT interesting camera angles, EM from the giant carrier climb to top of the Campanile, famous the world over as the Leaning Tower of Pisa.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SERVICE RECORD PAGES 4A-4B**—To insure that proper action is taken in regard to handling pages 4A-4B of enlisted personnel's service record, BuPers is reminding commands of the proper procedure to be followed when personnel are discharged, inactivated or otherwise separated from the service.

When an individual reenlists, transfers to the Fleet Reserve, or enlists in the Naval Reserve at the place of separation, pages 4A-4B will be removed from the completed service record and inserted in the new record.

If the individual does not immediately reenlist, the original page 4A-4B is to be removed from the completed service record and securely stapled to his discharge certificate. The man will be advised that this ser-

vice record page must be retained and presented with his discharge papers should he desire to reenlist at any time.

If the man reenlists at a later date the original page 4A-4B will be placed in his new enlisted service record. If this page has been lost or otherwise is not available, the ship or station first receiving the individual for duty — or the district commandant in the case of Naval Reservists — will request the Chief of Naval Personnel to forward a certified copy of this page for inclusion in the man's current service record.

Widespread failure to follow the procedure outlined above and an excessive number of requests for certified copies of pages 4A-4B prompted BuPers to issue this reminder.

• **EXAMS FOR OFFICERS**—Plans have been made to conduct promotional examinations for Regular Navy officers above the rank of ensign after 1 Jan 1950, and for those ensigns subject to professional examination during the early part of May 1950.

Included in BuPers Circ. Ltr. 168-49 (NDB, 15 Oct 1949) is a list of those ensigns subject to professional examination during 1950. Those ensigns named in this list who were appointed under the provisions of Public Law 729, 79th Congress, and who do not request retention in the Regular Navy as outlined in BuPers Circ. Ltr. 162-49 (NDB, 15 Oct 1949) will not be required to take the examination.

Professional requirements for promoting Reserve officers after 1 Jan 1950 are contained in the publication, "Administration and use of Naval Correspondence Courses, March 1949" (NavPers 10840). In brief, Reserve officers may qualify professionally by completing naval correspondence courses to obtain required promotion units. Also included in BuPers Circ. Ltr. 168-49 is a list of USNR ensigns on active duty in Regular Navy

## Chief Transferring to Fleet Reserve Accorded Rare Tribute

Chief Boatswain's Mate Sam E. Franks, USN, was accorded a rare tribute when he transferred into the Fleet Reserve to close out over 26 years of active duty with the Navy.

In retirement ceremonies held on board *uss Namakogan* (AOG 53), Franks' commanding officer, Lieutenant Commander Robert L. Pearson, USN, a former boatswain's mate himself, paid him a tribute by personally piping him over the side for the last time, after awarding him a letter of commendation.

Chief Franks, who is only 41, entered the Navy on 9 May 1923, at Birmingham, Ala., at the age of 15. During the intervening years he traversed the seven seas in 10 different naval vessels.

The commendation awarded Franks read in part, "His devotion to duty and the energetic, conscientious, loyal and efficient manner in which he performed his duties has contributed directly toward meeting the operating commitments and high standard of smartness of *uss Namakogan*. His conduct and performance of duty has been at all

times in accordance with the highest traditions of the Navy and is deserving of a 'Well Done.'"

The chief's career has been high-



**SALTY** Sam E. Franks, BMC, USN, transfers into Fleet Reserve after 26 years of outstanding service.

lighted by many notable occasions but the one he prizes most occurred in July of 1941 at Argentia, Newfoundland, where the late President Franklin D. Roosevelt and the then Prime Minister of Great Britain, Winston Churchill, met for the signing of the Atlantic Charter.

During his service years Franks was commended on four separate occasions by his superiors for outstanding seamanship, initiative, bravery under fire, and the tireless devotion to duty. He took part in three invasions — Casablanca, Normandy and Southern France — and has been awarded six good conduct medals.

In explaining why he was allowed to enter the Navy when he was only 15, Franks said he was a big lad for his age.

The chief admitted that getting accustomed to being a "landlubber" is going to be difficult — but his prime worry at the present is to acquire the "new look" in his walk to replace the old "destroyer roll" he acquired during his years at sea. — Don Collett, JO1, USN.

### Courtesy of 3 Navy EMs Impresses USAF Flyer

Three Navy enlisted men must have read the recent ALL HANDS article on Naval courtesy ashore and afloat (ALL HANDS, July 1949).

An Air Force lieutenant colonel called the ALL HANDS office the other day to give the three anonymous sailors a verbal pat on the back for an everyday word of thanks they offered after "hitch-hiking" a ride from El Paso, Tex. to Washington, D. C., in an Air Force B-25.

"You know," the colonel said, "I've given rides to a lot of fellows as I fly about the country, but these were the first that stayed around the field until we got the plane tied down just to say thanks for the ride.

"No, I don't remember their names now," he added. "I wish I did—they'd make good examples."

billets who are due for promotion during 1950. These ensigns will be required to complete the prescribed promotion units listed in NavPers 10840 before they may be promoted.

BuPers has requested that commanding officers make certain that all eligible officers serving under their command, and those named in the lists attached to BuPers Circ. Ltr. 168-49, be notified promptly.

**• NOW UNDER SINGLE COMMAND** — All the Navy's cruisers and destroyers in the Pacific are now under a single command.

As an economy move, the type commands of "Commander Destroyers, Pacific Fleet" and "Commander Cruisers and Battleships, Pacific Fleet" were disestablished and their functions assumed by a new command, "Commander Cruisers and Destroyers, Pacific Fleet."

Heading the new organization is Rear Admiral Laurance T. DuBose, USN, who relieved Rear Admiral Emmet P. Forrestel, USN, former Commander Destroyers, Pacific Fleet.

Although one battleship, *uss Missouri* (BB 63), is still on active service in the Atlantic, the title "Commander Battleships and Cruisers, Atlantic Fleet" was terminated in March 1949. The last battleship to see service in the Pacific was *uss Iowa* (BB 61).

**• GIVING SANTA A HAND** — The Navy, along with the other armed forces, is giving Santa Claus a hand this year. Almost 4,000 military vehicles have been loaned to the Post Office Department for the holiday rush.

Trucks were allocated to the Post Office Department through 13 administrative areas in the U. S., Puerto Rico and Hawaii. The military vehicles in each area are under the supervision of a military transportation officer representing the Department of Defense. Distribution to the various post offices began on 1 December.

**• SUBVERSIVE ORGANIZATIONS** — Three additional organizations are now to be listed as communist on loyalty certificates executed by naval personnel. They are:

• American Rescue Ship Mission — a project of the United American Spanish Aid Committee.

• Emergency Conference to Save Spanish Refugees — founding body of the North American Spanish Aid Committee.

• National Conference on American Policy in China and the Far East — a conference called by the Committee for a Democratic Far Eastern Policy.

These names are given in BuPers Circ. Ltr. 161-49 (NDB, 15 Oct 1949), and the letter directs that they be inserted under "Communist" on loyalty certificate forms now in use. Also, the letter directs that asterisks be placed after the names of "Communist Party, U. S. A." and "Communist Political Association," and that the following explanatory note be added:

"Includes all state and local branches and factions, for example: Florida Press and Educational League; The Daily Worker Press Club; Yiddish Kultur Farband."

Additional action required of personnel preparing loyalty certificates follows:

• The full name of each applicant executing a loyalty certificate should be typed or legibly printed beneath his signature, together with his naval rating or grade or the naval position for which application is being made — that is, "applicant for enlistment," "midshipman applicant," or "applicant for commission." His naval service number or file number should also be typed or legibly printed if it can be ascertained.

## HERE'S YOUR NAVY

The Bureau of Yards and Docks, assisted by the University of Miami, has begun a new study of ways to control marine borers. Marine borers come in three broad types—ship-



worms, boring clams, and a species of tiny crustaceans called limnoria. All three types have been chewing up mankind's nautical equipment for a long time.

\*\*\*

Shipworms are usually no more than a few inches long, but specimens up to two feet are common. One tropical specimen more than six feet in length has been reported.



They often plug the hole they make upon entering a wooden member, then hollow out the inside. BuShips investigation has shown that shipworms can ruin a 12-inch piling in eight months.

\*\*\*

Boring clams do not dig deeply, but can reduce the diameter of a pile by four inches in a year. The crustacean is also a shallow worker, but can gnaw a piling away at the



rate of two inches a year. BuShips has been working with various agencies for several years, studying control methods. More than 300 test boards are operated in the Atlantic and Pacific.

# Photographing the Top of the World

THROUGH an all-seeing camera's eye, the Navy is seeking out some of Mother Nature's best-guarded arctic secrets—underground reservoirs of oil.

Most people wouldn't see much in the photographs of the barren wasteland which is the Navy's Alaska Petroleum Reserve No. 4. To the inexpert eye, these photos are a tedious repetition of tedium. But to the scientists of the U. S. Geological Survey, they provide a modern shortcut that may lead to discovering great pots of black gold at the end of the Aurora Borealis. Alert airmen must fly a steady course and bring back accurate photo evidence.

The job of a Navy flying squadron, Patrol Squadron 61, is to supply these pictures. The photos it takes may be used to discover coal or to prepare accurate maps as well as to find oil. It's all the same to the pilots, navigators, photographers and radiomen who man the outfit's Beechcraft "Navigators" and Consolidated "Liberators." The pictures roll out by the

## Navy Cameras Are Seeking Underground Reservoirs Of Far North Black Gold

thousands, and taking them is only a small part of the job.

More important than quantity is precision. A deft touch on the controls, a close sight on landmarks, an all-around alertness on the part of the men at the cameras, these are some of the special and necessary skills and techniques of the photo survey men. If they make mistakes, they are sent back to retake the bad photos. All in all, it's an exacting precision job, boring at times to the personnel of VP-61, but interesting to those of the Navy world who know the value of their work.

Whether you fly in a *Liberator* out of Nome, on Seward Peninsula, or in a *Navigator* out of the Navy's camp at Umiat, you will be flying in broad daylight, and usually in sunshine,

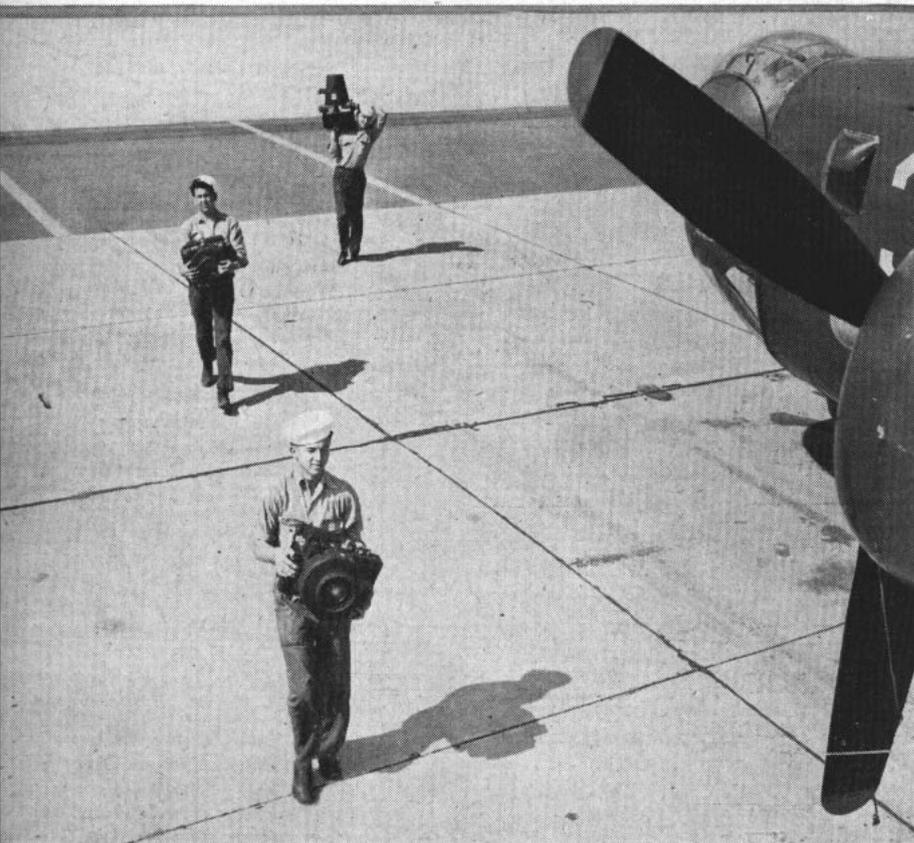
both at the beginning and the end of your working day.

If you happen to be awake at midnight on the night of 23 June at Point Barrow, you can look out and see the sun at eight degrees above the horizon. That's discouraging for those who find it hard to sleep in the daytime. But quite often a fog rolls in from the Arctic, pulling a thin gray veil over the sun's shining face. Sometimes during the summer's work—even in June and July—a flurry of snow provides some relief to those who need it. After a while most members of the photo survey group are sleeping as well as ever, though the sun is shining brightly.

Each morning, after breakfast and after several cups of joe made from melted snow, there comes the time of planning the photo-making hop. Pilots and navigators gather around a chart to plot the day's activities. During the conference, the photographer's mates set up the cameras which have been loaded in the lab with film rolls 200 feet long and nine inches wide. They set shutters and diaphragms and magazine counters, and even remove the lens caps and dark slides. When the pilot comes out to warm up the plane, the photographer's mates check such items as electrical connections and vacuum tubes which are used to operate the cameras at high speed. Depending on the type of camera and the interval between pictures, an entire magazine load can be expended in a matter of seconds.

The photographers install their cameras in three different arrangements, according to what they are to photograph. For a horizon-to-horizon sweep across the flight path, the trimetrogon arrangement of three cameras is used. This consists of one camera mounted to take pictures "straight down," while the other two cover areas to the right and left. If photographs of only a certain area below the plane are desired, only one camera is used—installed vertically. And if pictures of rock formations are desired for clues as to where to drill for oil, hand-held oblique cameras are used to take pictures along canyon walls and river banks.

Most of the men are old hands at it now, but when the squadron first surveyed the Salton Sea and Imperial



SKILLED aviation photographer's mates carry the aerial cameras out to one of the squadron's *Liberators* for installation prior to a mapping mission.



**SUCCESS** of aerial survey depends on navigator (left) and photographer whose big cameras must function perfectly.

Valley in California for practice, they found that keeping the plane on a constant true heading and parallel to the adjacent flight line — and perfectly level — was a hard job.

The six *Liberators* and four *Navigator*s cover huge amounts of territory. The Reserve extends 250 miles along the top of Alaska and goes into the interior about 150 miles. In the northern coastal belt is the plains country, barren and flat and half covered with shallow lakes. Farther inland are the foothills — linear low ridges and low hills barren of any vegetation other than scrubby tundra. “No trees worthy of the name,” says a geologist just returned from spending three months inspecting the area.

On the southern limits of the reserve are the jagged peaks of the Brooks Range, piling up as high as 10,000 feet. Despite the wildness of the area and the ruggedness of the southern edge, VP-61 does not consist of fair-weather fliers. The photo squadron sends out planes every day while operating, to scout the area to be photographed, regardless of the weather. The rugged mountain area is perpetually covered with glaciers and snow fields.

As the plane nears the area to be photographed, the pilot, navigator and photographer are busy making preparations. Final settings are made on the cameras as fast as the information is relayed back from the pilot's

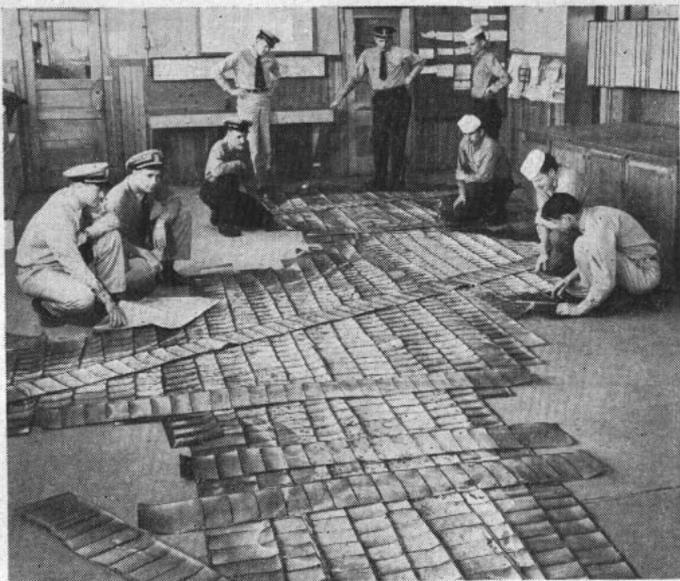
compartment. On a typical run for taking photos with the vertical camera installation, the pilot might climb to 20,000 feet. After starting the run he must hold the plane as steady as possible. Meanwhile, the navigator is using the plane's bombsights or perhaps a graduated plastic grid to take constant bearings on landmarks which help pin point arctic findings.

Only minor mistakes can be cor-

rected. If the plane veers off course, gaps will occur in the photo layout. If the plane pitches or yaws, distortion of the picture occurs and reduction or enlargement of the strip has to be made in the photo lab. Although there is a planned overlap of 60 per cent on one side of the photograph and 40 per cent on another side, providing stereoscopic coverage, open spaces in the layout will result from



**ACCURATE** indexes identifying and locating thousands of nearly identical aerial photographs are assembled by highly trained photographers of VP-61.



**FIELD CHECKING** of previous day's coverage (left) is done immediately after processing 200-foot rolls of film (right).

flying slightly off the direct line of prescribed flight.

During the run while the cameras are operating, one or two photographers check to see that the magazines are winding, that the intervalometers are working and that the cameras are level. Another photographer is stationed at the viewfinder to give instructions to allow for drift, to check the interval of exposure on the cameras and, if necessary, to reset the intervalometer which regulates the speed at which the pictures are taken. All in all, the art of taking multiple pictures of large areas with

maximum precision requires some of the most precise teamwork of any job in the armed forces.

Back at their base at Umiat or Point Barrow, the aircrewmembers usually stow their film magazines after coverage has been checked. Most of the rolls aren't completely printed until the end of the photographic season. Personnel of VP-61 spent the summer of 1948 and 1949 taking aerial photographs of Alaska, then adjourned to warmer climates at Miramar, the auxiliary air station near San Diego, Calif., for the winter.

This part of the year produces the

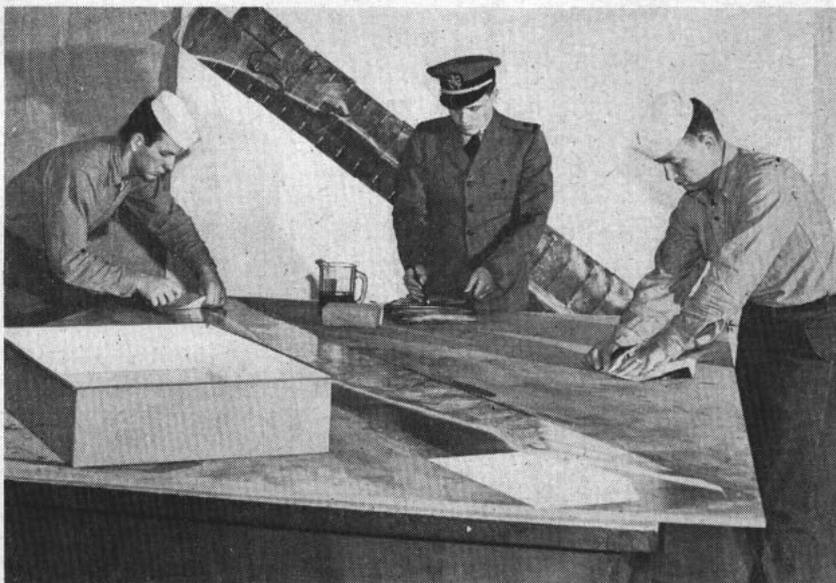
fruits of their summer's labors. The first winter saw about 350,000 aerial photographs turned out, covering something like 68,000 square miles of Alaska — almost twice the area of the Petroleum Reserve. Southeast Alaska was covered by VP-4 in 1948.

At Miramar the personnel of VP-61 employ a new set of skills to turn out the photographic jig-saw puzzles which cartographers and geologists are awaiting. Contact prints are made with the nine-by-nine-inch negatives. Cataloging the tremendous number of photographs is a job in itself.

VP-61's final product is turned over to the U. S. Geological Survey. Layouts, from which maps are made, are sent to Denver to a cartographic unit of the Department of the Interior. Other material is sent to Washington, D. C., for study, where geologists and field parties, who have just returned from the Alaska Petroleum Reserve, can brief themselves for their next summer's work.

The survey parties are in the field complete with their weasels and movable camp equipment from late May to early August. Study of aerial photographs has given them a hint as to where oil may be "trapped" by rock formations. By determining the direction of the rock strata from the surface, geologists can determine where oil reservoirs may exist far below.

They maintain radio contact with Umiat and Point Barrow, but they seldom see other humans in the area. There are sparsely scattered Eskimo encampments and a few permanent



**AERIAL MOSAICS**, delicate photographic jig-saw puzzles, are mounted by expert VP-61 personnel in the squadron's photo interpretation laboratory.



**LETTERING** of legends for complex mosaic and camera repair are collateral duties assigned to squadron personnel.

Eskimo villages. With fair regularity the parties receive the Navy's most recent photographs, as well as mail from home and food from the base — carried to them in Alaska's famed "bush planes." These are small aircraft, carrying one to four passengers, which have become the most-used means of transportation in the bush country.

Although the photo squadron and survey parties return to the U. S. during the cold winter weather, drilling for oil goes on throughout most of the year. The civilian contractor who does this job has four drilling rigs which can be moved fairly easily, but

only in winter. In all, some 500 people are engaged in the search for oil.

But behind it all lies the work of the bird's-eye-view men of the Navy, who do the original ground work from the air. — LCDR Woodrow R. Clevinger, USNR.

### Navy Plants Coconuts

The Navy gets into some strange occupations out in the Trust Territory of the Pacific Islands — among them are school teaching and local transportation. Another is — of all things — coconut planting!

Peleliu, one of the Trust Territory

islands, had most of its coconut trees as well as most of its other vegetation destroyed by American and Japanese bombs and shells during the siege of September 1944. Coconut trees are vital to the economy of the area. The nut provides food and drink as well as valuable copra for export. (Copra is used for making coconut oil.) Also, the fronds of the coconut palm are used for making baskets and thatching huts.

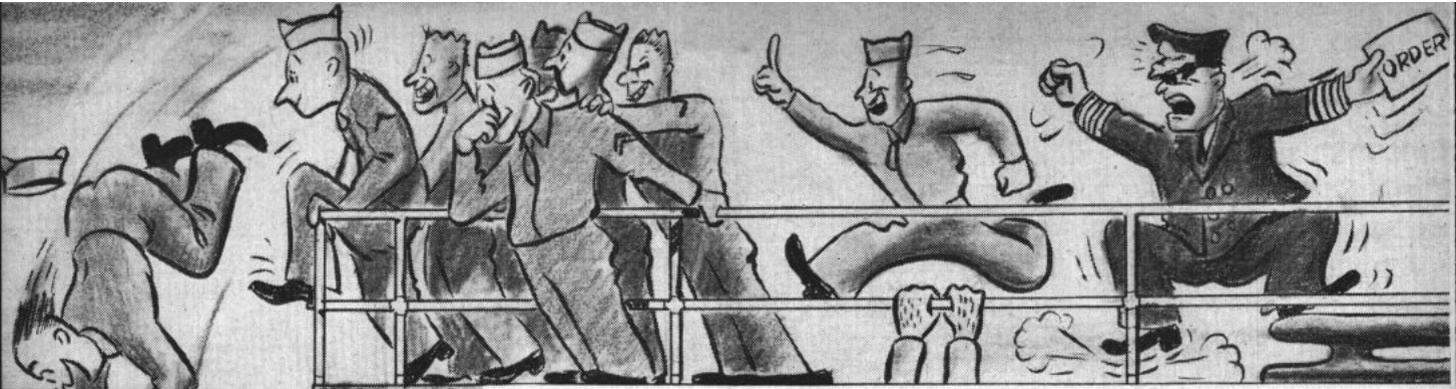
While Peleliu was almost "clean out of coconut trees," Babelthup — largest island of the Trust Territory — had plenty of them. The Navy let 5,000 coconut sprouts get started, then loaded them into landing craft and hauled them to Peleliu. Planted there, they will soon be swaying in the tropic breeze and providing the local people with the necessities of life.

That operation involved the Navy's local transportation system, of course, but here's another instance: Fifteen young men of the Palau Islands, Trust Territory of the Pacific, departed not long ago for Truk, to attend the Navy's educational training center. The part of their journey which took them from their homes to Guam was made aboard a Navy LSM.

Seven of the students who enrolled in the Truk training center entered a communication school. The others are learning to be school teachers themselves. The communication students will work in their trade for the Navy's island government after graduation.



**VALUABLE** aerial photographs must be processed carefully to prevent damage and distortion which would render them useless for mapping purposes.



## Savvy Sailors Don't Fall

UPON announcing for the first time that he has decided to join the Navy, many a young fellow immediately has been asked this question: "But, John — what if you should fall overboard? Would they come back and get you?"

To this query, John may reply, "Oh, sure." But if Mother calls the recruiting office next day, she'll get a more definite answer.

In general, that answer will be the following: "Yes — always in peacetime and often in wartime, they will go back and get Sailor John if he falls overboard." From the day he enters the Navy, however — the recruiter may add — John will be taught to avoid falling overboard at all.

But the Navy knows that Sailor John or one of his shipmates may fall overboard occasionally. Therefore, it has worked out some pretty elaborate procedures for getting him back aboard again. As a matter of interest and education, some of them are outlined here.

If Sailor John goes aboard a medium-size or large-size ship for duty, he may be assigned duty as a life buoy lookout while underway. If he is so assigned, he'll remember what they told him at the training center about standing life buoy lookout watches. Also — the first time, at least — the PO who shows him his duty station will give him instructions. On the smallest ships, various bridge personnel would take the place of a special life buoy lookout.

Also, there will be a certain boat designated and prepared for use as a

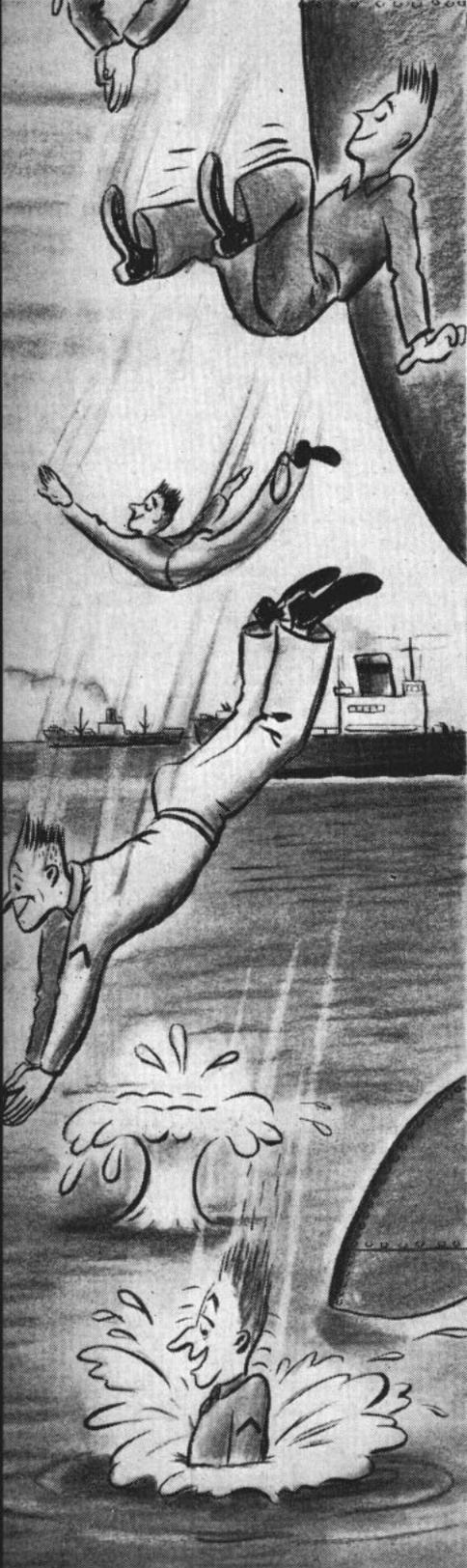
lifeboat. This, ordinarily, will be a motor whaleboat. A lifeboat crew will be mustered and kept ready for instant duty.

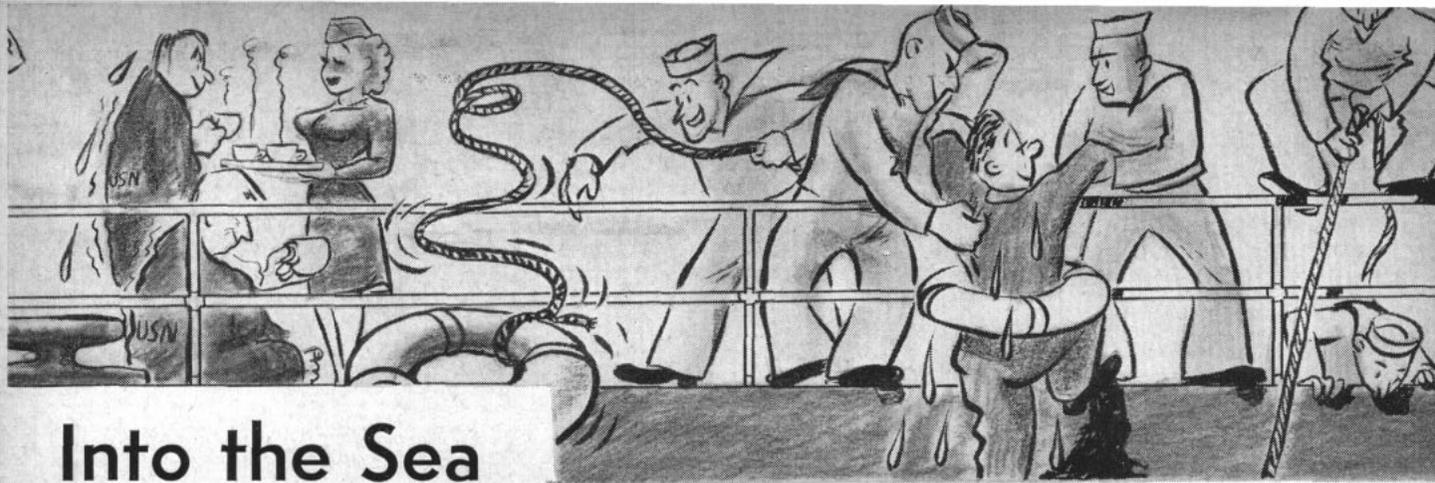
Supposing, then, that the night is dark. The ship is cruising along at a steady 12 knots when Seaman Brown suddenly remembers that he left his jack knife up in the forward starboard gun tub when the word came for a clean sweep-down fore and aft. Brown makes his way up the blue-lighted ladder and out onto the dark, windy deck. At the gun tub he finds his knife just where he left it. Before starting back, he leans out over the side to see if there is any phosphorus in the water. Sure enough, there's lots of it — hunks of it as big as lima beans, boiling and tumbling all around where the ship churns up the water. My goodness, just look at it. . . .

There is a whoop of terror and a splash. Sailor John, at his life buoy station, yells "Man overboard!" and things start happening at a great rate.

Not having received any orders from the bridge, Sailor John yells his alarm a couple more times — then gets his life buoy overboard. Attached to the buoy is a light which is activated by flashlight batteries. When it hits the water, the battery container floats upright, causing a mercury switch to close. The light bobs over the waves. . . .

Although he received no orders from the bridge, Sailor John immediately finds that the people up there aren't asleep. He hears a faint jingle of signals and detects that the engines have stopped. He sees two red lights





## Into the Sea

flash on, up on the mast. These are the night-time breakdown signal. A different signal would be used in the daytime or in fog. As the ship slows, John hears the lifeboat crew climbing into their boat. Searchlights sweep the water in the vicinity of the life buoy. A dark head bobs near the buoy. An arm encircles the ring. Another arm waves white in the searchlight's glare. Seaman Brown will be all right.

When the ship has slowed to three or four knots, the lifeboat hits the water. With some difficulty because of the ship's rolling, the crew casts off the boat falls. The boat circles back and heads toward the spot-lighted form of Brown who is clinging to the lifebuoy. In a little while a white "star" rises into the air above the boat and falls, fading, back toward the water. That was the *Very's* pistol signal, indicating that the crew has picked up their man. A red star would have meant "need assistance," while a green one would have signaled this sad news: "cannot find man."

Back aboard ship, Seaman Brown will be asked some pointed questions as to how he happened to tumble into the ocean. Unless his answers are very plausible, he is likely to be unpopular for awhile with a good many people. Nevertheless, he *was* rescued — and that's the important thing.

The procedures described up to this point are included under "Procedure one." Procedure one is used always in peacetime, and also in wartime except when procedure two or procedure three is prescribed by competent authority. Almost five pages

are devoted to procedure one in the Watch Officer's Guide, giving detailed instructions for use in various formations and under various conditions of light and weather. Procedures two and three are covered in a publication called General Tactical Instructions. These are used in time of war, under certain circumstances.

There is one piece of advice that is good any time, and it is especially good in time of war. That is this: *Just don't fall overboard.*

In wartime, when a motionless ship is a "sitting duck" for enemy submarines, or when ships are in a strict formation and on an important mission, the plight of the man overboard is likely to be very grave. When possible, other ships of the formation or convoy will often pick up a man who has fallen overboard from a ship further ahead. Still, the relative merits of leaving one man behind or of endangering hundreds or thousands by stopping must be considered in time of war.

Although the Navy has elaborate procedures and detailed directives for rescuing men overboard, it's truly better to stay aboard in the first place. Men have struck projections on the ship's side on the way down, injuring themselves seriously. Others, and sometimes the same ones, have been wounded or killed by sharks or other fish. Sometimes it is impossible to find the floating sailor in darkness or stormy weather.

A man overboard has been known to get run over by a following ship or drawn under by the propeller of

his own ship. Pneumonia can be caught as a result of a mid-winter swim, to say nothing of death or incapacitation through the shock of exposure.

Even if a man is picked up almost immediately by a following ship, his troubles aren't automatically done with. If the weather is bad or the mission urgent, it may be a long time before he gets back to his own toothbrush and slumber-sack.

Of course, nobody's going to fall overboard on *purpose*, but then — there's this story:

The convoy was plodding across the Pacific — or was it the Atlantic? The area was relatively safe, and time hung heavy. One day one of the thousands of soldiers aboard the transports fell overboard. Immediately there was all kinds of excitement, and the soldier was picked up by a following ship. He was cleaner, cooler, and no less healthy than before.

The next forenoon another soldier fell overboard; that afternoon, still another. With each "man overboard" there was the soul-satisfying flurry of excitement to break the monotony. At last there came a message to all transports from the flagship:

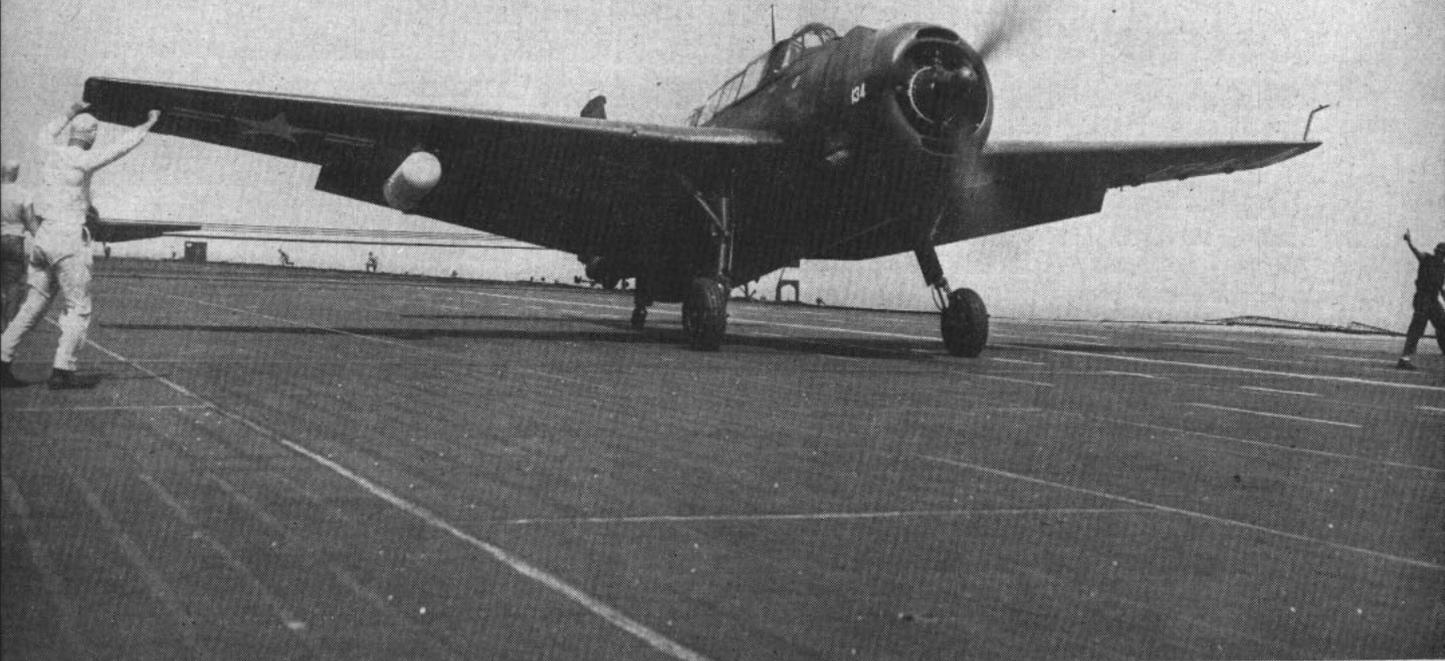
**BEGINNING IMMEDIATELY,  
FALLING OVERBOARD IS  
POSITIVELY FORBIDDEN**

It stopped, too.

In war or peace, don't put yourself in a position where you may land in the briny deep, unless you have to — and if you have to, wear a life jacket. That will give you a better chance under procedure one, two or three.



# Reservoir of Striking Power



**CARRIER REQUALIFICATION** of week-end warriors was high-spot of another record year in Air Reserve training.

**W**HEN the last fighter plane of Carrier Air Group 75 caught a wire on the flight deck of *uss Cabot* (CVL 28) the 1949 "carqual" season of the Naval Air Reserve came to a successful close.

For the "part-time" airmen of CVG 75 and 15 other Naval Reserve air groups, composed of many fighter and attack squadrons, the year 1949 marked the inauguration of a system of training which gave tangible proof of their readiness.

With 5,489 carrier landings behind them, insurance agents, automobile salesmen, factory superintendents and other civilians who donned their flight gear for Naval Reserve week-end flight training, could look back on the year with satisfaction.

It was the first time in the four years since the end of World War II that most of these Reservists had landed on a carrier, and in certain instances it was the first time that some of the pilots had *ever* landed on a carrier.

The carrier requalification of the weekend warriors during 1949 was the highspot of another record year in Naval Air Reserve training.

A record-breaking total of 394,000 pilot flying hours — during 14-day annual training — was chalked up by Navy and Marine Corps squadrons located at 27 Reserve air activities throughout the country. This tremendous total represents an increase of nearly 25 per cent over the 1948 training cruise record — some 302,000 pilot hours.

While statistics on pilot hour time for the entire year are not yet available, it is expected that the Naval Air Reserve will have passed the 1,000,000-hour mark during calendar 1949 — another record achievement.

The year 1949 also saw the advent of other "firsts" in Naval Reserve aviation, including:

- Television training of airmen and pilots at Reserve air stations. This experiment originated at the Navy's Special Devices Center, Port

Washington, Long Island, and was carried on with special television classrooms at certain activities, while control groups at other air activities all over the nation studied the value of varying methods of instruction.

- All-jet Navy fighter planes and the latest conventional aircraft made their debut in Reserve training. FH *Phantoms* and FJ *Furies*, both jet fighters, and the new *Bearcat* are now taking their place in the Reserve line-up, along with *Hellcats*, *Corsairs*, trainers and other familiar aircraft of World War II fame.

As one method of increasing the enlisted strength of the Organized Air Reserve, the air program initiated a new plan to indoctrinate 2,100 Reserve recruits in basic naval military requirements and technical aviation subjects. The high-school-age recruits spent eight weeks of the past summer at 20 activities of the Naval Air Reserve Training Command. Following the completion of the course, most

of the recruits were retained as members of the Organized Air Reserve.

Both in the Organized and Volunteer components of the Naval Air Reserve membership jumped.

Approximately 61,000 Naval and Marine Corps Reservists are now actively participating in the air training program.

In the Volunteer Reserve drilling units multiplied to 63 AVUs (Associated Volunteer Units) which provide either flight training or ground school instruction, and 105 VAUs (Volunteer Aviation Units) which consist of lecture sessions sponsored by naval districts.

In the 1949 "carqual" program, five aircraft carriers were employed for the Reserve indoctrination: *Franklin D. Roosevelt* (CVB 42), *Cabot* (CVL 28), *Wright* (CVL 49), *Siboney* (CVE 112), and *Saipan* (CVL 48).

Here is what the rigorous training program of carrier operations consisted of: take-offs and landings on flight decks, catapulting, formation tactics, fighter interception problems, air-to-air gunnery, strafing, dive bombing, rocket firing, and anti-submarine exercises.

And while the pilots were flying, the hard-working Naval Air Reserve crewmen were doing "overtime," servicing the aircraft with gasoline, oil, bombs and ammunition to keep the planes in the air during training cruises when every minute was precious.

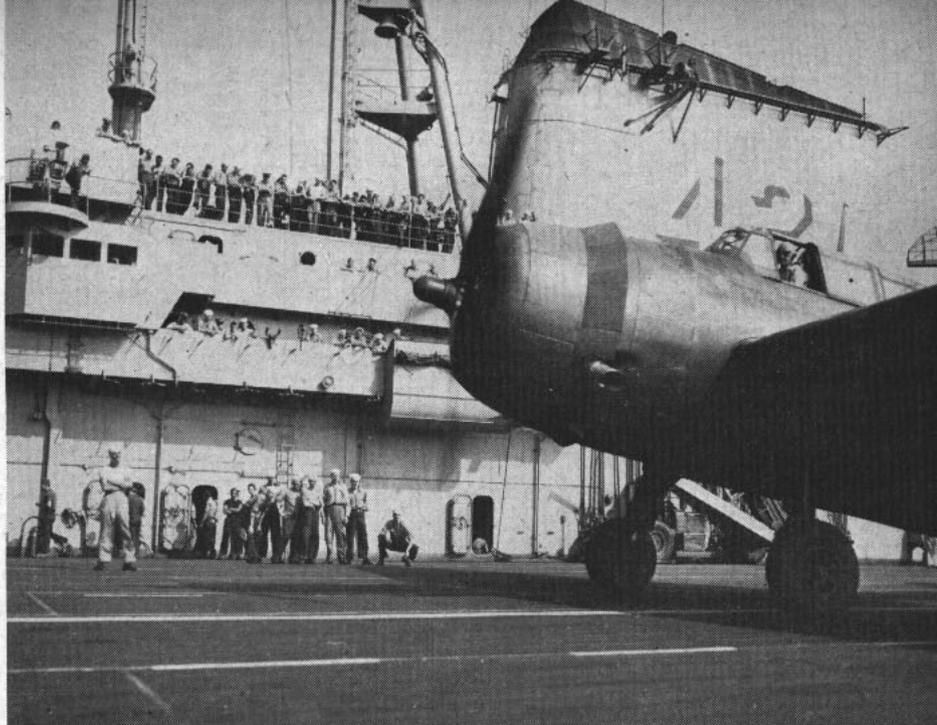
When the last carrier qualification was completed the air crews were commended for keeping aircraft availability at an average of more than 90 per cent.

Typical of the praise bestowed upon the carrier groups was that given by the commanding officer of USS *Saipan*.

"I'd be glad to have this Reserve squadron assigned to my ship," he said of CVEG-62 which, during its training cruise, completed 383 take-offs, 64 catapults and 447 carrier landings without even blowing a tire. The pilots average 32.5 carrier hours each.

A radio news commentator went on one of the carrier qualification cruises as an interested spectator. His comments given on a nationwide broadcast serve to show the impression the Reservists made on a civilian bystander.

"From what I've seen these Navy



**HIGH PRAISE** was accorded the Reservist pilots and hard-working crewmen for a group performance that offered tangible proof of their readiness.

pilots are about as good as they were five years ago," the commentator said. "A little older, maybe a little more cautious. . . . They flew down from Floyd Bennett in New York — *Corsair* fighters and torpedo bombers. Most of them hadn't landed on a carrier for four years.

"They represent a cross-section of civilian life. This is their two weeks of active duty, and believe me it is active!"

Before boarding the carrier the Reservists had made simulated carrier landings for five days at Pensacola, flying from six in the morning until seven at night. When they flew out to land on *Cabot*, the commentator said, they came in like veterans. "Those salesmen and insurance agents haven't lost their skill," he added.

"How soon would these men be in operation in the event of war? I don't



**REARMING** of a *Hellcat's* wing guns is observed by recruits who took the cruise while enrolled in the Air Reserve's eight-week training course.



SEA-GOING trainees, as part of their indoctrination course, watch flight deck operations from the portside catwalk of USS *Franklin D. Roosevelt*.

know — they argue about that themselves. But it certainly wouldn't be long.

"They're flying operational aircraft, still in use in the fleet. The bombing, the gunnery and the flying of this Reserve group from Floyd Bennett measured up to some performances I've seen by units of first line pilots.

"This Reserve program," he concluded, "represents an insurance policy and at very little cost."

There was only one major accident marring the carrier operations of the Reservists during the entire year. Lieutenant Commander L. K. Droom, USNR, skipper of Air Group 87, was killed when his plane crashed into the sea. Otherwise no pilots were injured or hurt. Damage to aircraft in carrier landings was negligible.

More than 32,500 Navy Reservists (8,200 officers and 24,300 enlisted men) participated in the 1949 Or-

ganized Air Reserve training program. A ready "reservoir of striking power," the 1949 Organized Reserve includes 55 carrier groups of fighter and bomber pilots, 25 patrol squadrons, 25 transport squadrons, 47 FASRons, two photographic squadrons and one blimp squadron.

Reserve patrol squadrons engaged in special training. Patrol Squadron 56, of Jacksonville, Fla., for example, engaged in maneuvers with the British frigate HMS *Snipe*.

While *Snipe* tracked the Reservists on its radar and "defended" itself with deck guns, the "enemy" weekend pilots attacked the ship. Frigate Commander C. G. Walker, Royal Navy, complimented the Reservists on their excellent marksmanship and air discipline.

Other patrol squadrons trained with fleet submarines and polished up on the latest A/S warfare. The single lighter-than-air squadron in the Reserve command, ZP-51, NARTU, NAS Lakehurst, N. J., engaged in anti-submarine operations off Long Island, N. Y., with Submarine Squadron Eight. During training operations near Virginia Beach, Va., the blimps provided anti-sub coverage for an amphibious task force.

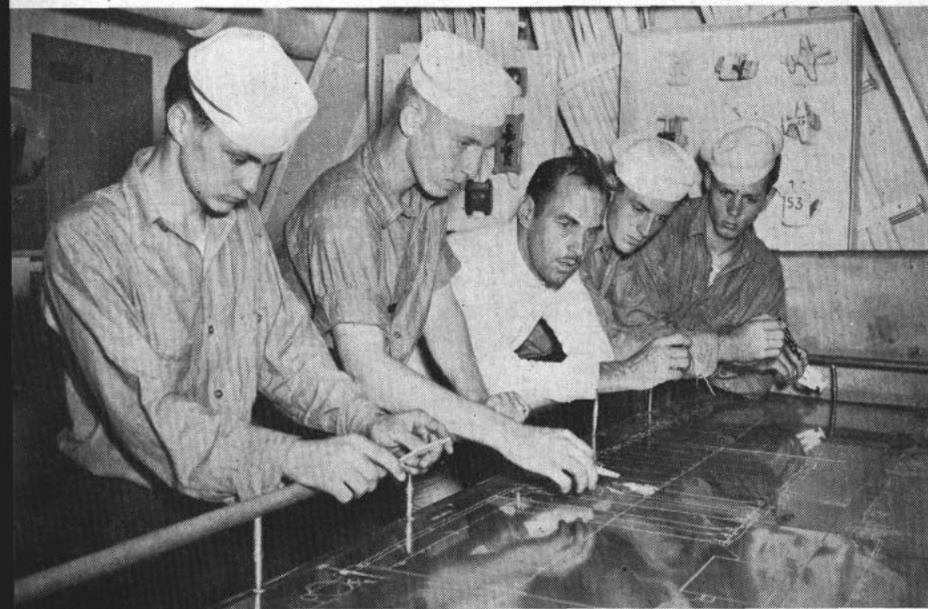
Flight training has been established in the Organized Reserve on a squadron basis, with a required 100-hour minimum flight syllabus supplemented by ground-school courses.

To keep up its quota of Reserve pilots, the Navy went into its second post-war year of NavCad training. Under this program, which extends to 30 June 1950, a total of 1,200 qualified young men will be trained as aviation cadets and future Reserve officers of the Navy and Marine Corps.

The first all-jet fighters, along with the speedy *Bearcat*, entered the Naval Reserve training program in the late fall of 1949, presaging a more varied type of instruction for Reserve airmen next year.

Climaxing three years of preparation, during which the development of the Naval Air Reserve moved from the blueprint stages to that of a highly organized activity, the opportunity of training in the latest types of operational equipment indicates very definitely that the weekend warriors have "arrived."

The FH *Phantoms* and FJ *Furies* were delivered first to three Naval



DETAILED scale plan of carrier flight deck is used to explain spotting of aircraft. Intensive training was given all newly obtained Reserve EMs.

Air Stations — Floyd Bennett Field, N. Y., Willow Grove, Pa., and Oakland, Calif. The *Bearcats* went on Reserve flying duty at NAS Glenview, Ill., and Olathe, Kans.

The new equipment is being made available to nine Reserve stations in a procurement program which extends until Spring of 1950.

The latest training technique in the Naval Air Reserve, television, was organized last summer, with the instruction broadcasts using facilities of the National Broadcasting System. Special video classrooms were set up at Floyd Bennett, Willow Grove and NARTU Anacostia, D. C.

Serving as guinea pigs for the visual course, aircrewmembers and pilots of the Air Reserve at other stations all over the country were used as control groups. While the groups at the three stations actually using video attended lectures on pilot training for officers on Saturdays and airmen instruction on Sundays, the control groups aided in measuring the effectiveness of the method.

One group at NAS Squantum, Mass., was given face-to-face instruction by the same teachers who had lectured by television to the experimental classes. The second control groups at NAS Minneapolis, Minn., NAS Grosse Ile, Mich., and NAS Akron, Ohio, received instruction from local teachers who followed the lesson plans provided by the video instructors.

A third group at NAS Glenview, Ill., NAS Olathe, Kans., and NAS Dallas, Tex., were instructed by means of kinescopic recordings of the television lectures.

As a result of this revolutionary experiment, the television technique is now being studied for adaptation by other components of the armed forces.

During 1949 progress was also made in the Volunteer Air Reserve program. Now in an active drilling status, either with organized units or with AVUs are a total of 6,800 Volunteer Reservists who contribute their time without benefit of drill pay.

Marine Reservists participating in the training program now number 8,000 (including both organized and volunteer units). More than 10,000 Air Reservists are in an active duty status, in administrative posts and serving as stationkeepers.



INSTRUCTION is given in the operation of a 40mm. quad (above). Below: Boatswain's mate gives 'air boots' the word on anchors and hawse pipes.



LANDING SIGNALS (below) are explained by carrier's LSO. Reserve pilots made 5,489 carrier landings during the year's rigorous training program.



# WAVES OVERSEAS



FIRST enlisted Waves assigned permanent duty in Europe stroll in Grosvenor Square near their new Navy home.

THE transport's captain scratched his head.

There they were, all 12 of them, in the blue, complete with seabags, ready to board his ship — the first draft of the U. S. Navy's enlisted Waves to be assigned permanent duty in Europe.

The dozen smart-looking girls were bound for London, England, and the Flag Administrative Unit of Admiral Richard L. Connolly, senior naval commander in Europe, whose headquarters are in London.

Oddly enough however, the girls crossed the Atlantic not in a Navy but in an Army transport, *General Maurice Rose*. The ship at the time was making its last trans-Atlantic crossing under the Army's jurisdiction.

The ship's "skipper," an Army lieutenant colonel, saw that no effort was spared to give the Navy girls a pleasant trip. Bingo games were staged in the ship's mess hall in the evenings, and, for the most part, the girls were given free run of the ship.

The gals in blue responded in kind. One of the twelve, Loreen Wentworth, YN1, volunteered to act as a shipboard reporter, for *General Maurice Rose's* excellent daily newspaper. Another, Calista Westrick, YNC, did tricks with a typewriter in the squadron commander's office.

After the busy and pleasant voyage, *General Maurice Rose* pulled into Southampton and the Waves got a totally unexpected but royal welcome from the British press. Reporters and photographers showed up in strength at the pier side to interview the twelve and to take pictures of these sailors in skirts.

These preliminaries over, the girls were then hustled

into a train to be taken the 50-odd miles to London where they reported for duty at 18 Grosvenor Square, headquarters of the Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean, and the focal point of the U. S. Navy's activity in Europe.

The girls, all of whom volunteered to go to London for two years' tour of duty, live in apartments ("flats") a short walk from their jobs at Grosvenor Square. Each receives a quarters and subsistence allowance since there are no quarters provided for them in London.

Do they like their duty?

"Really, it's smashing, you know," they say.



INTERESTING sights about the great British capital are pointed out to three of the Waves by a London bobby.

# Small Arms Competition; Navy Sports Report

**R**ULES on competition for expert and distinguished rifle and pistol medals have been announced by BuPers in a new publication, *Landing Party Manual*, which is now being printed.

Soon to be distributed to the Navy, the new publication contains all current regulations on small arms marksmanship, and the methods for applying for medals which have been earned in legitimate competition. The *Landing Party Manual* supersedes the *Landing Force Manual*, which was last revised in 1946.

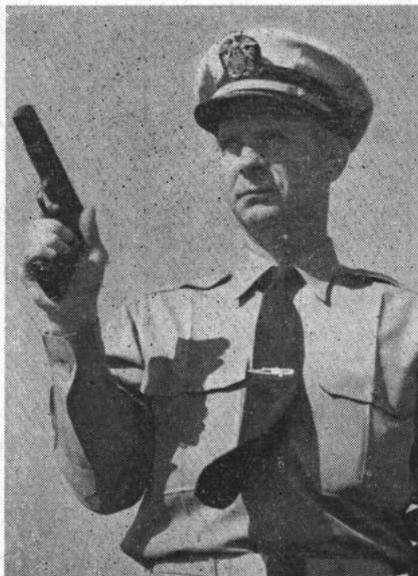
Here is the latest information on small arms competition:

- *Expert small arms medals* — All officers and enlisted personnel (including women personnel) are eligible to compete for expert small arms medals, with the exception of Medical and Dental Corps personnel, who are prohibited from qualifying in small arms unless they are actual members of a landing party and are authorized to carry small arms for self protection. In such cases their commanding officers must certify as to their eligibility.

Once obtained, the expert qualification continues in effect four years from the date of qualification, when the individual must requalify in order to be eligible to continue wearing the appropriate ribbon. Expert medals once issued are not required to be re-



**HARDWARE** display is ample evidence that CHMACH Offut Pinion, USN, nation's eighth ranking pistol marksman, is both active and accurate.



turned upon failure to requalify or lapse of qualification, but are kept by the man for future use. Only one such medal is ever issued to any individual for the same small arm.

Naval personnel desiring to qualify in small arms should request permission from their commanding officers or other proper authority, who will ordinarily make arrangements to give interested personnel an opportunity

to qualify if adequate facilities are available.

Upon qualification, Navy Small Arms Sheet Two must be properly filled in and forwarded to the Chief of Naval Personnel (Attn: Pers 10). BuPers then checks these forms and forwards medals to the COs of eligible personnel for presentation to them. Ribbons are authorized to be worn on the uniform in place of either the expert pistol shot medal or the expert rifleman medal.

- *Distinguished pistol shot and marksman* — After personnel attain the proficiency of experts, many opportunities are available for attaining recognition in small arms. At present there are three major championship matches in which naval personnel may compete for credit toward the coveted Navy distinguished pistol and marksman designation — the highest award authorized for Navy small arms competition.

These three championship matches are: the National Championships, held under the sponsorship of the National Rifle Association; the Fleet Championships, one for the Pacific Fleet (Pacific Ocean Area) and one for the Atlantic Fleet (Atlantic Ocean Area); the U. S. Navy Championship Matches, which will normally be held each year and composed of the best qualified shooters placing in the Fleet Matches. Credit may also be given



**SWIMMING TEAM** at NAS New Orleans receives trophy for aquatic excellence. Presentation is made at inspection by station CO to the team captain.

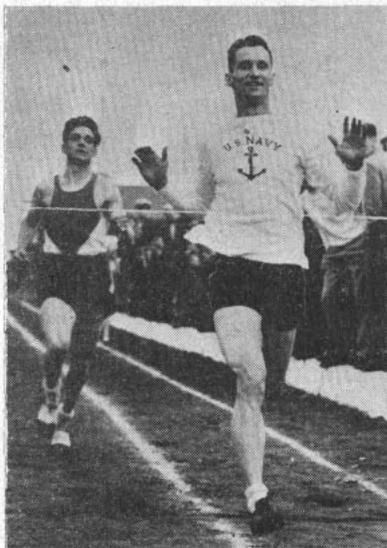
## Promising Speedster Aims for Olympics

Flying is old stuff to John P. Lafferty, AD1, usn, but when he transfers flight theory to his legs and begins burning up the cinder paths, it usually means another track trophy added to an already large collection.

Stationed at NAS Argentia, Newfoundland, Lafferty was practically unknown until about a year ago when he entered a 10-mile road race and finished a close second to the Newfoundland champion.

After that he became a "name" in local running circles and winning races became a habit. In the All-Newfoundland Track and Field Meet held at St. Johns this year, Lafferty entered and won both the mile and half-mile events. In the Feildian Meet, also held in St. Johns this year, he entered the same two events with the same results, much to the despair of the field of Newfoundlanders and Air Force runners who were forced to watch him — from the rear.

Married, the father of three daughters and possessing a record of 12 years unbroken service in the Navy, Lafferty is pointing to the



**FLYING FEET** of J. P. Lafferty, AD1, carried him to 2 wins in All-Newfoundland Track and Field Meet.

1952 Olympic Games as a goal. As a warm-up for the hoped-for trip to Helsinki, Finland, scene of the 1952 games, he entered the 1949 Boston Marathon and finished 24th in a field of more than 185 experienced runners.

for participation in other matches, as determined by BuPers in each individual case.

Individuals who have earned three medals (commonly referred to as legs) in any one or any combination of the matches mentioned above, will be automatically issued the appropriate distinguished medal.

Medals of gold, silver and bronze are awarded by the Chief of Naval Personnel to individual competitors who qualify in the Fleet Championship Matches and U. S. Navy Championship Matches, upon receipt of the official score sheet in BuPers.

During the small arms year 1 July 1948 to 30 June 1949 BuPers issued nearly 800 expert pistol shot medals and 285 expert rifleman medals to eligible officers and enlisted personnel of the Navy and Naval Reserve. During this same period four distinguished pistol shot medals were awarded. A new ribbon to be worn instead of the distinguished medals is identical to the expert ribbons, except the stripes are of gold thread on the blue background.

Small arms trophies which were

once proudly displayed by winning commands prior to World War II have been turned over to the Navy Department Curator for storage, and new trophies have been purchased for the forthcoming Fleet and U. S. Navy Matches.

## All-Navy Basketball

A best two-out-of-three-games tournament between the two inter-group championship teams will constitute the All-Navy basketball championship for 1949-50.

The title tourney will be held at Norfolk, Va., the week of 12 Mar 1950. The inter-group playoffs preceding the championship event will consist of the best two out of three games tournaments as follows:

- West Coast Group vs Pacific Fleet Group.
- Hawaiian Group vs Far East Group.
- Winner of West Coast-Pacific Fleet tourney vs winner of Hawaiian-Far East tourney.
- South Central Group vs Atlantic Fleet Group.
- Middle Atlantic Group vs North-eastern Group.
- Winner of South Central-Atlantic Fleet tourney vs winner of Middle Atlantic-Northeastern tourney.
- All-Navy championship tournament will be between the team that is champion of the West Coast, Pacific Fleet, Hawaiian and Far East Groups and the team that is champion of the South Central, Atlantic Fleet, Middle Atlantic and North-eastern Groups.

All officers and enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard, including members of reserve components on active duty for periods of more than 90 days, are eligible to participate in All-Navy basketball competition. Personnel of the Army and Air Force at-

### All-Navy Sports Calendar

**Football**  
Saturday, 17 Dec 1949  
Los Angeles Coliseum  
Los Angeles, Calif.



**Bowling**  
13-15 Feb 1950  
(telegraphic matches)



**Basketball**  
Week of 12 Mar 1950  
Norfolk, Va.



**Wrestling**  
Week of 26 Mar 1950  
Washington, D. C.



**Boxing**  
Week of 21 May 1950  
San Diego, Cal.



**Tennis**  
Week of 16 July 1950  
USNA, Annapolis, Md.



**Golf**  
Week of 6 Aug 1950  
Glenview, Ill.



**Swimming**  
Week of 20 Aug 1950  
Memphis, Tenn.



**Softball**  
Week of 10 Sept 1950  
Treasure Island, Calif.



**Baseball**  
Week of 17 Sept 1950  
Pensacola, Fla.



**Football**  
Saturday, 16 Dec 1950  
Washington, D. C.



tached to Navy units are permitted to participate as members of a Navy team through the All-Navy championship level. However, combined participation by personnel in this category is limited to not more than 50 per cent of Army and Air Force personnel playing on a Navy team at any one time.

For additional details on the tournament, see BuPers Circ. Ltr. 177-49 (NDB, 31 Oct 1949).

### Telegraphic Keglers

Contestants competing for the All-Navy bowling championship for 1950 will pit their skill against opponents hundreds of miles away.

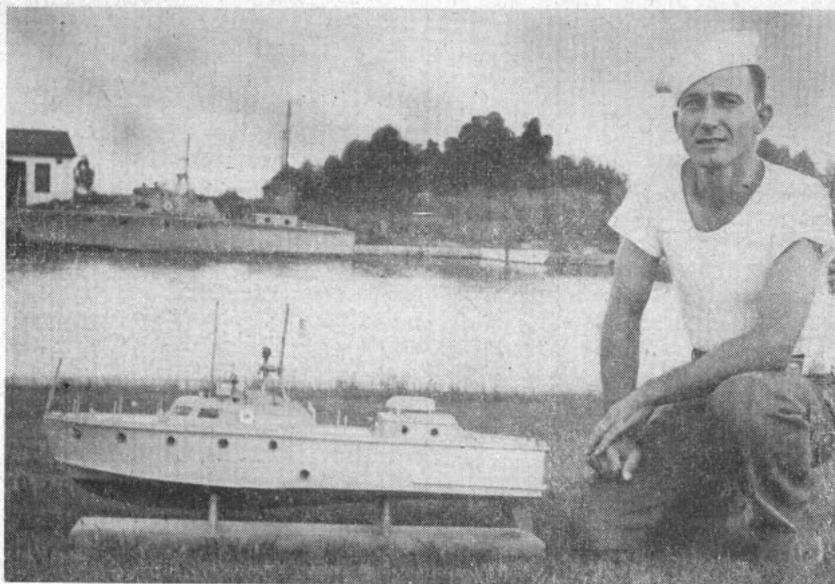
Next year, because of the need for economy in travel, the All-Navy title matches will be telegraphic.

With the best district, area or type six-man team within each sports group representing that group, championship matches will be conducted in each of the eight sports groups. The certified score of these top group teams will be forwarded to BuPers, where, on the basis of these scores, the All-Navy bowling champion for 1950 will be determined.

The system that each group will use in selecting the champion bowling team of the group is outlined in BuPers Circ. Ltr. 163-49 (NDB, 31 Oct 1949). This directive also contains complete information regarding augmentation, eligibility, awards and other pertinent information.



ADMIRING glances light the eyes of singing star Julie Wilson and 'Chips' Norris of the AirPac Hellcats.



PROUD builder P. W. Bradford, EN2, of NAS New Orleans, invites comparison of his detailed scale model AVR with its prototype in the background.

### All-Navy Wrestling Tourney

Contenders for the All-Navy wrestling crown for 1950 will tussle on the mats at the U. S. Naval Receiving Station, Washington, D. C., the week of 26 Mar 1950.

A designated commander within each of the eight sports groups will act as host of a tournament to determine the champion wrestlers of his group in each of the weight groups. Next, four inter-group matches will be held, with the champions of each of the eight groups pairing off as directed by BuPers, and the champions of these four matches will journey to Washington, D. C., for the finals.

The eight weight groups in which competition will be held are: flyweight—115 lbs.; bantamweight—125 lbs.; featherweight—135 lbs.; lightweight—145 lbs.; welterweight—155 lbs.; middleweight—165 lbs.; light-heavyweight—175 lbs.; heavyweight—over 175 lbs.

Official AAU Rules for Wrestling will govern the conduct of the All-Navy tournament. For full details on the competition see BuPers Circ. Ltr. 180-49 (NDB, 31 Oct 1949).

### 32 All-Navy Boxing Finalists

Thirty-two instead of the usual 64 sluggers will converge on San Diego, Calif., next year for the All-Navy boxing finals — which are being held the week of 14 May 1950.

As usual, a commander in each sports group will conduct a tourna-

ment to select the eight top boxers within his group. However, in 1950 an extra elimination will take place after the group level competition and before the finals. In this elimination the eight champs from each group will be paired off with the champions from other groups designated by BuPers. The 32 winners of these inter-group contests will journey to the finals.

Weight classes of competing fighters will be: flyweight—112 lbs.; bantamweight—118 lbs.; featherweight—



OUTSTANDING baseball star W. E. Stewart, SN, is awarded a jacket by RADM John E. Wood, SC, USN.

# SIDELINE STRATEGY

Watch for a sizzling Quantico hoop-squad this year! The leath-er-necks, smarting from their defeat at the finals last season, are back in the fray with blood in their eye, and under a new coach, Major Anthony Caputo, USMC, who mentored the Cherry Point Marines last season. According to reliable scuttlebutt, Quantico is loaded for bear.

\* \* \*

Ever hear of a pitcher making an unassisted triple play? According to Commander E. M. "Nig" Waller, USNR, such a thing happened back in 1935, when he was playing on a local team in the final game for the Murfreesboro, Tenn., city championship. Softball rules at that time stated that a runner could not leave his base until the ball had crossed home plate, or was hit by the batter. Commander Waller's team was leading by two runs in the last of the ninth, when the opposition loaded the bases.

Commander Waller took over on the mound, wound up and delivered the ball towards the plate with a sharp backspin on it. The ball hit the ground half-way to the plate, spun, and stopped. All three runners broke from the bases and were promptly called out by the umpires. The ball never did reach home plate!

\* \* \*

The question of whether athletes make the most successful

naval officers was recently investigated and some interesting statistics came up. The records of all graduates from the Naval Academy from 1910 through 1930, were examined and the percentage of athletes and non-athletes reaching the various ranks was checked. As published in the *Naval Institute Proceedings*, the findings seem to agree with the long-standing assertion that "athletes make the most successful officers."

In 12 out of 20 classes the athletes exceeded the general class average in reaching the rank of lieutenant commander. In 15 out of 20 classes the athletes exceeded the class average in reaching the ranks of both commander and captain. In seven out of 10 classes the athletes exceeded the class average in reaching flag rank.

An exception were those athletes who had won letters in football. In about half the classes football players exceeded the class average in reaching higher ranks, but in other classes dropped below the class average.

Says the article: "It seems to be quite conclusively indicated that the athlete who wins his 'N' at the Naval Academy is a better bet as a successful naval officer of the future than his classmate who does not achieve equal success in athletics."—Earl Smith, JOC, USN, ALL HANDS Sports Editor.

126 lbs.; lightweight—135 lbs.; wel-terweight—147 lbs.; middleweight—160 lbs.; light-heavyweight—175 lbs.; heavyweight—any weight.

Any person having professional ex-perience will not be permitted to partic-ipate in All-Navy boxing competi-tion. For full details on how the tour-naments will be conducted, see Bu-Pers Circ. Ltr. 183-49 (NDB, 31 Oct 1949).

## Hoop Scoop

A basketball clinic to exchange ideas and discuss coaching methods and techniques was held at NAS Moffett Field, Calif. Interested athletic officers, coaches and players from 12th Naval District activities at-tended.

Guest instructors were the basket-ball coaches of Stanford University, University of Santa Clara and Menlo Junior College. Classes in instruction and fundamentals were held daily over a four-day period.

## Russians Return 9 DEs

Nine Navy destroyer escorts, loaned to the Soviet Union under a Lend Lease agreement in 1945, have been returned by the Russians.

The nine ships, *Tacoma*, *Char-lottesvile*, *Long Beach*, *San Pedro*, *Coronado*, *Ogden*, *Allentown*, *Ma-chias* and *Sandusky* were brought into Yokosuka harbor, Japan, and there were returned to the U. S. Navy.

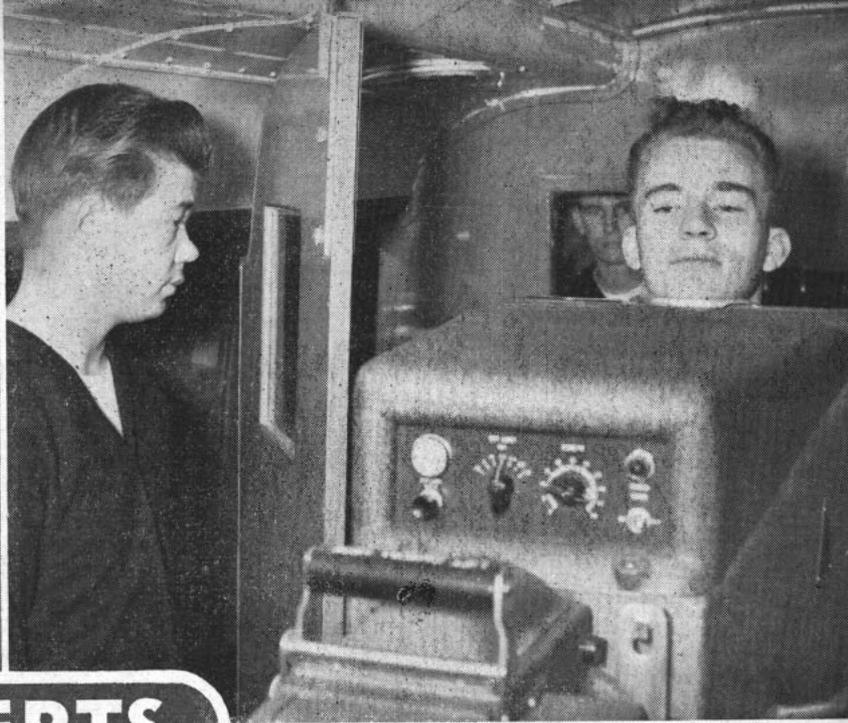
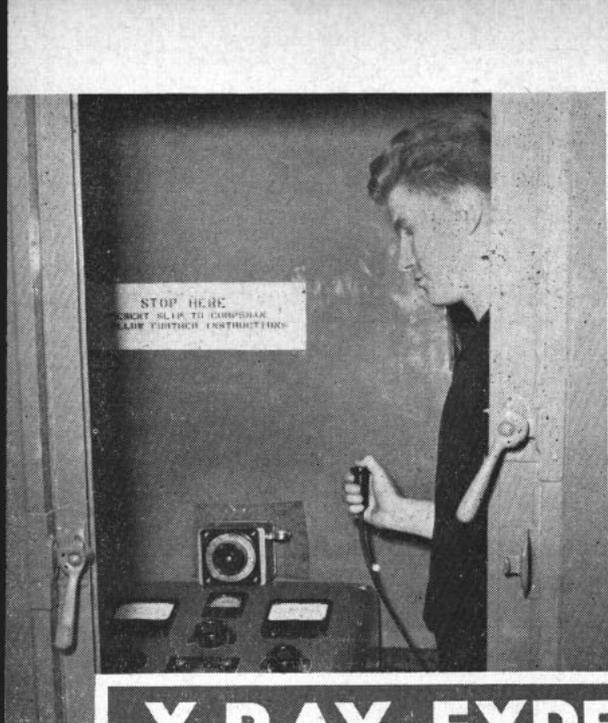
In a brief ceremony held on the quarterdeck of *Tacoma* with the Americans on one side and the Rus-sians on the other, command of the ships was turned over to Rear Ad-miral Benton W. Decker, usn, U. S. Navy representative, by Captain Korovkin, the Russian flotilla com-mander.

Admiral Decker and Captain Kor-ovkin exchanged ships papers. Then the Soviet naval flag, the hammer and sickle and star, was lowered from *Tacoma's* flagstaff and the United States emblem was hoisted. A naval band played the Soviet national an-them and the Star Spangled Banner.

Following the ceremony, the Rus-sian sailors filed off the nine DEs into a waiting Navy landing craft. The landing craft took them to a Russian freighter, *Tohol*, on which they later sailed for Vladivostok.

Some of the Soviet officers at-tended an official reception held for Allied visitors by Admiral Decker.





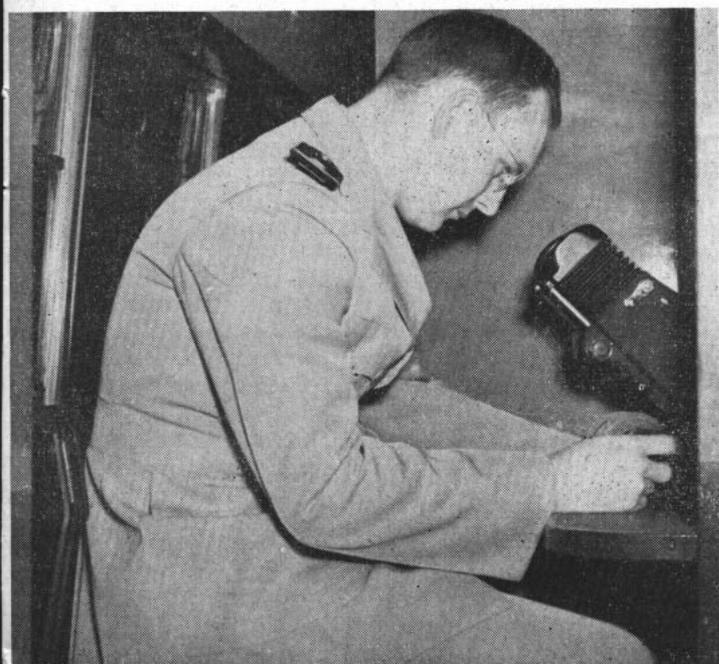
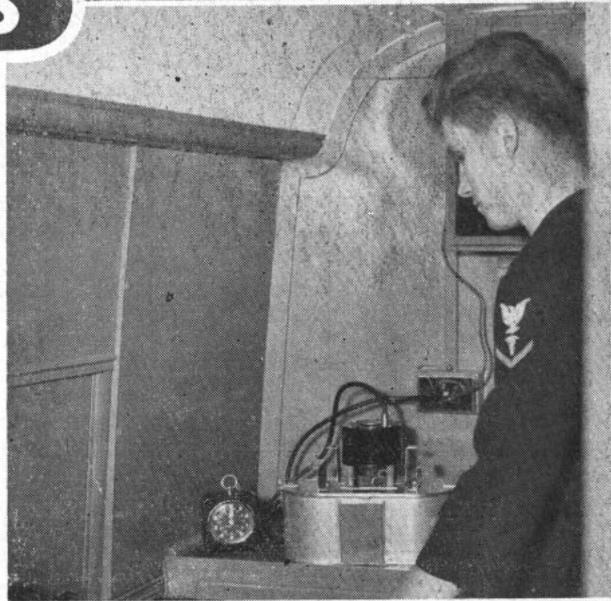
# X-RAY EXPERTS

**T**HE HEALTH of Navy personnel is excellent. In line with its mission of keeping it that way, the Navy Medical Department has commissioned a well-equipped, mobile X-ray unit in the 13th Naval District. The unit is housed in a large bus and weighs approximately 13 tons.

Based at the Naval Hospital, Bremerton, Wash., Mobile Photofluorographic Unit 11 will visit all activities in the 13th Naval District annually, taking chest X-rays of naval personnel and Navy-employed civilians. The unit is capable of taking 600 X-ray pictures a day.

\* \* \*

Clockwise from above: Technician at control panel prepares to 'shoot' chest X-ray. Subject is posed before the machine. Film is processed in developing unit. Findings are recorded after a careful check of the X-rays.



# Scientists Studying

WHY do some men make good leaders and others fail? Is it true that some are "natural-born" leaders? What is leadership?

Navy scientists have been asking themselves questions like these — and then going out and finding the answers.

A group of "personality probers" working under the Office of Naval Research is engaged in one of the most unusual projects ever sponsored by the Navy. They are conducting an exhaustive investigation of the reasons why you think and act the way you do. Some of the facts uncovered are startling.

For example, scientists find that many mistakes are made by persons in positions requiring good judgment of leadership in others. Executives, teachers — and others often pick "poor" leaders and pass up those with "good" leadership ability — according to standards of psychology.

Evidence indicates the type of individual who "takes over" the direction of a group often has poor leadership qualities. However, such a "poor" leader often has great persuasive powers — and sometimes persuades a group to approve bad decisions.

It has been found that when two identical groups performing the same type work show a marked difference in production the reason is the leader of the low-producing group spends a large per cent of his time giving detailed instructions to his subordinates on how the work is to be done, and prods them to produce more.

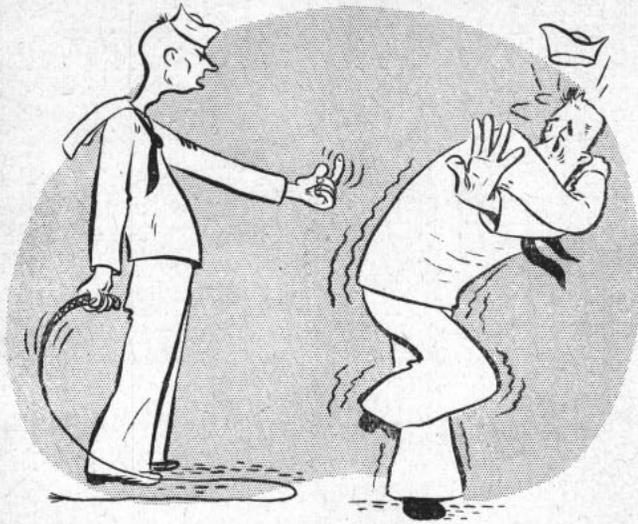
The leader of the high-producing group spends most of his time watching out for the welfare of his men and gives instructions on *what* is to be done, but leaves most decisions as to *how* it will be accomplished to subordinates. He does not badger his men to increase production.

Another significant factor noted is that the leader of a low-producing group is usually worried about his position in the organization and how he is regarded by senior officials. The average leader of a comparative high-producing group is confident of his position and is certain his superiors have a high opinion of him.

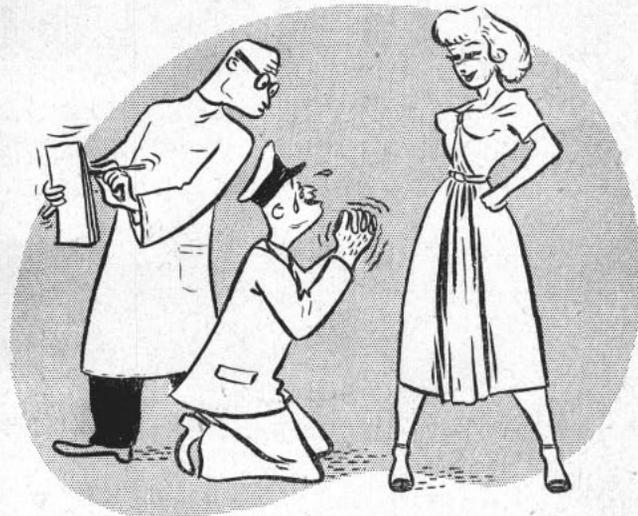
Probably the most significant development of scientists probing into this field are the "leadership ability" tests devised. These tests are designed to "add up" a man's leadership factors and provide an evaluation of his leadership ability, free of any emotional factors or "opinion influence." Properly applied, these tests may eventually become as reliable in accomplishing their purpose as is an adding machine in summing up a column of figures.

Some of these tests are already in use. Currently the Navy is testing prospective aviators prior to approving them for flight training. If tests indicate an applicant lacks certain qualifications that would prevent him from becoming a good officer and pilot, he is weeded out before beginning training. A vast amount of money may be saved through use of these tests, since it costs the Navy approximately \$35,000 to train each of its pilots. Before applicants were screened by these tests only 64 graduated out of each 100 who began training. Many of the remaining 36 who flunked out did so in the latter stages of training — after a large amount of money had been spent on them.

It will take several years to evaluate properly just how



"... some are natural-born leaders ..."



"...a poor leader often has great persuasive powers..."



"... tests are free of 'opinion influence' ..."

# Why You Are You

successful these tests are in weeding out unfit candidates, but already indications are that a much greater percentage of "tested" students are proceeding successfully with their training.

Testing prospective aviators is only one of many thousand potential uses of these tests. There is a possibility they can be perfected to the stage where the Navy could test every prospective officer and enlisted man and be able to analyze and determine the exact amount of leadership ability each possessed. By using careful selective methods in procuring personnel the entire complement of the Navy might eventually reach an unheard-of high in efficiency.

Several unique series of tests are used in detecting leadership ability — or its absence. In one of these tests a group of men — unacquainted with each other before the test begins — get together in groups of two or four in a large workroom. One wall of this room has a one-way mirror-window through which scientists on the outside can see in, but those inside the room cannot see out. Highly-sensitive microphones pick up even low whispers, and recording machines record all conversations for later study.

Each group in the room goes to work at a particular job. One lays out a basketball court. Another performs a reasoning problem. A third does clerical work. Other groups discuss current problems and assemble and set up a backboard for darts. A sixth group works at an example of cooperation.

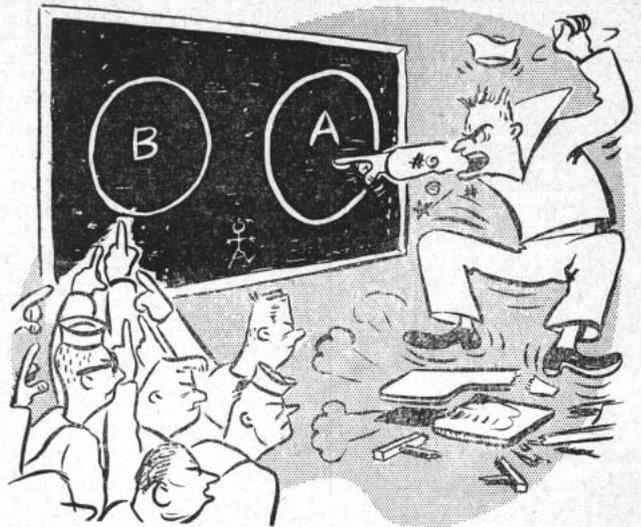
The "cooperation" is an unusual game. It is played with a large board approximately four-foot square. In the center of the board is a pyramid with a spiral, grooved track running around its outside like a winding stairs. The trick is to tilt the table so that a ball travels in the groove to the top. Four men — one at each corner — manipulate the table.

As they work, each man makes suggestions as to the best way of working the ball upward. Each suggestion made is graded by the watching scientists as a "key suggestion" or as a "minor suggestion." The group leader is the man whose ideas do most to complete the job.

By analyzing the results of these tests, scientists can determine both the degree of leadership ability each man tested possesses and whether his leadership talents are in the "intellectual" or "mechanical" fields. It has been found that a leader in intellectual jobs is likely to be a leader also in clerical and other jobs where "mind work" predominates. However the "intellectual leader" is not so likely to be the leader in accomplishing mechanical tasks.

When groups of high-school age boys were given these tests the results obtained were compared with marks they had been given by instructors in school. In very few cases did the results coincide. Many boys who had been receiving low marks in leadership actually possessed high leadership ability. Other students who had been receiving high marks as leaders were found to have a poor leadership rating.

Another test to determine "group influence upon individuals" produced amazing results. Only one person was tested at the time, with seven "stooges" employed. After each naive subject had been questioned he left the



"... no amount of argument could make him change his mind ..."

room before the next person to be tested entered. None of the men being tested were aware the other seven persons present were "stooges," coached to give incorrect answers.

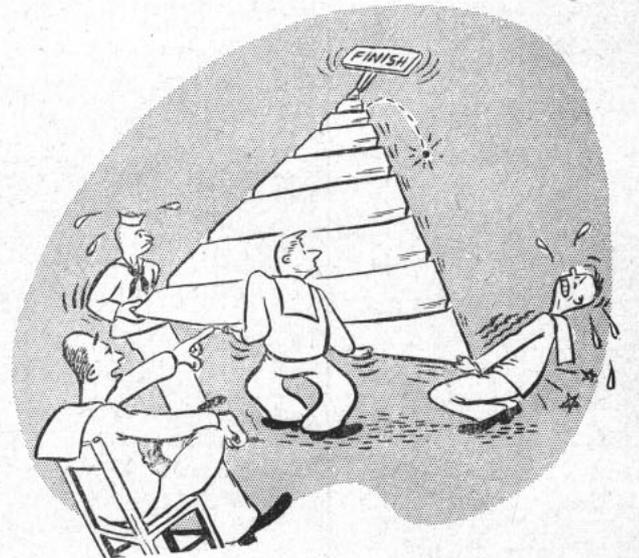
In each test the eight people involved were seated before a blackboard containing two circles marked "A" and "B." The scientist conducting the test first asked each of the seven "stooges" to indicate which circle was larger. All seven indicated circle "B," which was actually the smaller circle.

The first man tested hesitated when called upon, stated he was uncertain which was larger, but finally agreed that circle "B" was larger after being prompted by several of the "stooges."

The second man tested stated firmly there was no question in his mind — circle "B" was larger.

The third man tested stated he was positive that circle "A" was larger, and no amount of argument by other group members could make him change his mind.

By use of this and similar tests scientists can analyze



"... talents are 'intellectual' or 'mechanical' ..."

to what degree anyone is swayed by the opinion of the majority. In any large organization such as the Navy most important decisions are made after the subject has been examined by a conference of officers. By subjecting officers and prospective officers to tests of this type it can probably be determined to what extent each individual's opinion will be swayed by the reaction of other members of a group, and whether he is suitable to serve on boards, staffs and other decision-making groups.

In an effort to find out how much "leadership ability" of men can be improved through instruction in leadership psychology, an experiment was conducted at the U. S. Naval Academy, involving two classes of midshipmen.

Prior to the beginning of a regular semester both classes of men were given a series of tests designed to measure their leadership ability. One class was then given a course in leadership psychology, the other was not. At the end of the semester both classes of men were again tested for leadership ability. The class not subjected to the leadership course showed on the average, only slight changes in their leadership rating. The class given the course showed, on the average, a marked increase in leadership talents.

The investigations conducted and results obtained so far barely scratch the surface of the multitude of problems in this field in which the Office of Naval Research is probing. Some of the problems being tackled include:

- Whether groups, committees, conferences, etc., operate in an efficient manner — that is, does the combined intelligence of the members of a group produce the results it should? By studying the size of various groups, the problems faced and what is accomplished, Navy scientists hope to figure out how groups may operate more efficiently.

- To find out how the religious, racial and economical background of men affects their ability to cooperate with each other. By isolating those friction-producing factors which hinder people from working with others having a different background, the chances of discover-

ing effective solutions to these problems will be increased.

- To try finding a method or devising a better technique for communicating ideas, policies, and values. To find out, for example, how well the executives of an organization are getting their ideas across to their employees and, in turn, how well the employees are getting their ideas across to their employer.

- How is the growth and development of an individual affected by his early home life, culture and the level of society in which he lives during his intellectual development? By probing into the background of thousands of men who have attained different levels of success and development, scientists will be able to see if any general pattern exists that governs a man's goals and values in life, his levels of aspiration, and how they contribute towards his efficiency or inefficiency.

The Navy first poked its inquisitive nose into this branch of science in late 1946. Investigations began after scientists pointed out that while great progress was being made in the "technical fields," nothing was being done to improve conditions in the "human field."

The Navy, these scientists said, is the largest technical organization in the world. It is made up of a wide variety of ships, planes, weapons and equipment that represent the developments of scientific research. The effectiveness of this equipment, the scientists argued, depends upon the men who operate it, and if we cannot figure out ways and means to improve the efficiency of individuals and groups, then our technical progress is just like shovelling sand against the tide.

These "personality probers" say that if man had spent as much time studying himself as he has to building a better mouse trap, he would now be one smart cookie. Serious scientific study of human behavior has been carried on for only about 25 years, as against the centuries of scientific progress in the "material fields."

It will be a long time before the "thinking processes" of an individual can be analyzed as easily as a flaw in the main engines can be detected, but Navy scientists say that day is coming. — Earl Smith, JOC, usn.



"... the effectiveness of this equipment ... depends upon the men who operate it ..."

# LETTERS TO THE EDITOR

## Orders to Fly

SIR: I have read the August issue of ALL HANDS in which you say that a Navy man must obey orders to travel by air even though he isn't especially keen to do so (ALL HANDS, August 1949, p. 30).

To carry the argument one step further, it is my opinion that a man can be issued orders to fly for transportation as you say but that he cannot be issued orders to make a flight as a crew member without his approval unless he is attached to naval aviation. Am I right? —W. W. C., AFC, USN.

• Chief, you just flew into bumpy weather.

The basic principle remains that all military personnel are required to obey lawful orders issued by a competent authority. Moreover, as long as there is no local law or regulation which states that naval personnel of any rating whatsoever may not be ordered to flight duty, any order to fly would be binding.

It is somewhat unlikely, however, that any flight order (whether the kind of orders giving rise to entitlement to "flight pay" for a mere incidental and perhaps non-recurring order to participate in some duty status in a flight) would be issued to personnel not attached to aviation.

This fact, however, does not alter the basic principle that lawful orders of competent authority are required to be observed. — Ed.

## Allowances for Children

SIR: I have a question in mind concerning allowances for a dependent son. At present I am receiving family allowance for my son who is 17 years of age. Early next year he will become 18 years of age. He will be enrolled in college after he becomes 18 years old. My question is, will I be able to continue receiving family allowances benefits for him? If so, will it be necessary to file an affidavit to the effect that he is totally dependent upon me due to his pursuit of higher education? —D. O. B., YNC, USN.

• Under the Servicemen's Dependents Allowance Act, as amended, family allowance benefits in behalf of a minor child are terminated after payment for the calendar month in which the child attains the age of 18 years. There is one exception, which obviously doesn't apply in your case. If the child is physically or mentally incapable of self-support, the Act provides for continued payments. In that event, a doctor's certificate must be submitted to the Bureau of Naval Personnel. — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Ribbon Earned by LST 460

SIR: Is an individual who served aboard USS LST 460 from 1 Oct 1944 through 15 Nov 1944 entitled to wear the Philippine Liberation Ribbon with star or the Philippine Liberation ribbon alone?

We left Humboldt Bay, New Guinea, on the morning of 16 Oct 1944 and arrived in Leyte Gulf at daybreak 22 Oct. We made one more convoy trip into Leyte Gulf several weeks later and underwent an air attack. R. F., CAPT (MC), USNR.

• Records show that USS LST 460 is entitled to the Philippine Liberation Ribbon (without star) for participation in the Leyte Operations 5-18 Nov 1944. — Ed.

## Coast Guard Service

SIR: I served in the Coast Guard through the entire war (Nov 1944 through June 1946) and later enlisted in the Regular Navy. Can I count all or part of this Coast Guard experience toward "total active service" for advancement in rating in the Navy? — A. C., DK2, USN.

• No. Previous Coast Guard service does not count in computing "total active service" for advancement in rating. Only previous active naval service (USN, USNR, USN-1 or combination thereof) can be counted. See BuPers Circ. Ltr. 155-48, Enclosure A, para. 3(f).

Here's the story. The reason for this is that the Coast Guard has always been considered as an armed service separate from the Navy. During the war it held a position in the Navy similar to that of the Marine Corps. As you know, service in the Marine Corps cannot be counted for total active service for advancement in the Navy either. Furthermore, requirements and qualifications for certain ratings are not the same in the two services.

During the period that the Coast Guard operated with the Navy, advancement in rating to or in the petty officer grades of Coast Guard personnel remained under the control of the Commandant of the Coast Guard even when such personnel were assigned to naval units. — Ed.

## Clothing Allowance

SIR: The following situation seems to me to be a definite hindrance to a program that the Navy is trying hard to put over. A CPO discharged from the Regular Navy who immediately enlisted in the inactive Naval Reserve is not eligible for clothing allowance on joining the Organized Naval Reserve. Yet a CPO discharged and staying out of service for 91 days or longer receives the clothing allowance on joining. — W. E. D., Wyandotte, Mich.

• A CPO discharged from the Regular Navy who subsequently joins the Organized Naval Reserve becomes entitled to the authorized clothing allowance, regardless of whether it has been one day, 91 days, one year or longer since the date of his discharge. However, he can be paid this allowance only once during any one period of enlistment or extension of enlistment for four years duration in the Naval Reserve. — Ed.

## Standings of BMCs on the SDEL

SIR: I put in for shore duty in the 1st Naval District over 14 months ago. I have been notified of my name being put on the list for shore duty, but have been told that the top man has 16 years continuous sea service. What I'd like to know is, is this for certain naval districts or for all districts? What issue of ALL HANDS carried the latest dope on standings on the shore duty eligibility list? — W. G. S., BMC, USN.

• The top BMC on the Shore Duty Eligibility List has 19 years and seven months continuous sea duty. The top BMC on the Shore Duty Eligibility List requesting duty in the 1st Naval District has 16 years and six months continuous sea duty. Latest complied standings of personnel on the SDEL were carried in the October 1949 issue of ALL HANDS, p. 42-44. — Ed.



Chevron, San Diego

"There now, that didn't hurt, did it?"

**Temporary Officers' Status**

SIR: I noticed in the latest edition of the Register that the date of rank of all temporary commissioned officers has been advanced considerably beyond the date of their first appointment to such rank. The present law concerning temporary commissions expires. I believe, on 30 June 1957. It is interesting to note that the date of rank of the subject officers has been advanced sufficiently in order that no temporary commissioned officer could possibly have 10 years commissioned service prior to the date this law expires.

It is doubtful that any temporary officer has ever entertained any idea of holding his temporary commission for 10 years, and according to the latest Register he is forever precluded from that possibility. Was this the intent of advancing the date of rank? — CJK, USN.

• *The law which states that officers may retire after 20 years active service, 10 of which must be active commissioned service, applies only to persons with a permanent officer status. A temporary officer, if he did not hold a permanent officer grade, would not be eligible for retirement under this law even if it were possible for him to serve 10 years in a temporary officer status.*

*The reason for advancing the date of rank of all temporary commissioned war-*

**Shipping Over for School**

SIR: I would like to know if upon reenlisting you can apply for entrance to a navy school. — P.S.D., SN, USN.

• *If you meet the entrance qualifications you may request assignment to any naval school at any time current directives indicate requests will be accepted. However, men accepted for reenlistment are available for general service and no promise or assurance can be given of assignment to school or a particular type of duty.* — ED.

*rant officers to 7 Aug 1947 was to make them junior to officers serving in the permanent grade of commissioned warrant officer. For determining his precedence among other temporary commissioned warrant officers, the date he was originally appointed applies.*

*An individual with permanent officer status may count, for the purposes of voluntary retirement, his actual active commissioned service regardless of date of rank stated in his appointment as a commissioned warrant officer. Thus a date of rank of 7 Aug 1947 would not wipe out any active commissioned service which he had performed prior to that date.* — ED.

**Chief Gets Action Two Hours After He Wrote to All Hands**

*The astounding efficiency of ALL HANDS' Letters to the Editor Section in helping to square away troublesome situations has never been better demonstrated than when Billy R. McKinnies, ALC, USN, U. S. Naval Recruiting Substation, Spartanburg, S. C., wrote telling us of his difficulties.*

*Two hours after Chief McKinnies poured out his troubles to ALL HANDS in a heartfelt Letter to the Editor he was a happy man. Any skeptical remarks that ALL HANDS had nothing to do with getting the chief un-snafued will be pointedly ignored.*

*Here are the two letters received from Chief McKinnies:*

SIR: On or about the 23rd of August 1948 I shipped over. Being stationed overseas delayed my shipping over leave until I returned to the States.

Upon arriving at my new duty station (NAS Patuxent, Md.) I was promptly granted 30 days leave and later I applied for my furlough travel allowance. After the disbursing officer checked my service record I was informed they would have to obtain a certain "mysterious" form from the Bureau before I could collect.

After sweating it out a few weeks I was transferred to recruiting duty. Upon reporting in at the Main Recruiting Station I was given a letter from the disbursing officer at Patuxent

with "that form" from the Bureau enclosed. Patuxent was authorized by the Bureau to credit me with travel allowance. Having my pay accounts with me I was advised by our yeoman to enclose the letter with my pay accounts and forward to the disbursing officer at Charleston, S. C. I began to congratulate the Navy for its efficiency and also myself for soon having a few extra bucks that the wife did not know about.

Several pay days passed, however, without my receiving those extra bucks. Since I still had faith in Navy efficiency I donated a couple of bucks to the telephone company and called the disbursing office to inquire. I was informed they never received "that form" although I know that I enclosed it with my pay accounts.

Any advice as to where to begin will be worth a couple of beers. — B. R. McK., ALC, USN.

SIR: Speaking of efficiency, I have never seen anything to compare with what just happened.

Within two hours after mailing my previous letter to ALL HANDS I received a check from the disbursing office. My faith in the Navy is renewed. I have no more complaints except for one thing — my wife was sitting here when the check arrived. — B. R. McK., ALC, USN.

**About Those Low Overheads**

SIR: I can readily understand and sympathize with J. C. R.'s complaint about too-low overheads — ALL HANDS, September 1949, p. 30.

I am six feet two inches tall, and have the same trouble — on a battleship, no less. There are very few compartments where I can straighten up and walk like a human being. With pipes, ventilator ducts and similar objects less than six feet above the deck, I usually have at least one cut and three or four bumps on my head.

Either BuShips Regs need correction or else this ship needs about six months in the yard to reconstruct the whole inside. I'm not griping so much as just angry at your suggestion that such regulations are in effect when I know by experience that such is not the case.

I believe that J. C. R. has a well founded gripe and that either you or BuShips should stand corrected. — E. F. W., RMSN, USN.

• *We bet you were rubbing a brand-new lump on your noggin with one hand while you penned that letter with the other. Here is what BuShips has to say in reply — and we quote:*

*"Your ship was built during the recent war, when emphasis was laid on expediting the building, conversion and repair of ships so that we could have large, efficient fleets on both oceans. Thus the specified headroom clearance of 6'-2" was sacrificed when direct runs of piping and ducts would effect a big saving of time and material. The cost of remedying such conditions on all of our wartime-built ships would entail too great an expenditure of funds.*

*"The Bureau of Ships requires that the maximum headroom obtainable — 6'-6" to 6'-8" or more, with no obstructions — shall be maintained in the working spaces of all new construction. It also requires that headroom of not less than 6'-3" shall be maintained at all doors and in all passageways where overhead obstructions are necessary.*

*"Generally speaking, to achieve a reasonable degree of compactness, deck heights are eight feet. This makes the usual headroom under deck beams from 6'-8" to seven feet. Taking the lower headroom, 6'-8", only five inches remain for pipes, electrical cables, ventilation ducts and other items which are supported under the beams, if a headroom of 6'-3" is to be maintained."*

*In other words, to keep the 6'-3" of headroom required by the rules takes a lot of extra figuring and material at times — more than could be spared when your ship was built.*

*We knew a sailor once who had the same trouble you have until he learned how to send out radar impulses with his brain. He'd send them out constantly as he moved about and he got so he could walk from one end of the ship to the other while reading his Bluejacket's*

Manual, and duck every bruise-builder without wasting an inch. The navigator made him quit it, though. He was creating interference on the radars in the combat information center. — Ed.

### Uniform Alterations

SIR: Alterations, up to one dollar, on regulation uniforms are done free of charge at ship's service stores. Does this apply overseas also? — D. L. B., SA, USN.

• Yes, but this work is done by ship's service stores only and not by ship's stores. Ship's service stores overseas are located only within the 10th Naval District (Puerto Rico), 14th Naval District (Hawaii), 15th Naval District (Canal Zone) and 17th Naval District (Alaska). The resale activity at NAS Guam is a ship's store ashore and therefore is not authorized to make alterations, up to one dollar, free of charge. — Ed.

### Swimming Instructors

SIR: I am a skilled swimmer and an instructor in the Red Cross Water Safety Program. (1) How can I qualify for a swimming instructor's position in the Regular Navy? (2) How can I qualify as a member of an underwater demolition team and where could I obtain information regarding such a billet? — E. B. L., USNR.

• (1) Billets for swimming instructors in the Regular Navy are normally confined to the naval training centers where training of recruits is conducted. These instructors are selected on the basis of their qualifications as indicated in their service record. Requests for these instructor billets are submitted to BuPers

### Addressing Wave Officers

SIR: In the article on "Naval Courtesy" appearing in the July 1949 issue of ALL HANDS, the table on page 29 indicates that women officers of the rank of commander and above are addressed as "Miss" or "Mrs." I am under the impression this has been recently changed and they are now addressed the same as male commanders and above. — B.J., LT, USN(W).

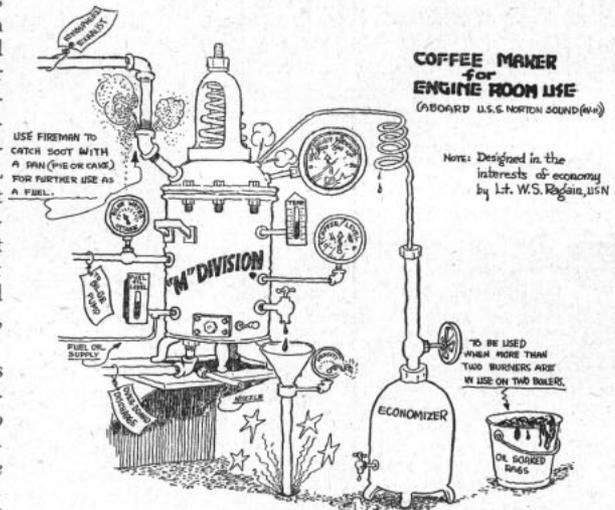
• You are correct. The recently published "Policies for the Administration of Women in the Regular Navy and Naval Reserve (Exclusive of Navy Nurse Corps), NavPers 15085A," cancelled previous regulations upon which ALL HANDS based its information. By omission of any special courtesy rules as to how women commanders and above will be addressed, it can now be assumed the courtesy rules that apply to male commanders and above will also apply to women officers of corresponding ranks. — Ed.

### The Subject of Coffee Continues to Boil Furiously

SIR: Enclosed is an original sketch that I completed before I read your story on Navy coffee and saw the accompanying illustrations (ALL HANDS, August 1949, p. 2-3). I respectfully submit my sketch for your information and use. — W. S. R., LT, USN.

• ALL HANDS artist Jack Dempsey, PI3, USN, who drew the illustration with the coffee article in the August 1949 issue of ALL HANDS, salutes Lieutenant William S. Ragain, USN, of USS Norton Sound (AV 11) for his inspired addition to the legend of Navy coffee.

This drawing is the latest in a barrage of letters and comments brewed



up by the story on coffee. For another, see ALL HANDS, September 1949, p. 64.

Despite all the commentary, cartoons and controversy, we still like ours with sugar and cream. — Ed.

via the chain of command. When selected for recruit training duty, further assignment as a swimming instructor is determined by the CO of a naval training center. Article D-2502 BuPers Manual describes the classes of swimming qualifications. At the present time no opportunities exist in the Navy for the training of Naval Reservists as swimming instructors.

(2) Underwater demolition training for members of the Naval Reserve is at present available only to Reservists who were formerly associated with, and qualified in, underwater demolition. However, organized Naval Reserve Beach groups, of which UDTs are a part, are in the process of being established. It is anticipated that qualified enlisted personnel who are members of the Naval Reserve Beach groups, and who have had no previous experience in UDT, will become eligible for 14 days' annual training in UDT. Requests for this training duty should be submitted to the commandant of the naval district in which you reside. Additional information may be obtained by writing to the Commander Amphibious Training Command, U. S. Atlantic Fleet, via the naval district commandant. Eligibility requirements for UDT training are: qualified physically in accordance with Article 21134 BuMed Manual, age 18 to 35, be a swimmer first class, not susceptible to chronic seasickness, no history of venereal disease, volunteer for the duty, no evidence of claustrophobia, no excessive fear of water and no excessive fear of explosives. — Ed.

### Performance of Duty Marks

SIR: A division officer awards a man in his division a 3.5 in PR, 3.5 in MA, 3.7 in ability to lead men and the man has a 4.0 in conduct for the entire period ending 3 Mar 1949. Is it permissible for the same division officer to lower those marks a month or so later for the period ending 31 Mar 1949? — R. L. N., YN3, USN.

• Yes, but the executive officer, acting for the commanding officer, must approve of all performance of duty marks (quarterly marks). Therefore, a change in previously assigned and approved performance of duty marks would also require the exec's approval. For more detailed information, see BuPers Manual, 1948, Article C-7821. — Ed.

### Campaign Medal Distribution

SIR: When will the Navy Occupation Service Medal and China Service Medal (Extended) be distributed to naval personnel? All other campaign medals for World War II have been distributed to commands through the various district publication and printing offices. R. B. G., YNC, USN.

• Distribution of these medals to naval personnel began on 1 Nov 1949. You can read all about it in BuPers Circ. Ltr. 167-49 (NDB, 15 Oct 1949). For a summary of that letter, see ALL HANDS, December 1949 (p. 51). — Ed.

**Stationkeeper Billets**

SIR: I would like some information on stationkeeper billets at Naval Reserve Air Stations. (1) Is it possible for a Fleet Reservist to get this duty? (2) How and where do you apply for it? (3) If a man went in the Fleet Reserve with 21 years, did four years active duty as a stationkeeper, and then went back on the inactive list, would his retainer pay be adjusted to 25 years or would it remain at the original 21? — W.W.H., ALC, USN.

• (1) *An enlisted Fleet Reservist may be ordered to active duty as a stationkeeper subject to these conditions: that the individual voluntarily requests active duty in writing; is physically qualified for active duty; subsequent to transfer to the Fleet Reserve the individual has not served in an appointment or been reappointed as an officer under the authority of Public Law 188 (77th Congress); a billet has been authorized and exists for his employment on active duty (this includes all billets currently authorized under appropriation "Naval Reserve").*

(2) *Application for active duty as stationkeeper must be made direct to the commandant of any naval district or the commanding officer of any Naval Reserve air station where duty is desired. The Bureau does not maintain records of available billets under appropriation "Naval Reserve". All Reserve billets are under the cognizance of the above mentioned commands.*

(3) *All active duty whether served in the Regular Navy or as a stationkeeper counts when computing longevity for pay purposes.* — Ed.

**The Printer Is Our Alibi**

SIR: The September 1949 issue of ALL HANDS carries a Letter to the Editor entitled "Rate Revocation After Authorization." As an answer to that letter, you state that Art. 47, Articles for the Government of the Navy, provides that as a punishment for a single offense, a commanding officer may reduce an individual whom he himself has rated. I believe the article you refer to is Art. 24, not 47. — W. H. A., YN1, USN.

• "Article 47" was a typographical error. It was correctly "Article 24" on the original copy. — Ed.

**More PNs or YNs in the Navy?**

SIR: An argument has come up that we would like you to settle. Are there more rated PNs or rated YNs in the Navy today? — J. E. B., YN3, USN, and M. D. H., YN3, USN.

• *There's no contest. YNs are far ahead. There were 5,826 rated YNs and 1,399 rated PNs in the Navy as of 31 May 1949.* — Ed.



USS McCall — Ships in her class proved faster than DDs built during World War II.

**Feats and Fate of USS McCall**

SIR: Can you tell me what was the best speed USS McCall (DD 400) ever made? Some fellow here who served on her says she could make 40 knots. Were any other destroyers built during World War II faster? — E. H., BM3, USN.

• *The top speed of all Navy vessels is classified information. However, the trial speeds of several 1500-ton Gridley-class destroyers (to which McCall belongs) exceeded the best trial speeds of any other class of destroyers built during World War II. McCall earned nine battle stars from 1 Feb 1942 through 16 Mar 1945. She was sold as surplus by the Navy in November 1949.* — Ed.

**Adjusting Leave Record**

SIR: Since my entry into the service, it is my belief that each time I have had leave the day of departure counted as a day of leave. The new BuPers Manual (C-6313) now states that the day of departure should be a day of duty. What legal recourse do I have in order to have reduced the number of days leave charged against my current enlistment record because of this discrepancy? — E. C. A., HMC, USN.

• *If the leave record contained in your current enlistment record shows that you were erroneously charged for leave for days that were actually days of duty, it is suggested that you request your CO to adjust your leave record in accordance with Article C-6313 (1) and C-6402 (9) BuPers Manual.* — Ed.

**USGLI Dividend**

SIR: (1) Will holders of U. S. Government Life Insurance receive a special dividend similar to holders of National Service Life Insurance? (2) How do I file for the dividend if one is to be paid? — J. E. S., LCDR, USN.

• (1) *On 1 Sept 1949, a special dividend on U. S. Government Life Insurance was declared payable on policies in force under premium paying conditions on 31 Dec 1948. (2) Applications for this special dividend are not necessary, since it will be paid by the Veterans Administration to eligible persons, without any action on their part.* — Ed.

**Applying for Flight Training**

SIR: I'm a USMC-V stationed aboard the aircraft carrier USS Leyte (CV 32). I am very much interested in Navy flight school and can meet the requirements except that one-year men aren't eligible. Can I try for it after I'm discharged or will my Reserve obligations keep me from it? I've been told that I can sign over and apply for it but I would prefer not to do that. My enlistment contract says I may enroll in an NROTC program. Couldn't flight school count as such? I've been told that one-year men aren't eligible to take the NROTC test in December. Is that true? I would appreciate any information you can give me. — B. M., PFC, USMC-V.

• *In general, USNEV and USMC-V personnel are required to serve one year on active duty in the regular Navy and Marine Corps, respectively. During this period they aren't eligible to apply for flight training. Upon discharge from their one-year enlistments they are released from active duty and transferred to the U. S. Naval Reserve or U. S. Marine Corps Reserve. They are then eligible and may apply for flight training if qualified. Provisions established for selection of members of the U. S. Naval Reserve and Marine Corps Reserve on inactive duty are the same as for civilian applicants. Applications may be made at any Office of Naval Officer Procurement or the nearest naval air station.*

*If you should decide to reenlist in the Marine Corps, you would be eligible to apply for NavCad training. Instructions are contained in BuPers-MarCorps Joint Letter of 16 July 1949 (NDB, 31 July 1949).*

*USNEV and USMC-V personnel who applied for the NROTC, and who were serving in their one-year enlisted status in the naval service on 3 Dec 1949 were eligible to take the NROTC test you mention if they were qualified in all respects and nominated for it.* — Ed.

**CPOs and Swabs**

SIR: Is it expected or required that chief petty officers perform details such as sweeping, swabbing, waxing decks and other cleaning details? Is there anything covering this subject in Navy Regulations or BuPers Manual? — M. R. C., HMC, USN.

• *No, chief, there's no directive in effect which says whether or not a chief should lend a hand with the swabbing down. However, as you well know, there is a regulation that a chief, like anyone else in the Navy, shall perform duties assigned to him. However, swabbing is a duty not normally assigned to a chief where enlisted men of lower rating are available.* — Ed.

## Early Discharge for Reenlistment

SIR: Article C-10317(1) (d), BuPers Manual (1948) states that commanding officers have authority, without reference to the Bureau, to direct discharge of personnel for purpose of immediate reenlistment within three months of the normal date of expiration of enlistment for the convenience of the government, when an individual's enlistment expires on a Saturday, Sunday, holiday or day preceding a holiday, in order to permit discharge and reenlistment on consecutive days other than those specified. My enlistment expires on Sunday, 2 Oct 1949. (1) Am I authorized to reenlist under the above article during the month of July 1949? (2) Would this effect my reenlistment within three months from the normal date of expiration of enlistment? — J. A. B., YN3, USN.

• (1) *The provision contained in Article C-10317(1)(d) does not authorize commanding officers to discharge individuals at any time within the three months period prior to normal expiration of enlistment for purpose of immediate reenlistment.* (2) *No, you would not be able to reenlist under the above article during the month of July. The earliest that your discharge should be effected is the date just prior to that on which you would otherwise be transferred for separation if you were not going to reenlist.* — Ed.

## Typing Requirements

SIR: Why are the typing requirements for AKC set at 40 words per minute while those for PNC are only 30 words per minute? It appears that a PN would receive more experience in the pursuit of his duties than an AK whose typing tasks usually consist of filling out blank forms. In view of the fact that there were only five successful candidates for AKC in the last CPO examinations, perhaps a review of the typing requirements is needed. Every AK1 we have talked to seems to think he failed the exam because of his inability to type at the required speed of 40 words per minute.— R. E. M., AK1, USN, and L. B. P., AK1, USN.

• *Things move rapidly in this age of jet propulsion, and many people find it hard to keep up with the news. So you two needn't feel too abashed about having missed this item:*

Change One to the Manual of Qualifications for Advancement in Rating (NavPers 18068) revised the typing requirement for PN1 and PNC to 40 words per minute. Therefore, the situation which prompted your original question no longer exists. This new ruling was put in effect and published by BuPers Circ. Ltr. 95-49 (NDB, 15 June 1949).

While straight typing from copy isn't quite the same job as using a typewriter to fill out blank forms, the typing test

## Ship Reunions

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

• *uss Ticonderoga (CV 14)*: This reunion has been postponed until sometime in the spring due to a greater response than was anticipated. If you intend to attend or if your address has changed, notify arrangements committee through Rev. O'Brien, Church of Resurrection, Rye, New York.

• *National Entwetok Veterans* (former members of 110th CBs, Acorn 22, CBMU 577, 104th Army Engineers, 126th CBs, 22nd Marines, Casu 34, 136th CBs, CBD 1037, V.P.I. 106th Army Infantry, CBMU 592, Casu 35, N.O.B., USMC 10th Defense Battalion, Boat Pool, *uss Capable* and all units stationed on Eniwetok Atoll or in the harbor for 30 days): A reunion to be held 16, 17, 18 and 19 Aug 1950 at the LaSalle Hotel, Chicago, Ill. For information contact M. O. Bigley, National Eniwetok Veterans Association, Box 132, Ottawa, Ohio.

• *uss Wallace L. Lind (DD 703)*: A committee of five former members is interested in organizing a reunion of the crew of this ship. Interested personnel should contact Paul J. DeLozier, 148 South Barrett Ave., Audubon, N. J.

• *uss Micka (DE 176)*: Groundwork is being laid toward organizing a reunion. Interested former crew members are asked to pass the word to shipmates whose addresses they have and to contact Ralph V. DeBlasiis, 148 Parkside Ave., Pittsfield, Mass.

• *uss Baltimore (CA 68)*: A reunion is suggested for June 1950, at Chicago. Persons interested in putting plans into motion should contact Bill W. Zormier, Box 626, Gary, Ind.

• *uss Diphda (AKA 59)*: All for-

mer crew members interested in holding a reunion of "Mighty D" personnel should contact E. F. O'Conner, 248 Bay 14th St., Brooklyn 14, N. Y.

• *uss Halloran (DE 305)*: A reunion of all former Halloran personnel to be held at Boulder City, Nev., 29 and 30 May 1950. For additional information, contact Paul Mercer, P.O. Box 925, Boulder City, Nev.

• *uss Samuel N. Moore (DD 747)*: A reunion is being planned for the near future for former members of this destroyer. Interested persons and persons knowing the names and addresses of former crew members contact Lawrence K. Larkin, 601 19th Street NW., Washington 6, D. C.

• *uss Waukesha (AKA 84)*: A reunion of former members of this ship's crew is planned. Interested persons should write to Robert E. Farrell, 454 Forty-ninth St., Brooklyn, N. Y.

• *uss LCI(R) 648*: A reunion is scheduled for the latter part of 1950, of all personnel who were attached to this ship while it was in commission. For information, contact John P. Creedon, 28 East 4th St., East Mauch Chunk, Pa.

• *uss Wichita (CA 45)*: A reunion is being planned, scheduled for Boston, Mass., some time in 1950. Interested personnel should contact Albert L. Levangie, 93 Bayview Ave., Quincy, Mass., or Joseph Niziolek, 59 Charles St., Chicopee Falls, Mass.

• *Abbott Hall Graduates* and former staff of Abbott Hall, Naval Reserve Midshipmen's School: A reunion to be held in May 1950 at the Knickerbocker Hotel in Chicago, Ill. Interested persons should contact E. L. Gilroy, Room 841, 135 South La Salle St., Chicago, Ill., for additional information.

• *uss Houston (CL81)*: A reunion is planned for officers and men who served aboard this ship during World War II. Those interested should contact Peter J. Mahoney 3d, 130-10 Van Wyck Blvd., South Ozone Park, N. Y.

does afford a measure of the speed and accuracy with which the candidate can operate his machine. Speed and accuracy are about equally important in filling out requisition and property accounting forms or personnel record and accounting forms. Neither is a straight typing job. Candidates for YNC have to make 60 words per minute.

In the 1948 examinations for AKCA, there were quite a few who passed the typing test but failed otherwise. In fact, of all the candidates, more than 64 per cent failed the professional examination while 60 per cent failed the typing test. Another interesting fact is that while 40 per cent of the candidates passed the

typing test, less than eight per cent passed all three tests.

Nevertheless, there were 18 men who passed both the military requirement test and the professional AKCA test but failed the typing test—a fateful five-minute test that made the difference between getting the coveted buttons or not getting them. It would seem, at first thought, that straight typing would be "duck soup" for a man who ordinarily has to worry about keeping his columns straight and fitting entries to a form. Maybe a few typing drills would help, not only just before the next examination but along with the day-to-day paper work.—Ed.

Brief news items about other branches of the armed services.

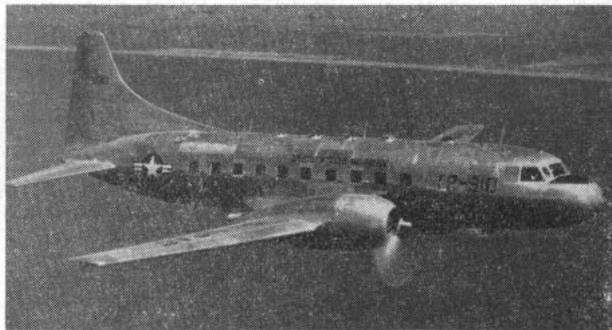
\*\*\*

THE SIGHTS, DINS AND ODORS of battle affect what a soldier will eat, the Army Quartermaster Corps has discovered.

Put a man in a dank, moldering, steaming jungle in the South Pacific, in the heat of battle, and he will often be physically unable to eat certain foods that he otherwise might take without a second thought.

As a result of research in several universities and industrial food laboratories since the war, the Army has found that there is a noticeable correlation between the stresses of anxiety, fear, monotony and fatigue such as a man will undergo in battle and the food he will want to eat.

Obviously, the Army cannot give every man in the front lines a steak dinner with crepe suzette for dessert — even if that is what he wants — but it can modify its combat rations as much as possible to fit the needs of the man to be fed. To do this is the continuing job of the Quartermaster Corps's research programs.



**FLYING CLASSROOM**—T-29 high-speed navigational trainer accommodates 14 students and instructors.

A DOCUMENTARY FILM of the war-crime trials held at Nuremberg is now in stock at Army Signal Corps libraries throughout the United States.

This film was made as a historical document to record permanently and accurately the trial of the Nazi leaders. It is available for use, without charge, to show to any audience interested in this subject.

Requests for the film should be directed to the Signal Officers of the Army Areas.

\*\*\*

NEW DDT DISPERSAL TANKS for aerial spraying of crops have been developed by the Aero-Medical Laboratory at Wright-Patterson Air Force Base, Dayton, Ohio. The new tanks, shaped like small aerial bombs, will greatly speed up spraying and can be attached to the wings of a plane in as little as five minutes.

At the rear of each tank is a small wind-driven propeller, the blades of which are punctured with small holes. Through these holes the DDT solution is dispensed as a spray.

In demonstrations by the Air Force, two of the new tanks were slung underneath the wings of an L-13 liaison plane. Flying at an altitude of 25 feet and at a speed of 80 miles per hour, the plane sprayed a swath



**NEW external aerial dispersal tank for DDT enables L-13 to be quickly reconverted to perform regular missions.**

of land 150 feet wide and 8 miles long in six minutes. A solution of 25 per cent DDT was used.

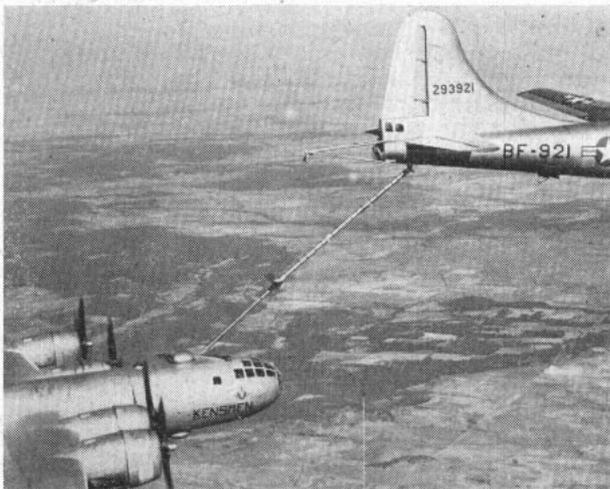
Another advantage of the new tanks is that a plane can be readied for crop-dusting in about five minutes and also have the equipment removed in the same amount of time if necessary. Prior to this time, all such tanks were mounted internally with a pipe line for dispersing the solution.

\*\*\*

A NEW TECHNIQUE for refueling a big bomber in mid-air has been announced by the Air Force.

Using a device called a "flying boom" and a specially developed fueling tube, a B-29 "tanker plane" can refuel a B-29 or a B-50. The new system — still in the experimental stage — is a big improvement over the present system which makes use of a freely swinging flexible hose.

To transfer its fuel by the new method, the tanker plane will fly above and slightly ahead of the bomber. A technician, seated in the tail of the tanker plane, then



**TELESCOPING pipe technique now permits bombers to refuel faster and higher than was previously possible.**

"flies" the long telescoping fueling tube nozzle into a socket on the nose of the bomber and the fuel is pumped under pressure into the receiving airplane.

The flying boom, the Air Force says, is designed to enable its bombers and fighters to refuel in the air at a faster fuel flow rate and at higher altitudes than heretofore was possible. Flight tests are currently being conducted in Seattle.

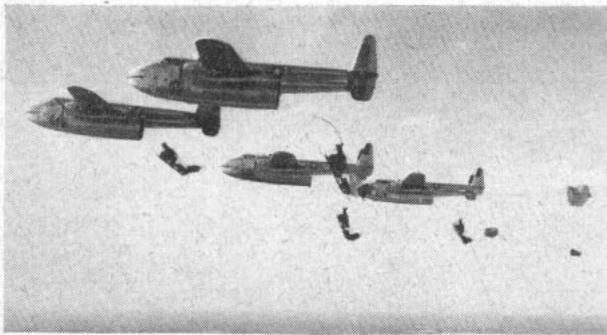
\*\*\*

A WORLDWIDE NETWORK of "ham" radio operators is being trained by the Army and Air Force in military communication procedures.

Known as MARS — the Military Amateur Radio System — the organization is made up of amateur-operated short wave radio stations located all over the globe.

Primary purpose of the organization is to keep personnel familiar with the latest developments in military communication procedures and to develop a large reserve force of personnel trained in military communications that could be mobilized in time of war.

To qualify for membership in MARS an amateur operator must possess a Federal Communications Commission license or, if located outside the U. S., a military amateur operator's license.



**HOWITZERS** and jeeps to move them are dropped from Air Force C-82s during maneuvers by 82nd Airborne.

WE'VE HAD RADIO sets for quite a while and radar for a lesser length of time. Now something new has again been added — radiac sets.

Radiac sets were developed by the Army as an improvement over Geiger counters for practical use after any possible atom bomb blast. The new instrument isn't as sensitive as a Geiger counter, but is more rugged — and sensitive enough for its purposes. Its greatest dimension is 10 and one-half inches, and weight is 10 pounds. A radiac set employs an "ionization chamber" — not in itself a new invention, but new in this form of communications equipment.

The new instrument is designed primarily for use in training troops as radiation survey teams. In the event of an atomic blast, such teams would go over the affected area to determine when and where it would be safe for people to venture and how long they could safely remain. The Navy and the Air Force are also developing similar instruments suitable for their particular needs.

The word "radiac" is composed of letters from the words "radioactivity detection, identification and computation."



**SIGHT-SEEING** possibilities in the wonderland of Japan are explained by Jap girl to airmen on week-end liberty.

AIR RESCUE SERVICE, a far-flung activity of the Air Force, plays an important part in any search for a lost military or civilian aircraft.

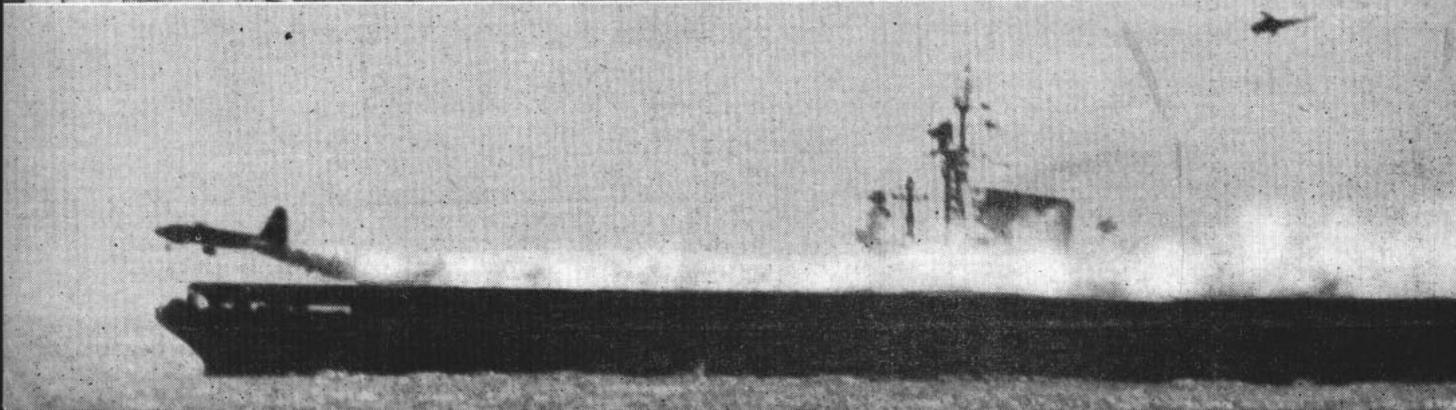
Should a plane go down or be listed as missing on a flight, a specially equipped rescue plane from one of three AF bases can fan out at a moment's notice to try to locate the downed aircraft.

Skimming over tree-tops of the heavily wooded mountains that so often are the scene of the worst air crashes, rescue personnel can spot the ill-fated craft and radio word back to the base where specially equipped land parties wait to swing into action.

Traveling by helicopter if necessary, these rescuers can quickly reach the scene of the accident, give first aid to survivors and carry them to safety. Cooperating fully with the Civil Aeronautics Administration, sheriffs, forest rangers, local police, Civil Air Patrol, as well as the Navy and the Coast Guard, ARS stands ready for any air emergency within its reach.



**TOP NOTCH** softballers as well as musicians, the USAF Band team has a 6-year record of 108 wins and 8 losses.



# TODAY'S NAVY

## New CNO Has Been Closely Associated With Naval Aviation During His Career

The appointment of Admiral Forrest P. Sherman, USN, as the Navy's new Chief of Naval Operations brings to that top post the first admiral whose experience has been primarily in naval aviation.

Admiral Sherman was named to succeed Admiral Louis E. Denfeld, USN. He was promoted from vice admiral to admiral at that time.

The new CNO's experience with the naval air arm dates back to 1922 when, several years after his graduation from the Naval Academy, he was

designated a naval aviator. He has been closely associated with naval aviation since that time.

Admiral Sherman was commanding officer of the carrier *uss Wasp* (CV 7) when she was sunk by enemy action in the Solomon Islands late in 1942. Wounded in the engagement, he was awarded the Navy Cross and Purple Heart.

Following the loss of *Wasp*, he served as chief of staff to Admiral (then Vice Admiral) John H. Towers, USN, Commander, Air Force, Pacific Fleet, and as deputy chief of staff to Fleet Admiral (then Admiral) Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet and Pacific Ocean Areas.

After the end of the war, Admiral Sherman served successively as Commander, Carrier Division One; Deputy Chief of Naval Operations (Operations) in the Navy Department; Commander, Naval Forces, Mediterranean; and as Commander, Sixth Task Fleet, in European waters.

The Navy's new CNO gained early experience in naval aviation in the old *uss Lexington* (CV 2), *uss Saratoga* (CV 3) and *uss Ranger* (CV 4).

In addition to the Navy Cross and Purple Heart, Admiral Sherman holds the Distinguished Service Medal, Legion of Merit, World War I and II Victory Medals and Theatre Ribbons, the British Order of the Bath and the Oak Leaf Emblem, and the Grand Cross of the Order Phoenix awarded by the King of Greece.



ADM Sherman



### ← The Navy in Pictures

**TAKING THE PLEDGE**—Three Seattlites are sworn in the Waves at the Seattle, Wash. recruiting office (top right). Top left: Mrs. Arnold looks on proudly as Joseph S. Arnold, HMC, is congratulated on his retirement by CAPT R. C. Lawver, skipper of USS *Leo*. Left center: Mrs. Annie Blackford is greeted on her arrival in Hawaii by her sons Robert (left) and James (right) and the chief's family. Below P2V *Neptune* makes jato from the flight deck of USS *Franklin D. Roosevelt* as plane-guard helicopter hovers aloft. Center right: Navy musician Rahn and Marine Hogg pose with youthful Spanish folk dancers when, for first time in 13 years, U. S. Navy vessels dropped their hooks in Spanish harbors.

### YESTERDAY'S NAVY



At Guantanamo in January 1913, three land-based planes, first Navy air unit, under the command of Lt. John Towers, USN, for the first time conclusively proved value of planes in scouting and locating mines and submarines.

### JANUARY 1950

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



THANKS are given H. R. McNabb, BMC, for work done by CPO Club for needy Puerto Rican children.

### Snorkel Sub Visits U. S.

One of Great Britain's snorkel-type submarines has paid a visit to the United States.

HMS *Tally Ho*, a veteran of World War II, spent a week at the U. S. Naval Submarine Base, New London, Conn., following her participation in anti-submarine warfare exercises while on loan to the Canadian Navy.

The undersea craft was one of Britain's most successful war-time submarines, and once survived a ramming by a Japanese destroyer.



MARINES of 2nd Marine Division reinforced by units from Camp Lejeune, N. C. stage a one-day invasion of popular Carson Beach, Boston, Mass.

### Navy Has a Big Heart

A Navy chief petty officer and his attractive wife have adopted two Irish orphans — a boy and a girl — and have given them a new home in America.

The two pudgy children, Mary Dillon, 2½, and James Kearney, 3½, are now adding bits of Irish brogue to the babble of childrens' voices in the backyard of the home of Chief Aviation Machinist Mate and Mrs. Eugene S. Perry.

Chief Perry and his wife, Mary, with no children of their own, decided to adopt little Mary and James on the advice of a Catholic chaplain at Alameda Naval Air Station. The chaplain told the Perrys of the plight of many children in Ireland and arranged for them to adopt the two through the chaplain's brother, a priest in Ireland.

Once they got the go-ahead from authorities in Ireland, the Perrys found willing aides in the Immigration Service and the U. S. Navy. Immigration officials helped smooth the entry of the two young travelers into America and the Navy sent Chief Perry across the Atlantic on a MATS plane to pick up his two new babies and bring them back to California.

A warm reception awaited at home. Toys and new warm clothing were showered on the wide-eyed youngsters. That night, their first in America, completely but happily worn out, Mary and Jimmy were put to bed in two starchy, brightly colored cribs.



FIRST to enlist in U. of Washington's Wave Volunteer Reserves, Catherine Fauntz chats with Bruce Rehn.

### 'New Look' for Hot Poppas

A new fireproof suit developed by the Navy makes it possible for rescue workers to withstand 2,000 degrees heat for as much as two and one-half minutes.

During tests conducted at Philadelphia Naval Base, Philadelphia, Penna., flames leaped two-stories high from a plane soaked with 100 gallons of gasoline as Navy volunteers, clad in the new five-layer suits, strode into the inferno and rescued the "pilot."

In another test, the rescue men entered a steam-filled room, worked for three minutes in the 180-degree heat, and came out unharmed. The same room was later flooded with gasoline to resemble "deck-spill" and ignited. Again the rescuers, clad in the fireproof suit, "saved" the "victim."

An oxygen re-breathing apparatus, worn under the suit, allows the firefighter to work at high speed for 30 minutes and at a slower speed for an hour.

Five layers make up the suit: a wool flannel lining, a layer of felted fibre glass, two layers of lightweight fibre glass (one layer constitutes a "vapor barrier"), and the outer covering of fibre glass and asbestos. So the firefighter can see what he is doing, there is a fire-resistant glass plate in the head covering. With headpiece, attached mittens and shoe packs, the entire suit weighs 35 pounds.

## Foreign-Born Wave

The country is full of interesting young people, of whom some join the Navy. Of those who join the Navy, some attend the journalist school at the Naval Training Center, Great Lakes, Ill. And of those, one of the most interesting to appear lately is Rene Josephine Webb, SA (W), USN.

Not only is Miss Webb one of the few foreign-born members of the Waves, but she also speaks three languages fluently and understands and reads a fourth.

Miss Webb's long journey to a naval career began 20 years ago, across an ocean and several countries. Miss Webb was born in Goettingen, Germany, and lived in that country for 10 years. Scotland was her next home, and there she spent another year. Successive moves took her to England and then to the U. S. and eventually the naval service. But before arriving here she traveled extensively in Belgium, Scotland, England, Switzerland, Holland and Germany.

As when she joined the Navy in June 1949, Miss Webb claims derivative citizenship from her father, a naturalized American. When she becomes 21 years old she can get a certificate as evidence of her own permanent citizenship.

Her present naval duty isn't Miss Webb's first connection with journalism. While in college she alternated with a friend in writing a column on campus activities for a West Virginia newspaper.



**SPECTACULAR** break-up of potent Marine *Tigercats* over a rumbling tank formation takes place during parade and review at Camp Lejeune, N. C.

## Flag Rank Orders

Flag rank orders for last month: Admiral Louis E. Denfeld, USN, Chief of Naval Operations, ordered to Office of Secretary of the Navy for duty.

Admiral Forrest P. Sherman (AV), USN, Commander, Sixth Task Fleet, appointed Chief of Naval Operations.

Rear Admiral Ralph E. Jennings, (AV), USN, Commander, Fleet Air Alameda, ordered to CNO for temporary duty pending further assignment by BuPers.

Rear Admiral Emmet P. Forrestel,

USN, ordered to CNO for temporary duty pending further assignment by BuPers.

Rear Admiral Herbert E. Regan, (AV), USN, ordered to Naval Operations for duty.

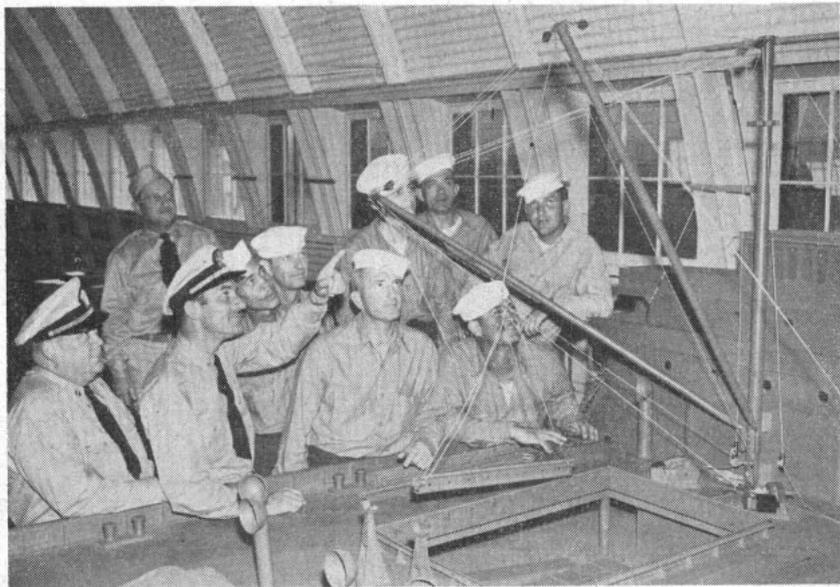
## Names Make News

James A. Michener, a U. S. Marine major had a visitor in Hawaii. The visitor was a prominent author whose name is — James A. Michener. Both have the same middle name, too: Albert.

While this was the first time the two James Albert Micheners had met, they had been almost within hollering distance of each other many times. To begin with, the two grew up in towns only about 70 miles apart, back in Pennsylvania. Then during World War II, they were on Guadalcanal and Tulagi at the same time. Both served in many other localities that are touched in "*Tales of the South Pacific*," written by James A. Michener (the author), although they didn't always serve in the same places at the same time.

The stories assembled in "*Tales of the South Pacific*" first appeared individually in a magazine. As fiction readers noticed the author's by-line, then met Major Michener, the Leatherneck officer was often the target of many questions. He thinks maybe he can now convince his friends that he didn't write the stories.

"*Tales of the South Pacific*" won the Pulitzer prize for fiction in 1947.



**CARGO HANDLING** course for West Coast Organized Reserves stresses fundamentals. Realistic working models demonstrate dockside operations.



RESERVISTS of Electronics Warfare Company 13-48 of Ellensburg, Wash., inspect a new drill press. Company is one of the 13 ND's outstanding units.

### New Pen Applies Radium

Uncle Sam will be saved more than \$10,000 each year, it is estimated, by a new radium-applying pen invented by a Navy employee.

Before the pen was designed and successfully used by an employee at NAS Seattle, Wash., radium was applied to all airplane instrument panels with a brush. This method required highly skilled workmen. With the new "graphic arts pen," most anybody can do the job, and the finished product is said to be superior than before. The new instrument has been in use at the air station for more than six months.

The inventor was awarded a check for \$275. At the same time, 12 other awards were made at the same air station for beneficial suggestions regarding many things, such as a venetian blind washer, reaming awls and an improved saw guard.

### General-ly Collegiate

If teachers of military science at Loyola University have any questions they can't answer, they might ask one of the students.

For a veteran retired Marine Corps brigadier general has enrolled at Loyola to fulfill what for him has been a lifelong ambition — to get a college education.

Brigadier General Raymond C. Scollin, USMC (Ret), enlisted in the Marine Corps when he was only 14 years old and won a commission as a

second lieutenant seven years later. He completed flight training in 1930 and was rated a naval aviator.

Gen. Scollin was on duty in the old *uss Lexington* (CV 2) when Pearl Harbor was attacked. He was in on the battles of Midway, Guam and Okinawa during his wartime service in the corps.

When he retired recently after 23 years of active duty, the general decided he just didn't know enough. As a result, he is probably the most well-rounded undergraduate on a campus today.

### Navy Hauls Priceless Cargoes

Eighty million dollars worth of art treasures have been brought to the U. S. in the hold of a Navy refrigerator ship.

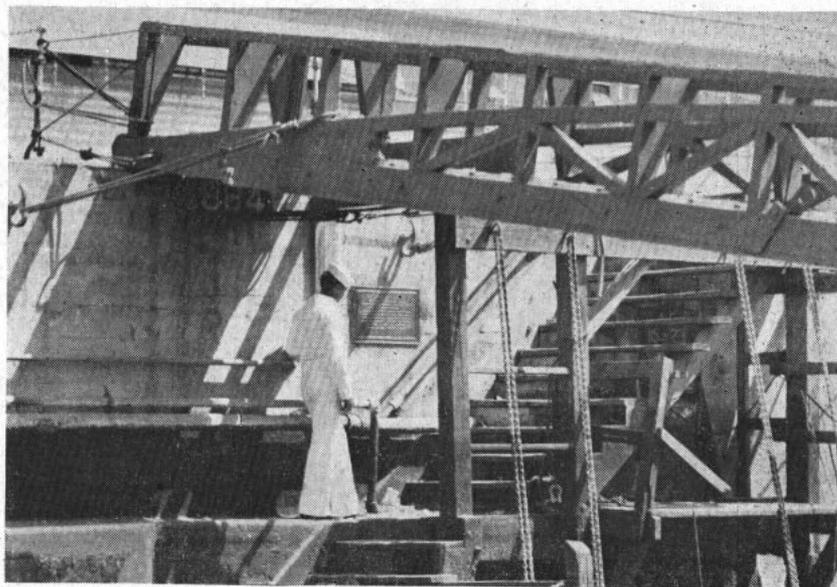
The priceless art works, which include canvasses collected and stored away in a salt mine by Adolf Hitler during the war, were transported safely across the Atlantic in *uss Malabar* (AF 37), one of the Navy's small refrigerated storeships.

*Malabar* was chosen for the task because of her ability to store the paintings, sculptures and other works of art in her roomy after hold and to keep them at a constant temperature and humidity. The temperature was maintained at 70 degrees; the humidity at 55 degrees.

All of the works arrived in perfect condition, officials of the National Gallery of Art, Washington, D. C., said.

When the ship arrived in Washington, D. C., she had safely tucked away in her hold no less than 101 cases of some of the most priceless art in the world including paintings by such masters as Rubens, Tintoretto, Titian, Vermeer, Van Dyck, Breughel, Giorgione da Castelfranco and Velasquez, as well as sculptures, tapestries, Greek and Roman antiquities, work of goldsmiths and silversmiths, and even specimens of armor.

*Malabar* had to skirt three storms on her trip across the Atlantic. At one point, she rolled 32 degrees, a good healthy roll for the ship, enough



MEMORIAL marker where *Pennsylvania*, *Cassin* and *Downes* were hit is one of 14 commemorating happenings at Pearl Harbor during sneak Jap attack.



**REUNITED in Hawaii**—Happy William H. Haynes, GMC, greets his wife and daughters on their arrival.

to send plates and cups clattering across the galley. But the shoring held and the paintings were unharmed.

The importance of the cargo *Malabar* carried was emphasized when armed guards clambered aboard the trucks that were used to carry the art works from the pier at the Naval Gun Factory to the National Gallery where they are now on display.

The Austrian minister to the U. S., Dr. Ludwig Kleinwaechter, expressed the thanks of his government to LCDR John D. Garland, USN, skipper of *Malabar*, for the part the Navy played in bringing the art treasures to the U. S.

"I am glad that we Austrians, who have every reason to be thankful to the United States, can now offer for display to the American people this important part of our cultural heritage," the minister said.

Among the paintings in *Malabar's* hold was one which Hitler is said to have purchased for his private collection.

This is not the only time the Navy has been called upon to transport valuable art treasures across the Atlantic. In 1946, *uss Adria* (AF 30) loaded her hold full of paintings by old Dutch masters and sailed for Rotterdam.

The masterpieces had been sent by the Dutch to the Metropolitan Museum of Art in New York City for safe keeping at the outbreak of the war.

## North Atlantic Maneuvers

More than 100 ships and 42,000 personnel have returned to east coast ports after the largest peacetime maneuvers the Navy has ever held in North Atlantic waters. Taking a large part in the exercises were men and ships of the Atlantic Fleet Submarine Force — 1,100 personnel, 14 submarines and two submarine rescue vessels.

The Navy emphasized that the four-phase maneuvers were not war games. They were conducted as training exercises and every unit which profited by the training was considered a winner.

The fleet armada was spearheaded by a striking force built around the three aircraft carriers, *uss Midway* (CVB 41), *uss Franklin D. Roosevelt* (CVB 42) and *uss Philippine Sea* (CV 47). Included were 49 destroyers, four cruisers and various minesweepers, tankers and supply ships, in addition to the hunter-killer force. The hunter-killer force was headed by three smaller aircraft carriers, *uss Wright* (CVL 49), *uss Mindoro* (CVE 120) and *uss Siboney* (CVE 112).

In the first phase of the exercises, approximately 100 ships of the surface force and logistic support cruised from the Virginia Capes to an area south of Argentina. They were "protected" by anti-submarine ships and an umbrella of land-based aircraft. They were "opposed" by a large force of submarines which were patrolling the area. Phase two was much the same except that the theater of operations was in arctic waters northeast of Newfoundland.

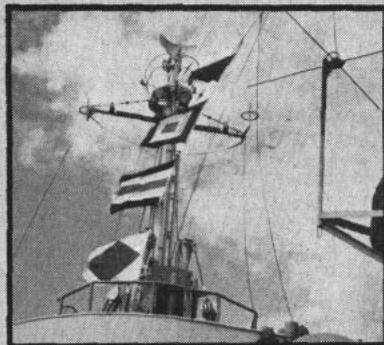
Phase three was staged in the Davis Strait area near the Arctic Circle and the coast of Labrador. In this exercise it was assumed that the surface force was retiring from a combat operation. Submarines attempted to thwart the withdrawal, while opposed themselves by surface anti-submarine units.

Later, carrier-based aircraft "attacked" air bases at Quonset Point, R. I., and Atlantic City, N. J., in a final phase of the exercises. Here, submarines and land-based aircraft worked together as a team to protect the U. S. shore.

Similar but smaller-scaled maneuvers were held in 1948. That exercise featured an assault landing against the fleet base at Argentina, involving 65 ships and 31,000 personnel.

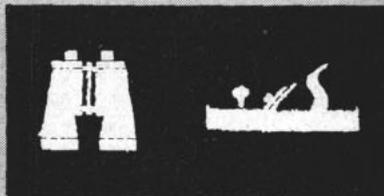
# QUIZ AWEIGH

Keep pace with the new Navy. Keep in touch with the old. Test your nautical knowledge on this month's ALL HANDS quiz.



1. The pennant and flag atop this signal hoist are respectively (a) sopus and yoke (b) speed and prep (c) second repeater and william.

2. The two lower flags are (a) william and oboe (b) charlie and fox (c) dog and roger.



3. A man wearing the distinguishing mark at left is (a) opticalman (b) fire controlman (c) expert lookout.

4. A sailor wearing the specialty mark at the right is (a) carpenter (b) damage repairman (c) patternmaker.



5. Sailors up on their aircraft recognition know that this is a (a) F2H Banshee (b) FH-1 Phantom (c) F9F Panther.

6. For anyone familiar with carrier operations, a glance should be enough to tell that it is (a) taking a wave-off (b) landing (c) being launched by catapult.

ANSWERS TO QUIZ ON PAGE 53

# Latest Word on Overseas Living Conditions

Here is a new summary of information about foreign duty stations for Navy personnel. It's slanted in particular toward housing and living conditions for naval dependents. It tells what they should bring, and what they should expect to find upon arrival.

This is the latest information available at BuPers. Nevertheless, changes occur — rapidly at times — and some conditions may be changed from the information given here, by the time this information is put to use.

## ALASKA (KODIAK AND ADAK)

**Climate** — Kodiak has a climate which is less rigorous than that of much of New England. The temperature seldom gets above 80°F. in summer or below 20°F. in winter. Rain, fog and snow are plentiful from December through April, with occasional periods of mild, sunny weather.

While Adak doesn't have temperatures as low or as high as Kodiak does, the weather in general is worse. Like the other Aleutian Islands, Adak lies between the warm Japanese current and the cold Bering Sea. The meeting of warm and cold air currents resulting from the different water temperatures results in fogs, much rain and snow, and frequent high winds.

**Housing** — Government quarters are limited in number and the housing shortage is far from solved. Personnel reporting for duty must wait their turn on a priority list before they can be assigned family quarters. Existing quarters are comfortable, and sanitary facilities are good in all government quarters.

There are a few civilian houses in Kodiak that are occasionally available to rent. Quarters at Adak consist almost entirely of remodeled Quonset huts. These can be made very comfortable.

**Household effects** — Families going to Kodiak or Adak to occupy government quarters should bring drapes, curtains, linens, silverware, cooking utensils and china. In all other respects, government quarters there are rented furnished.

**Automobiles** — An automobile is not

needed at Adak. You might, however, have some use for one at Kodiak. The island of Kodiak has many roads which are usually passable, and an automobile might be desirable for driving to hunting and fishing areas.

**Clothing** — Bring as much clothing as possible — particularly children's clothes and shoes, if you have children. Extra heavy clothing isn't necessary, but good waterproof medium-weight outdoor clothing is. Summer weather is rarely suitable for sun suits, but some light weight clothing is desirable for the summer months. Limited stocks of summer clothing are available for shoppers at Kodiak, but prices are high. Laundry and dry cleaning are both available. Bring plenty of raingear, overshoes and similar foul weather items.

**Food** — There are commissary facilities for dependents, and prices compare favorably with those in the States. Although few luxury items are carried, an adequate stock of staple goods is maintained. Fresh fruit and vegetables are available when transportation facilities allow their import. (The short growing season does not permit an adequate supply to be grown locally.) Fresh milk is available in limited quantities. Fresh fish and other sea food can be had for the catching at the seashore.

**Servants** — No servants are available at either of these stations.

**Medical care** — Adequate medical care for dependents is available at both Adak and Kodiak; but dental care is available only in case of emergency. It is best to have all dental needs taken care of before leaving the States, as a dental appointment entails a long wait. There is only one civilian dentist in Kodiak; none at Adak.

**Education** — Elementary and high school grades are available at both Adak and Kodiak.

**Religion** — Customary naval services are held in the chapels on the bases.

**Banking** — U. S. currency is used, and there is a bank at both Adak and Kodiak.

**Recreation** — The most popular type of recreation at Kodiak is hunting and fishing. Hunting is prohibited at Adak because the Aleutians are a game preserve. Other activities include movies, libraries, skiing, ice skating, tennis, base-

ball, bowling and photography. Photo fans should bring a supply of film with them.

**General** — Both Adak and Kodiak are islands. Kodiak is off the southwest coast, in the Gulf of Alaska. Adak is near the center of the Aleutian chain. Both are remote from other populated areas and must be supplied entirely from continental U. S. sources, by air or water transportation. At Kodiak, the Naval Air Station and Naval Operating Base are located eight miles from the town of Kodiak — population 900. At Adak, the Army and Navy with their service and civilian personnel constitute the only inhabitants.

No travel of dependents to Adak or Kodiak is authorized until quarters on the base have been assigned or the officer or enlisted man concerned has reported and made definite arrangements for his family to live in the town. Dependents should not travel to Seattle, the port of embarkation for Alaska, until notified to do so by the Commandant, 13th Naval District. Questions concerning travel to Alaska should be directed to: Commandant, 13th Naval District, Seattle, Washington.

## AMERICAN SAMOA

**Climate** — American Samoa's climate is conducive to good health for people of all ages and either sex. The normal temperature is 80°. Rainfall averages 177 inches per year.

**Housing** — Government quarters are available. *There are no private living quarters, hotels, etc., available.* A waiting list is employed, and naval personnel are considered for housing in accordance with existing housing regulations.

**Household effects** — The available quarters are furnished except for linens, silver, cooking utensils, china, drapes, curtains and sometimes mattresses. Standard electrical equipment will function with the current supplied.

**Automobiles** — It is handy to have a car for shopping and recreation, but by no means essential. Parts are hard to get, and salt air, moisture and coral dust cause rapid deterioration. Also, it takes many months, usually, to receive a car from the States.

**Clothing** — Dependents will need



"Nothing eventful the fourth day—except a party of headhunters."

washable summer clothing, only. They should bring enough of this type, however, because no clothing is available for purchase at local stores. Civilian clothing may be worn on off-duty hours by all personnel with families aboard. Laundry facilities are available but dry cleaning facilities are not. Khakis can be obtained at the small stores.

**Food** — Commissary store, butcher shop and ship's service store facilities are available. Food is plentiful and not rationed. Fresh frozen foods and fresh meats arrive regularly. Good quality pasteurized fresh milk can be obtained from the Island Government Dairy at a moderate price.

**Servants** — House girls and cooks are available from the civilian population. Latest available figures on wages are: House girls for house cleaning and laundry — \$20.00 per month. Full time cook — also \$20.00 per month. Local girls can be trained to act as baby tenders.

**Medical care** — The U. S. Naval Medical Department operates a naval dispensary and the Samoan Hospital, and conducts regular check-ups on all naval dependents. A naval dentist is available for emergencies.

**Education** — There is a naval dependents' school with qualified teachers which offers instructions in the elementary grades. High school facilities are available at Samoan High School. A "parents' cooperative" offers assistance with preschool-age children.

**Religion** — Protestant services are conducted by a Navy chaplain, with Sunday school available for children three to 15 years of age. Roman Catholic services are conducted by civilian Marist Fathers.

**Banking** — U. S. currency is used exclusively. An accredited local bank offers banking facilities.

**Recreation** — Movies, clubs, salt-water swimming, tennis, basketball, softball, volleyball, horseshoes, bowling, outings, picnics and hikes are some of the types of recreation to be enjoyed in American Samoa.

#### ARGENTIA, NEWFOUNDLAND

**Climate** — The summers are short, with temperatures seldom rising above 72° F. There is much fog at Argentia during July and August, but this condition does not extend inland, generally. The weather grows colder in September, with occasional snow up until December, after which the most rigorous part of the winter occurs. The temperature seldom falls below zero, however, and the winter weather can be compared with that of Boston. Argentia's weather is uncertain. Bitter squalls and short blizzards with high winds are common in the winter months.

**Housing** — Quarters for dependents are available in limited numbers, but applicants must spend some time on a waiting list. No arrangements for moving de-

pendents to Argentia should be made before obtaining permission from the CO and receiving written assignment of quarters.

**Household effects** — Quarters are equipped with furniture, electric stoves, and refrigerators. All other furnishings, including blankets and linens, must be furnished by the tenants. Such items as lamp shades, ash trays, vases, pictures, curtains and dishes cannot be obtained locally except at St. John's, 34 miles away by road. Mattresses may be obtained from the ship's store, as well as (usually) from the former tenant.

**Automobiles** — Privately owned automobiles are permitted and encouraged, because of the rigid regulations and control of government transportation. Shipping is performed through the Naval Supply Center, Norfolk, Va. Gasoline and oil can be obtained through the commissary store. Repairs also are made, with the owner depositing the approximate cost with the disbursing officer in advance. Certain conditions regarding customs regulations and insurance must be met before a private car can leave the naval base at Argentia and enter Newfoundland proper. Drivers' licenses can be obtained through the Traffic Control Officer, Marine Barracks, upon satisfactory completion of a standard driving test.

**Clothing** — Medium weight clothes are suitable most of the year. A sturdy rain coat and galoshes are essential. Also, suitable coats and other garments for severe outdoor weather should be brought. Hats and umbrellas aren't very practical, because of the constant high winds. A few summer clothes should be included, too. Enough clothing for the greater portion of the expected stay in Argentia

should be brought from the U. S. when dependents arrive. Such items are scarce and expensive in St. John's. Don't forget shoes.

**Food** — The commissary store is adequately stocked with all staple items. Frozen fruits and vegetables are usually available, and fresh vegetables to a lesser degree. These stocks depend upon plane schedules and supply ships. In the past, ships have arrived on the average of once every six weeks. Frozen or fresh milk and canned baby food are always stocked.

**Servants** — Maids can usually be obtained at a wage of \$20.00 to \$35.00 per month. Because most apartments do not have accommodations for servants, it is necessary to quarter them in the girl's dormitory at approximately \$10.00 per month additional cost. Trained cooks or housekeepers are generally unobtainable.

**Medical care** — Available. There is no charge for out-patient treatments, examinations or consultations for dependents of the U. S. Armed Forces. A daily charge of \$1.75 per day is required for hospitalization or in-patient care at the dispensary. Dental facilities are limited and present regulations forbid dental treatment of dependents and civilian employees except in emergencies. All necessary dental work should be done before dependents leave the U. S.

**Education** — Elementary schooling is available up through the 8th grade. There is a separate nursery school for children aged three to five and a kindergarten for children aged five and six. The cost for a family with one child is \$3.00 a month, and \$1.00 per month for each additional child. American teachers with certificates from U. S. institutions are employed.

**Religion** — Both Protestant and Cath-

## WAY BACK WHEN

### To Pay Your Footing

The road of the novice whether he be a boot or a plebe is more often than not a rough one. Not the least source of his troubles is the older hand who has preceded him and whose wisdom has long since encompassed the devious tricks for indoctrinating the uninitiated.

In the days of the sailing ships, the greenhorn received his "education" through the generosity of seniors, even as do his counterparts today. And then, as now, suitable payments were often extracted from the newcomers. "To pay your footing" was simply the matter of providing oldtimers some of the tuition they always expected aboard sailing ships.

A person going into the tops for the first time was usually directed to "pay your footing," which meant he had to supply all hands with a glass of grog.



In return, of course, the old hands solemnly promised to teach the new hand all they knew about the rigging of the ship.

olic services are held at the Navy chapel by Navy chaplains.

**Banking** — U. S. currency is the medium of exchange at Argentina, and pay can be obtained in cash or by check, as desired. An account in a bank in the U. S. is recommended. This would be convenient in making purchases from U. S. retailers by mail.

**Recreation** — The Naval Operating Base has an officers' club, a CPO club, an enlisted men's club and an American civilians' club. There are also a motion picture theater, bowling alleys and a large gymnasium and indoor swimming pool — all available to dependents. Fishing for trout and salmon are popular, and those interested in the sport would be wise to take along their fishing gear. Sled coasting and skating are popular for children. Sleds, toys and similar items can be purchased more cheaply in the States than locally.

**General** — Argentina has excellent sanitary facilities and a good, safe water supply. A laundry and dry cleaning plant is included in the ship's service facilities.

#### ANKARA, TURKEY

**Climate** — Ankara has a very dry climate. Variations in temperature are wide but seldom extreme. Temperatures usually range between 70° and 90° in summer and 20° to 45° in winter. The summer sun is powerful, but the nights are cool and comfortable. Rain rarely falls during the summer season, and from May until November a heavy dust covers the countryside. The winter snows are moderate. In general, the climate resembles that of Arizona and New Mexico.

**Housing** — No government quarters are available in Ankara. Other quarters are difficult to find and aren't up to American standards. They are also expensive: \$160—\$250 per month for a two-bedroom house and \$250—\$284 per month for three bedrooms. Unfurnished houses and apartments range from \$90—\$214 per month for two or three bedrooms. Rent for three to six months in advance is usually required and the prospective tenant is required to sign a year's lease, as a rule. There are only two mod-

erately good hotels at average U. S. rates. A few "pensions" are available and relatively suitable for short periods.

**Household effects** — Electric refrigerators are seldom included in the furnishings of furnished apartments or houses. As artificial ice is expensive and sometimes unsanitary, it is well to bring your own refrigerator from the States. They are very expensive locally. A good gas stove and electric heaters are also good to have along. Most houses and apartments are heated by coal stoves. Water is usually heated by individual wood or gas heaters in the bathroom.

Electric current is rated at 220 volts, but is more often 200. It is 50-cycle current, which makes it unsuitable for ordinary electric clocks and requires adjustment of record players. It is two or four phase which makes difficult the use of three-phase equipment such as electric stoves. Small individual transformers for each piece of equipment are better than large ones. Better consult a competent electrician.

Shipment of household effects is likely to take considerable time. Take along as *hold luggage* any items that will make hotel life more comfortable — transformers for radio and other electrical equipment, flat irons for 200 V. current, etc.

**Automobiles** — It is convenient to have one's personal automobile. Operating costs are high — 50 to 60 cents per gallon for gasoline. Maintenance and repair facilities are extremely limited.

**Clothing** — Because of high local costs, all clothing needs anticipated during the tour of duty at Ankara should be provided for before leaving the States. In general, the type of climate described will dictate clothing needs. Women should include sturdy low-heeled shoes, because everyone walks a lot in Ankara. Also, they should bring galoshes — for rain, snow and slush are common in winter. Civilian clothes are worn on duty and off, except for certain official occasions. Officers will encounter many social obligations — some where formal dress is required. Warm clothing for indoor wear should be brought.

**Food** — Adequate. Local milk must be made safe by heating. Local sugar is coarse and expensive. Canned goods are scarce and expensive.

**Servants** — Most types of domestic help are available for \$25—\$60 per month.

**Medical care** — Dependents are eligible for medical care at a small hospital in Ankara which is staffed by Army doctors. Dentists are rare. Nearest oculists are at Istanbul — an overnight (\$20) trip away by train. Those who wear glasses should bring their prescriptions with them. All naval personnel and dependents entering Turkey must be inoculated against typhus, typhoid, cholera, smallpox and tetanus.

**Education** — A small school for American children has been organized by

American parents living at Ankara. The charge is \$15.00 per month for each child. The Calvert School course is used and parents planning to send their children to the school should bring the proper course with them. Several American and English schools are available at Istanbul.

**Religion** — Two chapels in Ankara hold Catholic services each Sunday. On the second Sunday of each month, the British Embassy holds an Anglican service in its embassy building.

**Banking** — Funds can be transferred to a Turkish bank. Cashing American bank checks is difficult. The Turkish Lira, worth about 35 cents, is the medium of exchange. People arriving in Ankara should have a fund of travelers' checks — \$20 denominations. Ample allowance should be made for initial expenses.

**Recreation** — Ankara has three fair motion picture theaters. Pictures are usually approximately a year old. Hunting, fishing and riding can be engaged in. Tennis is available for personnel of the naval mission. The picturesque city offers many possibilities for photography and art fans. Skiing is a popular sport in winter. All sports equipment except skis should be brought from the States. Playing cards and other indoor games should also be brought from home. Magazine subscriptions are desirable.

**Miscellaneous** — Any dependents going to Ankara should not fail to get a copy of the Bureau of Naval Personnel's pamphlet concerning living conditions at that station. The pamphlet is very detailed and helpful.

#### BERMUDA

**Climate** — Bermuda's climate is mild, pleasant and healthful, but rather damp. Fine summer weather continues from March to mid-October. Winter temperatures range usually from 58° to 68°, with a drop to 50° rarely occurring. There is considerable wind in the winter months.

**Housing** — Government housing is limited. Civilian housing is expensive — \$80 to \$170 per month — and utilities will cost \$14—\$22 and up. Adequate housing must be arranged for before dependents are permitted to enter the area.

**Household effects** — Most houses are rented already furnished. Lacking items can be purchased locally, but prices are high by U. S. standards. Personal effects and household goods brought to Bermuda are exempt from Bermuda customs duty.

**Automobiles** — Automobiles larger than 10 horsepower models are not permitted in Bermuda. Bicycles and motor bikes are popular. The station provides boat and bus transportation.

**Clothing** — Dependents will need a good supply of cool, washable clothing with some rain clothing and cool weather garments included. No very heavy clothing is necessary. Some formal clothing is



"Reminds me of my boy friend!!!"

recommended if use of public eating and dancing facilities is planned. It is well to bring most clothing from the States because of high local costs.

**Food** — The commissary store at the base is adequate for dependents' food needs.

**Servants** — Available at \$8 to \$14 per week.

**Medical care** — The usual naval medical care authorized for dependents is available and adequate.

**Education** — There are no public schools in Bermuda suitable for American children. There are adequate private schools, however, with fees ranging from \$50 to \$150 a year depending on the school and the age and grade of the child. Transportation of school children is provided by the station.

**Religion** — Religious services for all common American faiths except Jewish are available. Special Jewish holy days are observed and services are held at the Army Base for all personnel.

**Banking** — Available.

**Recreation** — Tennis, movies, golf, fishing, swimming, sailing and bicycling, as well as organized intramural sports can be enjoyed in Bermuda. In general, recreational facilities are ample.

**General** — Prices and costs given here were those that prevailed before the British Pound was reduced in value. While new prices were not available at the time this was prepared, they should be generally somewhat lower if any change takes place.

#### CANAL ZONE

**Climate** — The temperature varies between about 75° and 90°, averaging approximately 85°. Humidity is usually high but nights are moderately cool, as a rule. The dry season begins in December and lasts approximately four months, during which there is practically no rain. Rainfall during the remainder of the year is very heavy and may vary from intermittent showers to day-long downpours. Humidity is especially heavy in the rainy season. The climate in general would compare favorably with that of the summer months in southeastern U. S. areas.

**Housing** — Housing for Navy dependents is limited in the Canal Zone and is the principal governing factor in regard to dependents entering that area. Private quarters are sometimes available in low-cost housing developments. Dependents may not commence travel to Panama until housing has been assigned and permission has been granted for their entry.

**Household effects** — Furniture only is provided in Navy quarters. Other quarters may or may not be furnished. Because of a lack of storage space, it isn't usually advisable to bring furniture to the Canal Zone. In addition, veneer furniture would deteriorate rapidly because of humidity and overstuffed furniture would mildew from the same cause. All items except furniture should be brought,

however, as well as floor lamps, table lamps and small tables. Except for limited areas, electrical current is 110 volt AC, 25-cycle. Common electrical appliances employing motors which are designed for 60-cycle current won't run on 25-cycle current. Irons, toasters and electric razors of the vibrator type will, however. Twenty-five cycle motors for conversion sets were not available locally at last report. Electrical appliances designed for 25-cycle current are available at the local commissaries at approximately the same price as in the U. S.

**Automobiles** — Private automobiles can be used to good advantage and should be shipped to Panama if available and in good condition. Gasoline is cheaper than in the U. S., but maintenance facilities are limited and expensive. A good road now runs from coast to coast — approximately 50 miles. Also, some very interesting trips can be made to the northern provinces, especially in the dry season.

**Clothing** — Summer clothing is worn the year around. A limited variety of clothing for women and children can be obtained locally. Still, it is advisable for dependents to obtain a good supply of washable cotton clothing before leaving the U. S. Laundry facilities are available.

**Food** — The food supply is plentiful but somewhat lacking in variety — particularly in regard to fresh fruit and vegetables. Fresh milk is very limited and generally provided only for smaller children and the sick and convalescent.

**Servants** — Panamanian and West Indian domestic servants are available at a wage of approximately \$30 to \$50 a month.

**Medical care** — Available medical and dental facilities are excellent and plentiful.

**Education** — The public school system is under Panama Canal Zone administration and has high standards. In addition, Catholic schools are available both on the Pacific and Atlantic "sides."

**Religion** — Many religious services are held at service chapels and at churches of numerous denominations in the Canal Zone. Services in the Republic of Panama are predominantly Catholic.

**Banks** — U. S. currency is used and banks are available.

**Recreation** — Movies, swimming pools, beaches, golf, tennis, fishing, basketball, bowling and baseball are available, but not in all cases convenient. Swimming is a popular year-round sport and many take part in sailing. Sport fishing is splendid in the Bay of Panama. Clubs are located at most of the Navy and Army stations and special membership privileges are granted by private clubs. Recreational facilities are considered adequate by most Canal Zone dwellers.

**General** — It is advisable for dependents to bring their birth certificates in order to apply for passports to visit

neighboring Central and South American countries, should they desire. A visit to the mountainous interior region of Costa Rica is a popular and unforgettable trip made by many Canal Zone people — frequently by some, especially in the dry season.

#### GERMANY

**Climate** — The climate is similar to that of the U. S. North Atlantic states — particularly New York and New Jersey, but without the occasional intense summer heat. Bremerhaven is damper than most of Germany and has much rain and fog.

**Housing** — Quarters for the most part are private homes and are assigned on a strict priority basis. Rentals for officers are \$60 to \$120 per month, depending upon the officer's rank. Enlisted men are assigned similar quarters at a reduced rate.

**Household effects** — All quarters are completely furnished except for chinaware, kitchen utensils, linens, electrical appliances and some similar items. Not all have refrigerators. Refrigerators can in some cases be purchased from previous tenants. Most needs can be purchased from Army post exchanges, and few if any from civilian stores. Electrical current varies — often between different sections of the same town. It is either 110 or 220 volts. Toys should be taken along for the children. Clothes pins have not been available in Germany.

**Automobiles** — You will find a car very desirable. Gasoline is cheaper than in the States. Parts and repairs are available through the Army European Exchange Service. Bicycles are popular for children.

**Clothing** — Blues are worn mostly by naval personnel. In a few locations officers and CPOs are occasionally authorized to wear tropical worsted or gabardine khakis. Dependents should bring a reasonable supply of clothes and shoes suitable for the various seasons in New York City. Most social affairs — particularly in Berlin — are formal. The PXs have fair clothing departments to meet supplementary needs.

**Food** — Army commissaries are fully adequate and provide practically all customary items. Baby food and fresh milk



"Mermaids? Whoever saw a mer—?"

are plentiful. Prices are slightly lower than in most U. S. stores.

**Servants**—One servant is furnished each family at no additional cost above house rental. Other servants are available at approximately \$80 per month.

**Medical care**—Adequate for dependents of all ages.

**Education**—Schools for dependents are provided in all communities where American personnel are stationed. American teachers offer instruction in all grades—kindergarten through high school.

**Religion**—Service chaplains conduct church services in all faiths.

**Banking**—The Chase National Bank has branches in all large cities and the American Express Co., has offices in every community. Military payment certificates, commonly called "scrip," is used exclusively.

**Recreation**—Service clubs offer dances, snack bars, photographic dark rooms, hobby and craft shops, libraries, and music rooms—all open to dependents. Officers' and enlisted men's clubs offer a good social program. Tours conducted by Special Service and the American Express Company are of great interest to dependents. These tours include Switzerland, Holland, Denmark, France, Italy, the United Kingdom, Belgium and Austria. Civilian night clubs are prevalent but rather expensive. Special Service presents movies everywhere and conducts a complete and well rounded sports and athletic program.

## GREECE

**Climate**—The climate in Greece is temperate. Summers are very hot; winters are damp and moderately cold. Generally the climate is like that of Washington, D. C., but the summers are dryer. Salonica is much colder and damper than the rest of Greece.

**Housing**—The only possibility in regard to housing is to rent civilian apartments or villas. They are very scarce and expensive. A five-room apartment with two bedrooms and bath will rent for more than \$300 per month. Rent for six to 12 months is required in advance. Occasionally, villas in the suburbs are available at slightly lower rent, but they have few conveniences. Houses in the residential section are frequently very desirable, but rent for \$300 to \$500 a month and are hard to get. Hotel facilities, when available, are suitable for only a short stay, because of the high cost.

**Household effects**—Apartments and villas are furnished except for electrical appliances, refrigerators and washing machines. Most items can be purchased locally, but are very expensive. Houses and apartments aren't usually equipped for comfortable winter heating and may seem sparsely furnished in other respects, by American standards. Fuel and electricity are expensive and rationed. Bring



"Joey is a strong defender of the Navy."

transformers for electrical appliances which aren't rewired for 220 volts. Beds, springs and pillows brought from home are likely to be more comfortable than those furnished with houses and apartments. Electric current is rated at 220 volts, 50 cycle, three phase.

**Automobiles**—Definitely recommended. Car should be new or in good shape. Parts, gasoline and repairs are scarce and expensive.

**Clothing**—Naval personnel wear blues from November through March—khaki and whites in the summer. Women should bring a good supply of clothing for themselves and children, including low-heeled shoes for themselves. Sidewalks and pavements are uneven. Clothing can be purchased locally at high prices. Feminine apparel for most social affairs is formal. Naval personnel wear civilian clothes off duty. Heavy coats are needed by all in winter.

**Food**—Most basic needs are met by the Army commissary. Local food isn't at all plentiful, except for vegetables in season, and fish. Local meat is scarce and not considered acceptable by American health standards. Local fresh milk can be used if boiled. Other dairy products aren't acceptable. Water is often scarce and rationed.

**Servants**—Available at wages varying according to skill required.

**Medical care**—A dispensary staffed with U. S. naval personnel exists at Athens. Arrangements for beds and facilities in a local hospital are being made.

**Education**—There are several schools operated by Americans for Greek children. American children may attend by special arrangement. Establishment of an American school is under discussion.

**Religion**—Greek Orthodox, Roman Catholic, English Anglican, and a non-sectarian church are available.

**Banking**—Available in Greek or British banks. Currency is the Drachma and the rate of exchange is approximately 10,000 for one dollar. The government is very strict about foreign currency declared on entry and exit from the country. Travelers should comply with regulations without fail. Military scrip is used

in APO, snack bar, PX and commissary. A "stateside" checking account is desirable—especially for purchasing U. S. merchandise by mail.

**Recreation**—Historic sightseeing, bathing, boating, tennis, night clubs, movies in English, basketball, softball and soccer.

## GUAM AND SAIPAN

**Climate**—The weather at Guam and Saipan is tropical, but not often too unpleasant for reasonable comfort. Temperature ranges from 74° to 95°, with an average of 81°. Humidity is usually fairly high, averaging about 73 per cent. There is a continuous refreshing ocean breeze. The nights are cool, often making a blanket necessary. Most of the annual 90-inch rainfall falls during the summer months—July to October. The other eight months provide almost constant pleasant weather. Earth tremors are frequent but mild. Typhoons are infrequent, but not mild. All new buildings are being constructed typhoon-proof.

**Housing**—Most available housing in the Marianas since the war has been Quonset-type structures, often not comfortably furnished. New permanent Navy housing is increasing on Guam.

**Household effects**—Practically all household furnishings *except* large basic items of furniture and stoves and refrigerators should be brought. All kitchenware, dishes, linens, bed clothing, electrical utensils, lamps, radio, pictures, nick-nacks and similar items should be brought. Electrical current is 110 volts, 60 cycle—the same as that most often used in the States. In general, not the best furnishings should be brought. The great shipping distance is one reason; another is the harm often done furnishings by mildew and tropical pests. Many native items can be bought locally and are of value for their decorative effect.

**Automobiles**—Families going to either Guam or Saipan will profit by having a car along. Distances are extensive in many cases, and many pleasant trips can be taken by automobile—especially on Guam. Take a manufacturer's parts catalog with you, if possible, and a wiring diagram. Repair facilities are limited. The car should be in good shape before shipping and a supply of basic spare parts should be taken along.

**Clothing**—A good supply of washable summer clothing should be taken with dependents going to the Marianas. Also, provisions should be made for buying more by mail. Clothing needs would be comparable to those of summer months in the States. Swimming trunks and sun suits are almost essential. Laundry facilities are present, but dry cleaning isn't.

**Food**—Army and Navy commissaries supply adequate food. Guamanian stores occasionally have certain delicacies not carried by the commissaries. Some local produce can be bought, including bananas, papaya, mangoes and pineapple of

standard quality. Reefer ships have been arriving approximately once every three weeks with fresh fruit and vegetables. The only milk is canned, frozen or powdered.

**Servants** — Servants can be hired at an average wage of \$25 per month.

**Medical care** — Each large command has its dispensary where service personnel and their dependents may obtain the best of medical attention. The U. S. Naval Hospital fills the need for those needing hospitalization. Dental treatment for dependents is authorized only in emergencies, so dependents should have all needed dental work done before leaving the States. Persons going to Guam to live must have typhoid and tetanus inoculations and smallpox vaccination not more than six months before arriving. Americans living in Guam usually enjoy good health.

**Education** — Good educational facilities are to be found for all grades and ages. In Guam the cost is only nominal for non-resident children. At NOB Saipan, tuition is \$5 for a family's first child, \$3 for the second and \$2 for each additional child per month.

**Religion** — Navy services are held each Sunday and on religious occasions, in all common faiths.

**Banking** — Available at both Guam and Saipan. U. S. currency is used.

**Recreation** — A broad recreation program including the clubs, movies, libraries, and all sports except winter sports is provided. Well organized league athletics provide an interesting spectator sports program. Swimming, sailing and fishing are very popular, although beach bathing is hampered somewhat by sharp coral. Recreational facilities for children aren't as ample as they might be.

**General** — The BuPers pamphlet on living conditions for naval dependents at Guam and Saipan is very helpful. Those going there should obtain a copy.

#### GUANTANAMO BAY, CUBA

**Climate** — The climate of Guantanamo Bay is best described as semi-tropical. The temperature varies from 62° to 85° in winter and between 72° and 92° in summer. There is a short rainy season in October and November, and another minor one in April and May. The rain storms are sudden, heavy and brief. There are no extended periods of high humidity as in many truly tropical areas. Guantanamo Bay's climate is very healthful.

**Housing** — Considerable housing for naval personnel and their families exists on the station, but at last report was not sufficient to meet the demand. This housing varies from three-bedroom houses with two baths to Quonset huts with two bedrooms, bath, kitchen, and combination living room and dining room. Transportation of dependents to Guantanamo Bay cannot be obtained

until Commander, NOB Guantanamo Bay, has certified that adequate quarters are available. Living conditions in the two towns within commuting distance of G.B. are generally below acceptable American standards.

**Household effects** — All quarters have essential furniture, including stoves and refrigerators. Bring linens, blankets, kitchen utensils, electric iron, washing machine, radio (standard broadcast and short wave combination is best) and any other desired item for decorating and comfort. If you so desire, you can bring and use your own furniture. Electric current is 110 volts, 60 cycle, same as in the States.

**Automobiles** — CPOs and first and second class POs can ship their cars to G.B. at government expense, and families will appreciate having their cars there. Automobiles should be in good condition as only minor parts are available on the base and parts are hard to get.

**Clothing** — Cotton and rayon washable summer clothes should be brought along for everyday wear — lightweight woolen dresses or suits for cool evenings. Evening clothes are optional but are worn at most dances and social affairs. Very little clothing can be bought locally, but the base has two sewing shops. Materials and sewing needs can be purchased and competent seamstresses can be hired. Military personnel aren't allowed to wear civilian clothes except while engaged in recreation. The uniform for officers and CPOs consists of khakis without coats, ordinarily — whites for church services and formal occasions. Laundry and dry cleaning are available.

**Food** — The commissary is well stocked with plain foods, baby foods and some household and personal items. Frozen fresh milk can be had. Some safe fruit and vegetables are available locally, and occasionally some sea food. Fresh fruit and vegetables and frozen foods from the States are usually on hand.

**Servants** — Available but not always the most efficient. Maximum pay — \$35 per month.

**Medical care** — Good medical facilities are at hand for dependents. The hospital has two wards, an air-conditioned delivery room, an incubator and a nursery with cribs. Dental care is another matter. Only extreme dental emergencies can be handled on the base, and the nearest civilian dentist is at Santiago — seven hours away by boat and train. Dependents must have their teeth in first-class condition before coming to Gitmo.

**Education** — The NOB school covers all grades from kindergarten through senior high school, with books furnished. It is well equipped and staffed with competent teachers. At last report it was in the process of becoming an accredited school. Tuition averages \$5 per month per child. The school term is nine months.

**Religion** — Protestant services are held at 1100 and 1900 on Sundays, in the

base chapel. Sunday school is at 0930, at the schoolhouse. Catholic Masses are held each morning and three times on Sunday. Jewish services are also held.

**Banking** — U. S. currency is used exclusively, but there are no banking facilities. Checks may be cashed at the ship's service stores and the post exchange.

**Recreation** — Swimming, tennis, badminton, sailing, boating, fishing, hiking, golf, bowling, horse-back riding, skeet shooting, dancing and nightly open-air movies are all available. Athletic equipment such as tennis rackets, golf clubs and sail boats are available on the base for use of naval personnel and their families. Horses may be rented at \$1 an hour or \$15 per month. People coming to Guantanamo Bay should bring suitable clothing for engaging in their favorite outdoor sports.

#### HAWAII

**Climate** — The climate of Hawaii is not surpassed anywhere in the world. The average temperature ranges from 70° in the winter months to 78° in August. Steady fresh winds blow nearly all the year and Honolulu is cooler than most stateside cities are in the summer months. The days are almost always cool and bright and the nights are usually cool. The air is usually dry and invigorating, and billowing white clouds provide protection from the semi-tropical sun.

**Housing** — Navy housing on the island of Oahu is still acutely short, and entry of dependents is restricted until the command to which personnel are reporting has certified that adequate housing has been obtained. Private housing and local hotel accommodations are expensive and hard to find. Quarters assigned to naval dependents are of three types: public quarters — furnished; interim public quarters — unfurnished and rental quarters — unfurnished except for refrigerator, stove and hot water heater. Housing assigned to enlisted personnel may be either the interim public quarters or the rental quarters. Applicants should expect a considerable wait.

**Household effects** — No definite advice regarding household furnishings can be given, because of the variation in furni-



Norval E. Packwood, PFC, USMC

"Never mind what I used for bait."

ture included in rental housing. It would be best to determine in advance whether your quarters are to be furnished by the Navy, and to what degree. When needed, furniture should be shipped to the new station, if practicable, because of the high cost of furniture in the local stores.

**Clothing** — Summer clothing is worn the year round, with playsuits and shorts popular for leisure time. Cotton dresses are popular and bathing suits are a "must" item. All needed clothing can be bought at island stores and prices are only slightly higher than in the States. No heavy clothing need be brought, except a light raincoat or top coat. Women rarely wear hats or gloves. Laundry service and dry cleaning are available.

**Food** — There is normally a plentiful supply of all kinds of food for adults and children, including small babies. Varieties compare favorably with those found in mainland stores in larger cities, with certain types of fresh fruit found in great abundance.

**Servants** — Some servants are available, but demand high wages.

**Medical care** — Both routine medical care and hospitalization are available, with hospital rates for eligible dependents the same as established for all naval hospitals. Civilian physicians, hospital facilities and clinics are available on the island of Oahu to anyone desiring such services.

Dental care isn't so easily obtained, and is generally given dependents of naval personnel only in the case of emergency. Civilian dentists also are scarce, and dental appointments cannot be obtained without a long wait. People going to Hawaii to live should have all needed dental work done before leaving the States.

**Education** — Schools in all grades — kindergarten through college — exist, with standards as high as those of mainland schools.

**Religion** — Protestant, Catholic and Jewish services are held in the Navy housing areas. Honolulu churches offer services to nearly all denominations.

**Banking** — Adequate banking facilities are at hand. The services rendered compare favorably with those of mainland banks. Branches of the two large Honolulu banks are maintained near the Pearl Harbor Naval Shipyard.

**Recreation** — All the opportunities for recreation afforded the tourist are available to Navy families in Hawaii. Water sports are the most popular sports in the islands. There are beaches not far from all stations, and there are also many pools at naval activities. Golf, tennis, horseback riding, deep-sea fishing, sailing and bowling are popular. There are excellent service clubs for dining and dancing, and many movie theaters. A general library and craft shops are available to Navy dependents, as well as a large athletic arena featuring spectator

events such as movies, basketball, boxing and other sports.

**General** — Second-hand furniture can often be bought from departing families. Buses owned by the armed forces often aid in transporting children to school.

#### KWAJALEIN

**Climate** — The climate of Kwajalein is of the type usually found in the central Pacific — tropical, but tempered by trade winds and not generally uncomfortable. In most respects it would be comparable with that of Guam.

**Housing** — The only quarters available are those which have been built by individuals. They are not numerous. Houses are of the two-bedroom-and-bath category.

**Household effects** — Adequate furnishings are provided with the quarters, including necessary kitchen utensils. Electricity is 110 volts, 60 cycle — the same as U. S. current used for all stateside electrical appliances. No furniture is available for purchase locally.

**Automobiles** — There is no need for an automobile at this station.

**Clothing** — Light clothing, only — with some rain gear — is needed. Bring all clothing for which a need is anticipated during your tour of duty at Kwajalein, unless you plan to buy by mail. Nothing can be bought locally, except uniform items at the small stores. Laundry service exists for adult clothing and household linens.

**Food** — There is now a ship's store with a commissary section, at Kwajalein. This provides adequate supplies of food. Meals may also be obtained at the officers' and enlisted men's clubs.

**Servants** — Available at a wage of \$30 per month.

**Medical care** — The naval medical facilities are available for dependents. Dental care is available for dependents only in emergency cases. All necessary dental work should be completed before leaving the States.

**Education** — Kindergarten classes and elementary school grades are conducted. The Calvert System of home study is recommended for higher grades (six, seven and eight).

**Religion** — The usual naval services are conducted in the Naval chapel.

**Banking** — No banking facilities are available. U. S. currency is used exclusively.

**Recreation** — The possibilities for recreation are somewhat limited, but by no means non-existent. Most obvious opportunities for recreation are the clubs, movies, the library and the tennis courts. Many others are present for those with initiative and imagination. A few of these would be swimming, sailing, fishing, softball, basketball, handball, volleyball, badminton, model plane building and flying, leathercraft, photography, art, etc. Necessary equipment for some of the last-named hobbies should be taken along for they wouldn't in some

cases be available in Kwajalein except by mail.

#### LONDON

**Climate** — Summers are mild and somewhat brief in London. Winters are cold and wet, with much fog. No great extremes in temperature are experienced, but the climate in general is rigorous.

**Housing** — Civilian housing is utilized, furnished or unfurnished. Unfurnished houses are rented *completely* unfurnished — without even light fixtures, window shades or linoleum. Prices are high, running from \$108 a month for one or two rooms without cooking facilities to \$250 a month and up for family houses. (All figures concerning living costs in England and British possessions are those which prevailed before the pound was devaluated. Costs in dollars may now be somewhat lower.)

Central heating is rare, except when an apartment is located in a modern apartment building. Most heating is done by open coal-burning fireplaces, assisted by electric or gas heaters. Coal is rationed and must be obtained through local rationing offices. A housing office is maintained in CincNELM headquarters, which keeps a list of available quarters.

**Household effects** — Unless one is renting unfurnished quarters, there is no need to ship complete household effects to this area. Additional pieces to round out a home's furnishings are usually desirable, however. Some of these would be an electric or gas refrigerator, electric mixer, vacuum cleaner, rugs, washing machines, blankets, linens, silverware, glassware, and cooking utensils. Often, if these are included in a house's furnishings, they are not in good repair. Electric current is 210-230 volts, 50 cycle. Transformers will be needed in order to use common American electrical appliances. Small transformers can sometimes be bought at the ship's service store, but larger ones cannot be obtained locally.

**Automobiles** — Personnel are not encouraged to bring their automobiles into the United Kingdom. Gasoline is rationed and operating costs are high. Authority to operate automobiles in the United Kingdom may (and must) be obtained from CincNELM. CincNELM doesn't, however, impose any restrictions on importing cars in accordance with the BuSanda Manual.

**Clothing** — Bring plenty of clothing for cold, wet weather. All clothing in England is rationed, with a few exceptions, and has been more expensive than in the U. S. The uniform for naval personnel is "blues" the year round.

**Food** — The Navy commissary has a fairly complete stock of staple goods. These are rationed, but the ration is adequate.

**Servants** — Charwomen can be hired easily on a part-time basis, at an average wage of 50-60 cents an hour. Full-time servants can also be obtained at a mod-

erate weekly wage, but are not plentiful.

**Medical care** — Excellent medical care is available, with out-patient service offered for dependents.

**Education** — Children may attend the elementary grades in the state schools free of charge, but a slight fee is required for the higher grades. There are numerous private schools in all grades — both boarding schools and day schools. These are preferred by many because of the smaller classes. Various fees are charged, by the four-month term. Boys and girls do not attend the same classes. Enrollment in private schools should be made as far in advance as possible.

**Religion** — Services are conducted at the Navy chapel, and churches of all denominations will be found in London.

**Banking** — British banking facilities can be used. All transactions are made in pounds sterling, including those in the ship's store and commissary.

**Recreation** — Facilities for recreation are practically unlimited. Week-end trips to other parts of England are popular, as well as trips to Ireland, Scotland and the continent of Europe. Navy and inter-service sports are conducted and dances are held periodically for both officers and enlisted personnel.

#### PHILIPPINES

**Climate** — The climate of the Manila area is tropical. Daytime temperatures are high — ranging from 86° to 95° throughout the year. The coolest and pleasantest part of the year is the dry season — from January to April. The rainy season extends from June through October, and the rainfall is heavy. As much as 13 inches of rain has been known to fall in a single day. Winds are light and gentle, usually, except that in the late afternoon in the rainy season a moderate breeze springs up. Typhoons strike the area occasionally — especially in August, September and October. Humidity is high at all times.

**Housing** — The majority of government houses are converted quonset huts which are adequate and comfortable. Construction of permanent houses and quarters is underway. There is usually a waiting list for government quarters. A few suitable civilian houses can be found outside the base at Sangley Point. Naval personnel are allowed to rent them if they are found to be up to U. S. standards. Rental allowance is withheld from personnel living in government quarters.

**Household effects** — Dependents should bring the utensils which they use the most. The Navy doesn't furnish appliances such as juice squeezers, toasters, waffle irons, electric mixers, and similar items. Most items of this kind can be found in ship's stores and Army PXs. Many wives have found that a portable or electric oven is very handy. Current is 115 volts, AC. Stateside appliances will operate on it without trouble.

**Automobiles** — Private automobiles are recommended, although long delays in



"I was out with a sailor and had to swim back."

shipping may be expected. There are many fine roads in the Manila area. Roads elsewhere are not always in the best of condition. There is adequate transportation between the various bases and the city of Manila without an automobile, and your car will not be essential.

**Clothing** — Women and children should bring mostly summer clothing. Rain gear is essential for the wet season. Shoes should be typical summer wear, with some good walking shoes included. If trips to the mountain resorts are planned, a few lightweight woollens might be included. Local prices for women's clothing is high. Good seamstresses can be hired. A few bright evening dresses should be taken. Ships stores sell some personal items. Navy personnel are required to wear uniforms at all times. White uniforms can be bought at reasonable prices and are required for almost all evening occasions.

**Food** — The ship's service stores and commissaries will normally provide for all food needs. Most foods are also available at the stores in Manila, but prices are high. Local markets are stocked with many kinds of tropical fruit as well as familiar varieties of vegetables.

**Servants** — Servants are available and may be hired easily at very reasonable wages.

**Medical care** — The best of Navy medical care is available to dependents in the Philippines. As at many places, dental care is given only in emergencies, however. All needed dental repairs should be made before leaving home. Also, people wearing glasses should bring an extra pair. Prescriptions for glasses can't always be filled promptly.

**Education** — Available in all grades through high school, and through college in the Manila area. It's on as high a level as in continental U. S. schools.

**Religion** — Protestant and Catholic services are held at the base chapels. Manila has churches of all kinds.

**Banking** — Banking facilities normally found in any large city are available in Manila.

**Recreation** — Recreational facilities in

Manila are very good. There are numerous eating places, two golf courses, horse racing, swimming, and all recreation usually found in a large city. Good service clubs, libraries, stadiums, etc., are plentiful. The Navy maintains a Fleet recreation and rehabilitation center at Baguio, situated in the mountains about 200 miles north of Manila. Personnel are allowed to go to Baguio for a period about once in each six months. There are a few houses there for dependents. Leading American magazines can be bought in the ship's stores and local shops. Plenty of toys should be brought for the children.

#### RIO DE JANEIRO

**Climate** — The climate of Rio de Janeiro is fairly even with the hot, humid months being January-March. The rainy season occurs usually during June and July. During the hot months the weather is comparable to that of Pennsylvania and Washington, D. C., during June and July.

**Housing** — It is extremely difficult to find suitable living quarters at a reasonable price in Rio de Janeiro. There are no buildings in which some or all of the apartments are permanently furnished and let by the management.

**Household effects** — In general all house furniture, furnishings and equipments should be brought from the U. S. if possible. European-made equivalents are available here and locally manufactured articles are selling at high prices.

**Automobiles** — Private automobiles should be brought to Rio. Insurance is approximately 30 per cent costlier than provided by United Services Automobile Association and must be carried by a company licensed to operate in Brazil.

**Clothing** — A good electric sewing machine is highly recommended. Cottons, rayons, wash silks and linens in that order of desirability are needed. In winter most women wear dark clothes. Lightweight wool clothing suitable for spring in northern U. S. are necessary. A light coat should be brought but gloves of all sizes are available here at about one-half the U. S. prices. Swimming suits are available but at higher prices than those in the U. S. No bathing caps are available locally. Only children's clothing made locally is available. Outer clothing especially for boys, is usually very expensive and not regarded by Americans as acceptable in quality or cut. Underclothes are acceptable and fairly reasonable in price. Children need sweaters and light woolen clothing as well as a light overcoat for cool days, but warm winter coats are unnecessary.

**Food** — Most all foods are available but at high prices. You can get staples, canned goods, meat, fish, fresh vegetables, fruits, cheese and coffee. A post exchange is operated there which carries certain basic items but is often short of supply and prices are a good deal higher

than in similar stores in the States. There are occasional scarcities of imported foods and a shortage of flour and milk.

**Servants** — Servants are available. Average wages paid for domestic servants are \$25 to \$80 per month. The majority do not speak English and the lady of the house can expect many difficulties.

**Medical care** — Navy medical facilities are very inadequate for dependents. Local doctors are plentiful. Hospitals in Rio de Janeiro are below American standards and very expensive. They are understaffed and have an inadequate and limited number of nurses. At present many U. S.-produced medicines are difficult to obtain.

**Education** — Practically speaking, the interest of Americans is limited to two schools: The American School of Rio de Janeiro and Bennette College. (Kindergarten, elementary, and college preparatory.) Cost \$250 per year. Both schools are very good.

**Religion** — Brazil is largely Roman Catholic. There are numerous Roman Catholic churches in Rio. In Christ Church (Church of England), the Union Church (Protestant non-denominational, with American pastor), one Catholic Church and the Christian Science Church, the services are in English. There are nearly 100 Protestant congregations in this city, but all except the ones mentioned have services only in Portuguese. The following churches are represented: Episcopal, Presbyterian, Methodist-Episcopal, Baptist, Seventh Day Adventist, Congregational, Greek Orthodox, Assembly of God, and two synagogues.

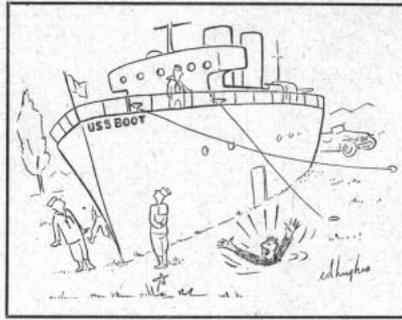
**Banking** — The National City Bank of New York and First National Bank of Boston have branches in Rio de Janeiro, and in addition there are numerous other banks which are considered suitable for personal banking purposes.

**Recreation** — Social entertaining of both an official and private nature is fairly extensive. These conditions especially affect the Naval Attache and assistants. All of the usual forms of sports are easily available and widely practiced but sports equipment should be brought with you.

**General** — The cost of living in Brazil is increasing rapidly in spite of the already all-out-of-reason costs. Knowledge of the Portuguese language, to any extent, will measurably increase the pleasure of your stay in Rio. The lady of the house must know the Portuguese words for vegetables, meats, and household items from the start.

#### **ROOSEVELT ROADS AND SAN JUAN, PUERTO RICO**

**Climate** — Puerto Rico enjoys the best features of what is generally known as a "tropical" climate. It is bathed continuously by the northeast trade winds which offset the generally high humidity. Tem-



"Help!"

peratures the year round usually stay between 65 and 85 degrees. Rain showers, during the summer months, are frequent but of short duration and occur mainly between the hours of midnight and six A.M.

**Housing** — San Juan — Housing facilities are available in the San Juan area. There are a limited number of government furnished quarters. The Navy operates a low cost housing development at San Patricio, five miles from the naval station. Houses and apartments outside of the Naval reservations are much in demand. Rentals for civilian properties are usually exorbitant. Roosevelt Roads — There are quarters for 215 families on the station but they are far from being adequate for the personnel now stationed there. There is a long waiting list. There are no desirable houses or apartments outside the station nearer than the San Patricio housing development. The distance between San Patricio and Roosevelt Roads is about 50 miles and commuting is not recommended. The connecting road is rough, narrow, crooked and treacherous.

**Household effects** — Government furnished quarters are equipped with the basic needs but occupants must furnish linens, silverware, china, and kitchen utensils. There are many stores in the larger towns of Puerto Rico that sell good quality furniture but, except for mahogany, prices are higher than in the U. S. Such things as sewing machines, radios, vases, ash trays, small tables, pictures and throw rugs should be brought along.

**Automobiles** — Private cars are very desirable and almost a necessity, especially at Roosevelt Roads. Automobiles may be shipped by way of Navy water transportation. They are shipped on a space availability basis and usually take three or four months to arrive at their destination from the point of embarkation. This is only for second class petty officers and above and a ten dollar service fee is charged. Cars can be shipped immediately on any of several commercial steamship lines operating out of the U. S. ports at a cost ranging from \$150 to \$200. It is recommended that cars be in good mechanical shape as the roads are rough and repairs are generally about 40 per cent higher than U. S. prices. Ade-

quate liability insurance is very important as pedestrians give way very reluctantly.

**Clothing** — Cotton and rayon washable clothes are comfortable for everyday wear the entire year. During the winter months the evenings are cool and lightweight cotton or woolen dresses, suits, sweaters, and jackets can be comfortably worn. Hats are seldom worn in the San Juan area. Other recommended clothing — sun dresses, play clothes, bathing suits, bathing shoes, and a good supply of under clothing, especially for children.

**Food** — In the San Juan area the Navy operates a commissary store on the naval station. It is well stocked in staples, frozen meats, poultry, frozen fruits and canned foods (including baby food). The prices are in general the same as those in the U. S. There are many well stocked grocery stores in San Juan. The prices however, are usually about 50 per cent higher than they are in the U. S. Milk is delivered daily (except Thursdays and Sundays) by the Puerto Rico Dairy at a current price of 22 cents a quart.

At Roosevelt Roads the situation is a little different. The commissary store on the Naval station carries a complete stock of food items. Milk is available in adequate quantities. In addition to the commissary, shopping privileges are extended to Naval personnel by the Fort Bundy sales commissary which is located about four miles from Roosevelt Roads housing. Commercial shopping facilities in this vicinity are practically non-existent. Special precautions should be taken with foods and beverages consumed outside military establishments as there are many possibilities for contamination. Most of the island streams abound with disease-producing organisms and can not be used for drinking or bathing, as the parasites enter the body through the skin as well as orally. Vegetables, fruits, and grains should be washed well before using. There is an excellent water filtration and treatment plant at this base which has sufficient capacity to completely supply the needs of those living here.

**Servants** — There is little difficulty in obtaining family servants for laundering, cleaning, cooking and child care, but those with experience are rare. Cooks know little about preparing American dishes. Knowledge of the Spanish language is helpful as many of the natives do not know English well enough to understand orders. In San Juan the wage scale is \$5 to \$10 per week. At Roosevelt Roads the wage scale is generally a dollar per day and pre-employment examinations, which are compulsory, are given by the station dispensary.

**Medical care** — The station dispensaries at both Roosevelt Roads and San Juan provide medical facilities for Naval personnel and both have an out-patient

department for dependents. All surgical cases are taken to the Naval dispensary at San Juan. Dental treatment for dependents is administered only as an aid to medical care in hospitalized cases and does not include dental repair or restoration. Necessary dental work should be done before leaving the U. S.

**Education** — In the San Juan area the armed services have pooled resources and established two schools located fairly close to Naval reservations. Tuition averages three dollars a month and all subjects are taught in English. These schools cover grades one to six and there is a separate school for nursery children. The University of Puerto Rico is a modern institution recognized by major educational organizations in the U. S. There are several high standard private schools in San Juan.

In the Roosevelt Roads area there is a station "Calvert System" school for grades one through nine. Appropriate facilities equal to accredited U. S. schools are available for all grades one through twelve. Teachers in the base school hold civil service positions. There is a grade school and a junior high school, grades one through nine, in the village of Ceiba, located four miles from the station. The small town of Fajardo, located 11 miles from the station, has one high school. There are no private schools in the immediate vicinity. Public schools are free and over-crowded. Instructions in the lower grades of the public schools is in Spanish.

**Religion** — The usual services are conducted at the chapels of both stations and churches of several denomination are located in the nearby towns and cities.

**Banking** — Dependable banking concerns, including branches of large international banks, are located in San Juan and in Fajardo, eleven miles from the Roosevelt Roads Naval Station. Reliable locally owned banks are operated in most communities in Puerto Rico. U. S. currency is used but there is a service charge or collection fee on the cashing of checks in Puerto Rico that are issued on banks in the U. S. and vice versa.

**Recreation** — Popular sports, including deep sea fishing, are available in both the San Juan and Roosevelt Roads areas. Bathing is not desirable at Roosevelt Roads due to the large amount of seaweed and waste material that washes ashore. There is unlimited sight seeing on the entire island.

**General** — Public transportation from Roosevelt Roads to San Juan and to other points on the island is erratic and rather undependable. Commercial air lines fly regular scheduled trips between San Juan and the U. S. It is wise to bring only furniture that is suitable for use in the tropics and personal books should be treated against mildew. It is safe to predict that there will be an acute housing shortage in and around San Juan for

the next two years. Any knowledge of the Spanish language, no matter how little, will be useful in Puerto Rico.

## YOKOSUKA

**Climate** — Yokosuka's climate is in many respects similar to that of Washington, D. C. — hot and humid in summer, moderately cold in winter. The wettest months are in summer and fall.

**Housing** — Housing and apartments, comparable to the average low-cost housing, are provided. These are rented furnished to a considerable degree. A waiting list is maintained and applicants have been required to wait some time. There is no civilian housing available off the station.

**Household effects** — Bring your favorite electrical appliances. You won't have to take inner-spring mattresses or kitchen utensils. Stoves, refrigerators, steam heat and hot water are provided. Electric current is 100 volts, 50 cycles. Make sure your appliances will operate on that type of juice. (Your electric clock won't unless it's especially designed for 50-cycle current. It will lose 10 minutes each hour.)

**Automobiles** — Private autos may be shipped, but a long delay is often necessary. Streets are narrow and rough. It may be better to buy a car locally from someone being detached. Japanese trains are fairly good, and are cheap by American standards.

**Clothing** — Bring plenty of summer and winter clothing, including rain gear, galoshes, etc. Your supply can be replenished by purchases from "super PXs" run by the Army. Laundry and dry cleaning are available.

**Food** — Commissary stores offer a limited supply of food, usually adequate. Frozen and powdered milk are available in addition to condensed milk. Fresh milk is not. It would be well to take along emergency rations of baby food if your family is equipped with babies.

**Servants** — Most families keep two servants — a houseboy or housegirl and a cook. Wages are moderate.

**Medical care** — Adequate medical care and hospitalization is provided, but any special medicines which the dependent regularly needs should be brought along. Dental work is available in emergencies only. Each dependent must have a certificate of satisfactory dental condition.

**Education** — An American school is available for all elementary grades. Those attending high school must commute to Yokohama.

**Religion** — A protestant chaplain conducts services. A catholic chaplain conducts Catholic services.

**Banking** — Limited banking facilities are available at present in Tokio only. U. S. currency isn't used, but may be converted to yen by a disbursing officer.

**Recreation** — Service clubs, movies, libraries, golf, tennis, swimming and skiing are a few of the recreational facilities available. Japan is noted for its

scenic beauty. There is a wealth of material for the amateur photographer and painter. Dependents should bring their own sports wear and equipment.

**General information concerning travel of dependents to all overseas areas:**

Questions concerning travel to the Japanese area, Pacific islands and Alaska should be addressed to Commandant, 12th Naval District, San Francisco, Calif.

Questions concerning travel to the European area, Mediterranean area, Caribbean area, South America or the North Atlantic should be directed to the Chief of Naval Personnel, Department of the Navy, Washington 25, D. C.

Copies of pamphlets giving advice and suggestions to people planning to travel overseas as dependents of naval personnel are available by request. Address Special Services Branch, Welfare Division, Office of the Chief of Naval Personnel, Navy Department, Washington 25, D. C.

## WHAT'S IN A NAME



### Promotion Hook

Crawling through the "promotion hook" is a sure way of getting a promotion in the service, at least to the rank of commander, according to an old tradition.

Promotion hook is located on Malta near the top of San Giovanni on the southern side. Its shaft is imbedded in an ancient wall with the hook almost closed.

British junior officers desiring a promotion feel they have a better chance if they are able to squeeze through this time-worn hook even though they must execute some tight maneuvers in order to crawl through the narrow opening.

# THE BULLETIN BOARD

## Here Are Qualifications Needed by Enlisted Men For Duty as Instructors

Enlisted personnel submitting requests to BuPers for duty as instructors are required to meet the following qualifications:

- Be a chief or first class petty officer. (Exception: ETs, any class, may apply for instructor duty at ET schools and NROTC units, and petty officers second class, aviation ratings, may apply for instructor duty at aviation schools.)

- Have a GCT of 55 or higher. (If otherwise exceptionally well qualified, BuPers will waive the minimum GCT score.)

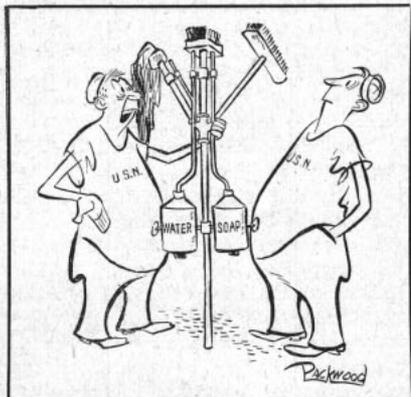
- Have a clear record.

Personnel eligible for shore duty should submit a request for shore duty in accordance with BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948), and enclose an Instructor Request Card (NavPers 1247).

Personnel not eligible for shore duty should submit an Instructor Request Card without a letter of transmittal.

Those personnel eligible for shore duty and recommended for instructor duty will be given preference in assignment. Personnel recommended for instructor duty but not immediately ordered to this type of duty will be placed on a list of potential instructors (maintained by BuPers) until a vacancy occurs in the duty requested.

This information is contained in BuPers Circ. Ltr. 38-49 (NDB, 28 Feb 1949).



"The patent office says swabs are obsolete."

## List of 40 Authorized To Wear Combat 'V'

A list of 40 additional Navy and Marine Corps personnel authorized to wear the combat distinguishing device has been issued by BuPers.

BuPers Circ. Ltr. 179-49 (NDB, 31 Oct 1949) includes the three-part list as an enclosure. Previously unlisted names of those eligible to wear the combat distinguishing device on the Legion of Merit, on the Bronze Star Medal and on the Commendation Ribbon, are given. The circular letter points out that the privilege of wearing the Combat "V" doesn't automatically entitle personnel to the benefits of law governing retirement.

## Naval Personnel Praised For Berlin Airlift Work

All Navy personnel who took part in the Berlin airlift during that city's 462 days of isolation were congratulated by the President and the Secretary of Defense in a letter released to the service by SecNav.

The letter, originated by SecDefense, is quoted in part as follows:

"The President has asked me to convey to you his gratification at the successful conclusion of the Berlin airlift. I am very happy to add my own expression of appreciation for a difficult job well done.

"Please extend to the officers, the men, and the women of your service our appreciation of their efforts and sacrifices in supplying a city of two and one-half million people during 462 days of isolation. The American people shall long remember this dramatic acceptance of a challenge to our honor and traditions. History shall record the consequences which have lifted American prestige to new heights.

"The teamwork exemplified by the Berlin airlift is the most potent weapon in the arsenal of democracy — one which no regimented nation can duplicate."

The congratulatory statement was published to the Fleet in Alnav 102-49 (NDB, 15 Oct 1949).

## Ensigns in 3 Categories Must Request Retention As Permanent Officers

All ensigns who were commissioned from the categories listed just below during 1947 must soon request retention in the Regular Navy as permanent officers if they do not desire termination of their Regular commissions:

- Midshipmen USNR as regular students.

- Reserve midshipmen as contract students.

- Non-military graduates appointed directly from a civilian status.

Deadlines are as follows:

- For those who accepted appointments between 1 January and 31 March — prior to the third anniversary of acceptance of appointment.

- For those who accepted appointments between 1 April and 31 December — prior to 1 April.

Selection for retention of such officers will be made annually by a board convened about 1 May of the third year following that in which they accepted their commissions. The commissions of all officers who do not request retention will be terminated not later than the third anniversary of acceptance of original commission.

Commissions of officers who apply for retention but are not selected will be terminated not later than 30 June or the third anniversary of their acceptance, whichever is later.

This information is given in BuPers Circ. Ltr. 162-49 (NDB, 15 Oct 1949). Officers appointed under Public Law 729, 79th Congress, the circular letter points out, are required to accept a commission in the Naval Reserve, if offered, upon termination of their Regular Navy commission.

The circular letter encourages all officers concerned to submit their applications at an early date. Applications originated after the deadlines cannot be considered.

Naval aviators commissioned from an aviation-midshipman status are not affected by this letter. The directive applying to them is BuPers Circ. Ltr. 174-48 (NDB, 30 Sept 1948), which is still in effect.

## Distribution of V-Discs Halted; Disposal Rules And Precautions Listed

Distribution of Army V-Disc recordings is no longer being made. Naval activities which took part in the V-Disc program will receive refunds for their unfilled subscriptions automatically, without action on their part.

BuPers Circ. Ltr. 172-49 (NDB, 15 Oct 1949), which points out these facts, reemphasizes precautions to be taken in disposing of V-Discs which are no longer needed. The circular letter refers possessors of V-Discs to BuPers Circ. Ltr. 85-46, (AS&SL, January-June 1946), which originally laid down rules for the method of disposal for V-Discs no longer needed. That letter is quoted in part, here:

"Vessels, stations, hospitals or activities having no further needs for V-Disc recordings due to decommissioning, disestablishment or other reasons shall transfer such recordings to other naval organizations authorized to retain them or shall destroy them." Method of destroying them is designated as "by submerging, burning, or so effacing the V-Discs that future playing will be impossible."

Naval units which may keep V-Discs for their own use are:

- All commissioned naval vessels.

## New Design Report Plan Wins High Navy Award

The Navy's highest award for "distinguished civilian service" was made late in 1949 to an employee of the San Francisco Naval Shipyard for a new monthly design report plan.

Delays, duplication and confusion in design work at the naval shipyards are said to be largely eliminated by the new plan. This is brought about by coordinating the production of designs in the various yards into a unified overall plan. By using this plan, the Bureau of Ships now has current control of the exact status of each plan being developed in the entire naval establishment.

The plan has brought about a saving of five per cent in manpower in the design divisions of all naval shipyards, with a corresponding saving in cost.

## San Francisco Shipyard Sets Safety Record

The San Francisco Naval Shipyard appeared at the time this was written to be on its way toward rounding out a "four-year hitch" with top safety honors. It had claimed top awards in Navy-wide comparisons the previous three years and maintained an unequalled record since.

Twice during that period, the yard rounded out 86 or more days without a single lost-time accident. This record has never been equalled by another naval shipyard.

Average record maintained by the yard for the first nine months of 1949 was less than one lost-time accident per million man-hours worked. A more exact figure is 86 hundredths of an accident per million man-hours or one accident per 1,136,000 man-hours. This is believed unsurpassed by any heavy industry plant.

- All naval stations or activities outside CLUSA.
- All naval hospitals treating battle casualties.

The circular letter states that "such disposal is directed in fulfillment of agreements made by the War and Navy Department with commercial companies, networks, unions, agencies and talent."

Thousands of V-Disc kits were distributed to the Navy through the Recreation Section of BuPers' Welfare Division during World War II. These were "live-date" recordings of music suggested by the men themselves through questionnaires enclosed with each kit. They were produced by "name" bands, artists and singers who offered their services free of charge.

Each kit provided phonograph needles and ten 12-inch unbreakable discs, of which eight were current popular and semiclassical hits and two were classical selections. Each record included approximately four selections, running nearly a quarter of an hour, altogether. Also sent with each V-Disc kit was a Hit Kit Music Book, containing the scores and lyrics of current popular hits.

The program was of great value as a morale builder throughout the armed forces.

## Navy-MarCorps Printing Plants Are Consolidated; Produce Recruiting Material

The two printing plants which produce all recruiting publicity material for the Navy and Marine Corps have been consolidated.

In the interest of greater economy and efficiency, the U. S. Navy Recruiting Bureau, Baldwin, L. I., N. Y., was moved to Philadelphia, where its facilities were combined with those of the U. S. Marine Corps Publicity Bureau.

The equipment of both activities were moved into a new six-story processing shop. Approximately 20 per cent of the Navy enlisted personnel serving at Baldwin were reassigned to other duties. However, all Navy printers and lithographers assigned to the bureau were moved to the consolidated plant.

The U. S. Navy Recruiting Bureau was first established in 1917. During the past 30-odd years it has furnished a duty station for Navy printers and lithographers while they served their tours of shore duty. It produces all recruiting posters, pamphlets, circulars and all forms used by the 429 Navy recruiting stations.

## Helicopter Curtails Cold Water Swim

The speed with which helicopters can come to the aid of downed aviators was demonstrated during recent cold-weather exercises off the coast of Labrador.

Less than two minutes after he crashed into rough Atlantic waters, a Marine Corps fighter pilot was hoisted aboard a hovering Navy rescue helicopter.

The pilot, Lieutenant George I. Albers, USMC, crashed in his *Corsair* while attempting to land aboard the carrier *USS Sicily* (CVE 118). He was not injured.

*Sicily* and other ships formed a task group which cooperated with several Canadian military units in an assault landing at Cape Porcupine, Labrador. The objective of the landing was to capture an "enemy" weather reporting station and the purpose to advance the state of combat readiness for cold-weather operations of the assigned naval, air and ground units.

## USNEVs May Participate in NROTC Plan

Here are the latest instructions issued by BuPers on participation of USNEV personnel in the NROTC program.

USNEV personnel still serving on active duty on 3 Dec 1949 who are qualified in all respects — and have been nominated by their COs — may be given the Navy College Aptitude Test. (See ALL HANDS, October 1949, p. 53.)

While USNEVs will be considered for selection for entry in the NROTC program, the majority of them will not have enough remaining obligated service to complete the NROTC preparatory course, and will not be ordered to the central assembly point in the U. S. where other active duty candidates will be given this course. Because of this, final selection of USNEV candidates for the NROTC will be made at the Navy Department.

When commanding officers nominate USNEV personnel for participa-



"I believe my boy friend's ship just came in."

tion in the Navy college aptitude tests, certain NavPers forms will be mailed them by BuPers for the candidate to complete and return prior to taking the tests. After BuPers has notified successful USNEV candidates they have passed the test, they will be required to gather the follow-

ing documents for forwarding to the Chief of Naval Personnel, attention: Pers 3637: (1) Authenticated copy of birth certificate; (2) Change of name affidavit (if name on birth certificate is not exactly as shown on record sheet and other documents); (3) Naturalization papers (if foreign born); (4) High school transcript.

In order that candidates will not jeopardize their chances due to not having these documents, BuPers has requested COs to call to the attention of all USNEV candidates the necessity of having these documents in their possession not later than February 1950.

A BuPers-MarCorps circular letter will be issued about 15 Feb 1950 containing the names of NROTC candidates (including USNEVs and USMC-Vs) who were successful in the Navy College Aptitude Test. In addition, USNEV applicants will be notified by individual letter forwarded to them either via their CO or to their home address, depending on whether they are on active or inactive duty.

Successful USNEV candidates for the NROTC whose enlistments expire prior to 1 Sept 1950 will be discharged from their one-year enlisted status and transferred to their respective Reserve component at the normal expiration date of their one-year enlistment.

USNEV personnel released to inactive duty prior to 3 Dec 1949 will make their own arrangements to take the Navy College Aptitude Test as civilians.

USNEV candidates for the NROTC who (1) successfully complete the Navy College Aptitude Test; (2) are selected for entry into the NROTC, fall term 1950; (3) have been accepted in the NROTC quota for admission to the college or university which they will attend, will upon reporting to the Professor of Naval Science be sworn in as Midshipmen, USNR, (NROTC) (Inactive).

All the instruction issued in regard to USNEVs also applies to USMC-V personnel who are candidates for the NROTC.

Full details on administrative procedures to be followed in the case of USMC-V and USNEV personnel who are candidates for the NROTC are contained in BuPers-MarCorps joint letter appearing in the NDB, 30 Sept 1949.

## Airlift Over, MATS Resumes World-Wide Schedules

Now that Operation Vittles has come to a successful end, the Military Air Transport Service is restoring its world-wide schedules.

First portion of the far-flung MATS network to return to pre-blockade schedules was medical air evacuation within the U. S. The level of foreign and domestic service maintained before MATS planes and men were concentrated in the Berlin airlift is expected to be restored in all respects by the end of 1949.

August 1 marked the beginning of the end for the Vittles airlift. "Phasing out" continued until 31 October. Civilian contractors gave each airlift plane a 1,000-hour overhaul as the C-54 four-motored transports returned to the states. None of the MATS C-54s was restored to duty without such a reconditioning.

Squadron VR-6 which formerly operated in the Pacific will be assigned duty at Westover Air Force Base, Chicopee Falls, Mass. Squadron VR-8 will return to the Pacific division and be based at Hickam Air Force Base, Hawaii. Both of these Navy squadrons established

fine performance records while working with the combined airlift task force in Germany.

Squadron VR-3 will operate over continental division routes in the U. S. This squadron was assigned to transatlantic support runs during nine months of Operation Vittles.

The replacement training unit at Great Falls, Mont., is being converted into a transport training unit. Its emphasis will be on training crews for new Boeing C-97A heavy transports assigned to MATS. Pilots, engineers, mechanics, traffic personnel and others will be trained at that transport training unit.

Many C-54s belonging to the Air Force will be released by the phasing out. Some of these will be put on the Great Falls, Mont.-to-Alaska run and some will be assigned to the Caribbean area. Certain squadrons will go to the Pacific division. There they will relieve a number of Navy JRM flying boats and planes of the Marine Corps and the Far East Air Force.

Lessons learned during Operation Vittles are being used to refine further the organization of MATS.

## Occupation and China Service Medals Are Now Available

Navy Occupation Service Medals and China Service Medals are now available for general issue. Distribution began on 1 Nov 1949.

The procedure for distribution of the two medals is outlined in detail in BuPers Circ. Ltr. 167-49 (NDB, 15 Oct 1949). Distribution to personnel on active duty is almost entirely an administrative matter and ordinarily requires no action on the part of the individual. There is this exception — Navy personnel entitled to these medals because of service with the Marine Corps or the Coast Guard may apply for them in accordance with instructions issued by those services.

To be eligible for these medals, personnel must have served in the appropriate areas during certain designated periods in one of the following categories:

- On shore.
- In ships operating in neighboring waters in direct support of occupation.
- In aircraft based upon and operating from such territories or ships.

Time requirements to earn the Occupation Service Medal for service performed in the European-African-Middle Eastern area are: Must have served there under proper circumstances on or after 8 May 1945. However, the period 8 May 1945—8 Nov 1945 doesn't count unless the applicant is already eligible for the European-African-Middle Eastern Campaign Medal for services performed before 8 May 1945.

Time requirements to earn the Occupation Service Medal for service performed in the Asiatic-Pacific area are: Must have served in the specified area under proper circumstances on or after 2 Sept 1945. However, service performed between 3 Sept 1945 and 2 Mar 1946, inclusive, does not count unless the individual is already eligible for the Asiatic-Pacific Campaign Medal for service performed before 2 Sept 1945. Briefly, the areas in which a person must have served to be eligible — aside from European-African-Middle Eastern areas — are one or more of the following: Japan and territories recognized as sovereign to Japan, and such parts of Korea and such adjacent islands as are recognized to be Korean. This does not in-

clude islands formerly mandated to Japan which were controlled by the U. S. or allies during World War II.

Time requirements to earn the China Service Medal are: Must have served in the designated area under proper circumstances after 2 Sept 1945. However, the period 3 Sept 1945—2 Mar 1946 doesn't count unless the applicant is already eligible for the Asiatic-Pacific Campaign Medal for services performed before 2 Sept 1945.

More complete coverage of eligibility requirements—concerning both time and locale as well as other matters — is given in NavPers 15,790. That publication also gives a complete list of Navy and Marine Corps units which are eligible.

Navy veterans, inactive Reserve personnel and retired personnel will usually be able to get these medals to which they are entitled from the same activities which have been issuing area campaign medals. Navy veterans living in countries other than the U. S. may apply for these medals direct from the Chief of Naval Personnel. Both main recruiting stations and sub-stations will distribute medals to eligible inactive and discharged

personnel upon their personal applications.

No mail applications for these medals will be acknowledged or processed except at issuing stations designated by district commandants. Before submitting official papers, applicants should determine nearest designated issuing station by letter to the district headquarters or by information to be given in veterans' publications, service magazines and other publications. All posthumous awards will be made by the Chief of Naval Personnel upon application of the next of kin.

Delivery of medals to applicants who have been separated from the service will be made only upon presentation of suitable evidence of eligibility. Discharge certificates, certificates in lieu thereof, or release orders will be required.

In general, personnel on active duty will have the medals presented to them and will find all action concerning the medals taken care of without effort on their part. For information in addition to that given here, if needed, personnel separated from the service should contact their nearest issuing station.

### HOW DID IT START

#### Maps

Maps and charts that the present-day navigator almost takes for granted as he plots his course from one part of the world to another are the products of centuries of work and development.

Diagrams of areas familiar to them were probably drawn by all primitive peoples. They were used by the American Indians and by the Eskimos, among others.

The first use of meridians and parallels in an attempt to locate places scientifically, however, was made in the third century B.C. by Erathosthenes, a celebrated mathematician, astronomer and geographer of Alexandria which was an important old world city at the mouth of the Nile.

Prior to these maps were maps of the heavens, and the earth maps which depended on the star maps grew by easy stages out of them. One astronomer of that period mapped the position of 1080 fixed stars.

Most famous of the ancient cartographers was a fellow named Ptolemy whose system was followed for many centuries. In



fact, Mercator was one of the earliest to eliminate some of Ptolemy's errors.

Between the fall of the Alexandrian civilization and the rise of European navigation considerable progress in the mathematics of map-making was made by the Arabs, though all the basic principles were laid down earlier.

## Legislation Affecting Naval Personnel

Two legislative bills became law upon receiving the President's signature and Congress acted upon several items of interest to the naval establishment in the last month before adjournment.

Congress is scheduled to reconvene on 3 Jan 1950 for the second session of the 81st Congress.

**Terminal Leave Pay** — Public Law 314; providing terminal leave pay for certain officers of the Navy and Marine Corps. (This law states that any officer who (1) was separated from the Naval or Marine Corps Reserve after 8 Sept 1939 for the purpose of accepting a commission in the Regular Navy or Marine Corps; (2) was deprived of leave credit solely because of its having accumulated prior to his accepting that commission; and (3) was on active duty on 1 Sept 1946, shall have such leave remain to his credit to the same extent as if he had not been so separated from the Reserve. Leave restored under the provisions of this Act, which accrued prior to 1 Sept 1946 will be treated as having been to his credit on 31 Aug 1946 and will be settled and compensated for in the manner prescribed by the Armed Forces Leave Act of 1946, as amended, if application is made with-

### Unified Fire Department Proves Self in Hawaii

In its first test since becoming consolidated, the Hawaiian area's unified fire department of the armed forces came through with flying colors.

The department's tri-service blaze battlers fought for 21 hours against a stubborn fire which destroyed 10 square miles of Forest Reserve land and several miles of Army property. Three hundred and twenty-five Army and Navy fire fighters manning 100 shovels and 200 pieces of brush fire fighting equipment finally snuffed out the wind-swept blaze, which was threatening the Army's Waipio radio station.

Officials expressed satisfaction at the highly efficient manner in which the unified fire department extinguished the forest fire.

in one year after the effective date of this Act.)

**Pay Advances** — Public Law 318; to authorize advances of pay to personnel of the armed services upon permanent change of station. (This law provides that commissioned and

warrant officers, and enlisted men of the armed services may be paid in advance upon permanent change of station under regulations prescribed by the service heads.

(Alnav 106-49, NDB 31 Oct 1949, points out that Public Law 318 repeals the previous Act of 4 Mar 1917 which authorized pay in advance to officers of the Navy and Marine Corps under certain conditions. Until regulations applicable to all services are formulated, however, disbursing officers will continue advances to officers and enlisted personnel in accordance with paragraphs 54830 and 54831 of the BuSandA Manual and paragraphs 83150 and 83151 of the MarCorps Manual.)

**Accomplishment Recognition** — H.R. 6368; Introduced; to recognize the men responsible for the design, development and construction of the first airplane to fly across the Atlantic. (This bill seeks to authorize the President to promote to the rank of rear admiral on the retired list, but without additional retired pay, Captains Jerome C. Hunsaker, George C. Westervelt, and Holden C. Richardson, usn, Ret., who were chiefly responsible for the design, development and construction of the Navy flying boat NC-4 which in 1919 was the first heavier-than-air craft in the history of aviation to fly across the Atlantic Ocean.)

**Reverts Insurance** — H.R. 6399: Introduced; to amend the National Service Life Insurance Act of 1940 to authorize cancellation of conversion of insurance under certain circumstances. (Provisions of this bill would add the necessary words to section 602 (z) of the Act to state that any person who retroactively converted his insurance prior to 1 Aug 1946 and who was totally disabled as defined in this subsection at the time of such conversion, shall, upon application made while so disabled and within one year after the date of this amendment, be entitled to have such conversion set aside so as to recover the amount required to effect such conversion, and to continue the insurance on any basis otherwise authorized.)

**Midshipman Credit** — H.R. 6186: Introduced; to provide for the relief of officers of the Naval Reserve who served as midshipman at the U. S. Naval Academy prior to 1913. (This

### Transfers to FR After 20 Years, 17 Spent at Sea

Few are the sailors who can match the record of Chief Electrician Daniel D. Lairsey, usn, who has been transferred to the Fleet Reserve with 20 years service — 17 of it at sea.

Lairsey, a veteran of six submarine patrols in the Pacific, was transferred to the Reserve from his duty station in the Navy Special Weapons Unit at Sandia Base, Albuquerque, N. M., where he had enjoyed the longest tour of shore duty in his career.

But it was not in the middle of the desert, it was on board a sub out at sea that Lairsey liked it best. After an initial tour of duty in *uss Utah*, later to be sunk at Pearl Harbor, he served consecutively in *uss Holland*, *uss Beaver*, *uss S-1*, *uss S-18*, *uss Plunger*, *uss Dace*, *uss Bashaw* and *uss Nautilus*.

It was in *Dace* during the climax

of the Pacific undersea war that he participated in the Battle of Coral Sea, Battle of Macassar Strait and the Battle of Midway. He made nine submarine patrols in enemy waters during the course of these battles.

For exceptional coolness and skill in action, he was awarded the Commendation Ribbon at the close of one of these successful patrols.

Following the end of the war, Lairsey was chosen as a member of the Antarctic Expedition to Little America.

He is married and has two daughters. He will make his home in Lemon Grove, Calif.

A farewell ceremony was held for him at Sandia Base when he was transferred to the Reserve. Probably few at the ceremony had seen so much of the insides of a ship for so long a time as the proudly smiling electrician.

proposal would stipulate that all service as a midshipman in the U. S. Naval Academy prior to 1913 shall be credited in determining the amount of retirement pay, including longevity pay, to which officers of the Naval Reserve may be entitled under any provision of law.)

**Carrier Name** — House Joint Resolution 374: Introduced; to provide that the first Navy supercarrier shall be named *James V. Forrestal*. (As stated in this proposal, when and if the United States completes construction of the aircraft carrier known as *United States* when its construction was ordered discontinued on 23 Apr 1949, or another carrier of the same class, it shall be named *James V. Forrestal*.)

**Newfoundland Memorial** — House Joint Resolution 230: Passed by Congress and approved by the President as Public Law 389; authorizing the construction and presentation of a hospital to the people of St. Lawrence, Newfoundland, on behalf of the U. S. in recognition of heroic services rendered to officers and men of the U. S. Navy.

### Research Reserves Attend Nuclear Science Seminar

Fifty members of the Naval Research Reserve are attending a nuclear science seminar at Oak Ridge, Tenn. The program, which will include a discussion of "Atomic Power as It Applies to the Navy," is being directed by the Volunteer Research Reserve Unit at Oak Ridge.

Purpose of the course is not to train specialists, but rather to give necessary information to those attending so they may find new uses and better techniques in the use of radioisotopes in their specialized fields.

The program includes lectures and demonstrations of radiation effect on cells, humans, animals and nuclear reactor shielding. Two experiments are being performed by all officers and actual half-life and cross section curves are being calculated for various materials.

Lectures are being given by personnel of the Oak Ridge National Laboratory, Naval Research Institute and the Office of Naval Research.



"Two? ? . . . No, just one!"

### Officers Must Keep BuPers Informed of Leave Address

All naval officers are urged by a new directive to keep the Bureau informed of their addresses while on leave or traveling under delayed orders.

The directive, BuPers Circ. Ltr. 164-49 (NDB, 15 Oct 1949), points out that officers are directed to do so by their individual orders and by Article C-5314, BuPers Manual, 1948.

A copy of NavPers-322 (9-43) is enclosed with each set of written orders issued by the Bureau involving delay in reporting to a new duty station.

"Failure of naval officers to keep the Bureau informed of leave addresses is a continuing source of embarrassment," the circular letter states, "leading to serious consequences in some cases where sailing dates of ships are changed and the Bureau does not have a present leave address. The submission of NavPers 322 as required by the BuPers Manual is directed."

### Device That Records Radar Images Invented by Chief

The "video image record," a new device that records the image of a radar screen, has been invented by James E. Peaden, ATC, USN, stationed at NAS San Diego, Calif.

Most radar images are not recorded and stored away. By the use of his device, inventor Peaden claims that the radar image can be recorded as it takes place. Similar applications can be made to television.

By changing high frequency radar images to low frequency ones, the radar or television pictures can be sent over much greater distances than is now possible.

### Officers Now Retiring Get 75 Per Cent Pay for 30 Years or Disability

Naval officers retired on or after 1 Oct 1949 are entitled to draw retired pay of 75 per cent of active duty pay under only two circumstances:

- If credited with 30 or more years' service for pay.
- If retired for physical disability determined to be 75 per cent incapacitating.

The Career Compensation Act of 1949 contains an amendment to an earlier law which provided that —

" . . . all officers of the Navy, Marine Corps and Reserve components thereof who have been specially commended for their performance of duty in actual combat, when retired shall be placed on the retired list with the rank of the next higher grade than that in which serving at the time of retirement, and with three-fourths of the active duty pay of the grade in which serving at the time of retirement."

The new amendment rules that officers so commended who are retired after 1 Oct 1949 will receive only the retired pay to which entitled under other provisions of the law. They will be entitled to 75 per cent of active duty pay only if credited with 30 or more years' service for pay or if retired for physical disability determined to be 75 per cent incapacitating.

This information is published to the naval service in BuPers Circ. Ltr. 175-49 (NDB, 15 Oct 1949). The letter points out that "officers retired on or before 1 Oct 1949 will not suffer any reduction in present retired pay by reason of this amendment. Some of these officers will be entitled to an increase in retired pay computed on a longevity basis applied to the new rates."

### QUIZ ANSWERS

Quiz Aweigh is on page 37

1. (c) Second repeater and william.
2. (b) Charlie and fox.
3. (c) Expert lookout.
4. (c) Pattermaker.
5. (b) *Phantom*. From this angle, the dihedral in the horizontal stabilizer is a recognition giveaway. Both *Panther* and *Banshee* are straight across the elevators.
6. (c) Being launched by catapult.

**Rules Governing Leave  
And Assignment to Duty  
Following Shipping Over**

Here is the latest information regarding assignment to duty following reenlistment.

Under current regulations contained in BuPers Circ. Ltr. 169-49 (NDB, 15 Oct 1949), enlisted personnel may reenlist at the following places only:

- Within 24 hours following discharge—At the activity to which permanently attached prior to discharge.
- Within 24 hours following discharge — At the separation activity to which temporarily transferred for discharge.
- After more than 24 hours following discharge and within three months from date of discharge — Men at any Regular Navy recruiting station, women only at any office of naval officer procurement.
- After more than three months following discharge (broken service)— Men may apply for reenlistment at any Regular Navy recruiting station; women only at any office of naval officer procurement.

Personnel who reenlist at the activity to which they were attached prior to discharge and who make their desire to be retained on board known to their commanding officer should not be considered available for transfer for six months. An exception to this are men serving on shore duty, who are always available for transfer whenever their normal tour of shore duty expires. Women are always



"Did you tell him Santa Claus is a retired Navy chief?"

available for transfer when they complete a three-year tour of duty in the same command within the continental U. S.

Personnel who reenlist at the separation activity from which discharged, at a Regular Navy recruiting station or at an office of naval officer procurement will be handled as follows: (1) Male personnel will be interviewed at the receiving station to which transferred for general detail and (2) women personnel will be interviewed at the naval district headquarters to which transferred for general detail. They may indicate three preferences for next duty assignment, which will be included in all general detail reports to BuPers.

Every possible consideration will be given by BuPers to assign personnel to the duty of their choice. However, BuPers emphasizes that it should be understood that the needs of the service govern all duty assignments.

BuPers Circ. Ltr. 169-49 states that in fairness to men with long records of continuous sea service, a normal tour of shore duty cannot be approved solely on the basis of reenlistment. Requests for a normal tour of shore duty must conform to the regulations contained in BuPers Circ. Ltr. 101-48 (AS&SL, January-June 1948). All assignments to shore duty are made from the shore duty eligibility list.

Personnel who previously reenlisted under the provisions of BuPers Circ. Ltr. 141-47 (AS&SL, July-December 1949) will not be considered available for transfer as a result of the new directive. These personnel will be permitted to complete such

assignments as were previously assured them.

Male personnel reenlisting under various conditions will be granted reenlistment leave and be subject to disposition as follows:

- Male personnel who reenlist within 24 hours following discharge at the activity to which permanently attached prior to discharge — Grant leave as desired and retain on board for duty. In cases of personnel reenlisting at an overseas activity or on board a ship scheduled to leave for an extended tour the commanding officers will determine whether to retain the man on board or require him to report upon expiration of leave to the receiving station nearest his leave address for general detail.

If the man is reenlisted at a separation activity, he is to be granted leave as desired and transferred to the receiving station nearest his leave address for general detail. If no leave is desired, he is to be transferred to the nearest receiving station for general detail.

- Male personnel who reenlist after 24 hours and within 30 days — Recruiting station may grant leave if desired and transfer man to the receiving station nearest his leave address for general detail.

- Male personnel who reenlist after 30 days and within three months — No leave authorized. These men will be transferred to the nearest receiving station for general detail.

- Male personnel who reenlist after three months (broken service)— No leave authorized. These men will be transferred to the nearest receiving station for general detail, or to the nearest naval training center for training. Transfer will depend on previous service.

- Women personnel reenlisting under various conditions will be granted reenlistment leave and be subject to disposition as follows:

- Women personnel who reenlist within 24 hours following discharge at the activity to which permanently attached prior to discharge — Grant leave as desired and retain on board for duty. When she reenlists at an overseas activity, the commanding officer will determine whether to retain the woman or require her to report upon expiration of leave to the naval district headquarters nearest her leave address for general detail



"We keep one on board our submarine all year long."

pending assignment by BuPers. The determination will be made on the basis of needs of the station and the involved loss of time and money to the government.

- Women personnel who reenlist after 24 hours and within 30 days — The office of naval officer procurement at which the woman reenlists will grant leave if desired and transfer the woman to the naval district headquarters nearest her leave address for general detail.

- Women personnel who reenlist after 30 days and within three months — No leave is authorized. The office of naval officer procurement at which the woman reenlists will transfer her to the nearest naval district headquarters for general detail.

- Women personnel who reenlist after three months — No leave is authorized. The office of naval officer procurement at which the woman reenlists will transfer her to the nearest naval district headquarters for general detail, or to a designated naval training center for training. Transfer will depend on previous service.

## Marine Enlisted Pilots Fly the 'Shooting Star'

Five Marine Corps sergeants are now back at their home duty stations after undergoing four weeks of jet fighter training at the Marine Corps Air Station, El Toro, Calif. While there, they were the first enlisted Marine pilots to fly the fast TO-1 "Shooting Star."

Ground training for the sergeants covered indoctrination, emergency procedures, flight safety, the engine and airframe, navigation, high speed flight, ordnance, and trends in fighter tactics, requiring more than 50 hours in all. In addition, 11 hours were devoted to flying the swift jet fighter-trainer. This time was interspersed among the many hours of ground training.

Time actually in the air was devoted to aerobatics, navigation, altitude course control, formation flying and basic jet bombing and gunnery.

A few Marine enlisted pilots had flown jet fighters at the Marine Corps Air Station, Cherry Point, N. C., but none had flown the TO-1 "Shooting Star" previously. These also were the first to undertake a regular prescribed course of instruction in jet fighter aircraft as a student of a jet training unit.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

### Navacts

No. 2 — Announces postgraduate course in radiological defense engineering for CEC officers.

### Alnavs

No. 94 — Limits expenses which may be incurred under existing appropriations.

No. 95 — Provides for forwarding of information on Career Compensation Act of 1949 to disbursing officers.

No. 96 — Concerns reassignment of naval tankers from CNO control to Military Sea Transportation Service.

No. 97 — Describes distribution of warrant officers in pay grades in Career Compensation Act of 1949.

No. 98 — Interprets "hazardous duty pay" for naval airmen.

No. 99 — SecNav's statement upon passage of Career Compensation Act of 1949.

No. 100 — Cancels Alnav 4-49, which concerns air transportation.

No. 101 — Contains additional information on Career Compensation Act of 1949.

No. 102 — SecDefense congratulates personnel who flew Berlin airlift.

No. 103 — Announces convening of selection board to recommend for temporary promotion to rear admiral officers on active duty.

No. 104 — Establishes new Navy Stock Fund symbol.

No. 105 — Cancels Alnav 94-49 (see above).

### Circular Letters

No. 158 — Contains definition of "returnable" and "non-returnable" quotas to BuPers schools.

No. 159 — Cancels Circ. Ltr. 39-46 and 101-46 which concerns repatriation of enlisted personnel.

No. 160 — Describes free consulting services offered to armed services' athletic activities.

No. 161 — Adds more organizations to list of those termed "Communist."

No. 162 — Contains instructions for submitting applications for retention as permanent officer.

No. 163 — Lists modification of rules pertaining to All-Navy bowling championships.

No. 164 — Reminds officers to keep BuPers informed of their address while on active duty.

No. 165 — Lists promotion of officers of the Regular Navy and Naval Reserve on active duty.

No. 166 — Contains information on General Line School logistic manuals.

No. 167 — Contains instructions for distribution of Navy Occupation Service and China Service medals.

No. 168 — Announces future plans for professional examinations for promotion of officers of the Regular Navy.

No. 169 — Simplified instructions for assignment to duty following reenlistment.

No. 170 — Calls for applications for submarine training.

No. 171 — Announces annual exam for Coast Guard cadet procurement.

No. 172 — Cancels distribution of V-discs.

No. 173 — Outlines method of nomination of qualified enlisted women for appointment as Wave ensigns.

No. 174 — Outlines release of all enlisted Naval Reservists remaining on active duty.

No. 175 — Discontinues retirement pay based on a grade higher than the grade held on active duty for officers commended for performance of duty in combat.

No. 176 — Contains regulations concerning use of commercial transportation by Naval personnel.

No. 177 — Announces plans for All-Navy basketball championships in 1950.

No. 178 — Contains new instructions for professional examination for promotion of officers of the Regular Navy.

No. 179 — Lists additional personnel eligible to wear Combat "V" distinguishing device.

No. 180 — Announces plans for All-Navy wrestling championship in 1950.

No. 181 — Announces use of new form for separation of Naval personnel.

## Here's Reenlistment Info Important to All Naval Personnel

Here is a complete picture of the reenlistment situation, as it affects you and every other enlisted Navy man or woman who is — or soon will be — eligible for reenlistment.

The uppermost thought in the mind of many a short-timer is to get back in the midst of civilian life. True — he may have had his share of annual leave and a normal number of 72s, but now the primary idea is to get ahold of that discharge paper and head for the old home town. Reenlistment, if ever, will come toward the end of 30 days, at least—maybe three months. Meanwhile, he'll be completely unfettered and nobody will be the worse for it.

But — let's look at the picture a little more closely. Maybe somebody will be the loser if such delaying tactics are carried out — the sailor himself, and none other.

First of all, if he had reenlisted immediately — within 24 hours after discharge — he could have gone home just the same, and for a good long time. He could have taken all the leave he had coming from the enlistment just completed, and in addition he could have got as much as 30 additional days' leave, to be charged against the future. The total could have been as much as 90 days — assuming that he had a leave credit of 60 days remaining from his old enlistment.

Had he decided that he would rather have more money than so much leave, he could have taken a cash settlement for the leave remaining from the completed enlistment. In addi-



"There are tricks to MAKE men fall for you."

tion, he could still have taken his 30 days' advance leave.

While at home, visiting friends and relatives, he could be drawing his pay, building up time for retirement, and could be safeguarded by Navy medical care, should he become sick or injured through any cause.

Leave, furlough travel allowance and the other benefits mentioned above are only a few of the many reasons why it is to every Navy man's advantage to reenlist immediately instead of stretching between-cruise time to the limit.

If a person likes the ship or station in which he is serving at time of discharge, it is to his advantage to reenlist within 24 hours right aboard that ship or station. If he does that, aboard ship, he will not be subject to involuntary transfer for six months. In the case of a shore station, he will not be transferred against his will until the end of his normal tour of shore duty or the end of six months, whichever comes first.

At the end of 24 hours after discharge, the picture is considerably changed.

If a person doesn't reenlist immediately after discharge, he is reimbursed for unused leave remaining at the end of his last enlistment and cannot use that leave to lengthen his reenlistment leave. He can, however, still take as much as 30 days of reenlistment leave by charging it against the future — if he reenlists within 30 days after discharge.

Some other advantages of immediate reenlistment remain in effect for 30 days after discharge, with this big exception: If you come down

with an attack of appendicitis, get run over by a truck or become sick or injured in any other way between time of discharge and time of reenlistment, Uncle Samuel won't get you doctored up for free. Neither will he take you back into the Navy unless or until you can pass the physical examination.

After 30 days though, some more benefits disappear. Within three months it's still "continuous service"; you can reenlist at your old rate and the rules concerning the number of dependents you can have are the same as they were, but you have lost your reenlistment leave.

You will still get your shipping-over money, though, up to three months after discharge.

After three months out of the service, the ex-Navy man has thrown away almost all the advantages that the Navy was eager to hand him at the time he was paid off. If he wishes to reenlist, he must start out much the same as any new recruit — except that he won't be sent to a recruit training center. In most cases, he will reenlist in a much lower rate than the one he held upon discharge. To be eligible for enlistment in pay grade 5, 6, or 7, he cannot have any dependents. (Up to three dependents are permitted for those in pay grade 4 and above.) His previous total time will count toward retirement or transfer to the Fleet Reserve, but previous sea duty won't count toward shore duty eligibility. Previous total service will count for promotion, but service in pay grade will not. There is no guarantee as to location or type of duty, no shipping over money, no reenlistment leave, no furlough travel allowance.

If he can pass the physical examination and is otherwise qualified, a broken-service man can reenlist for three, four or six years, the same as a continuous-service man.

Extensions are for four years, three years, two years, and—in certain instances — one year.

So that the facts concerning reenlistment and extensions will be convenient and crystal-clear to all hands, ALL HANDS gives you the adjoining chart. It gives the information in a nut-shell, with sources of the information included.

### 'Time for Defense' Program On Nation-Wide Network

A new weekly radio program entitled "Time for Defense" is now being broadcast over the nationwide ABC network.

Featured on the new program are concert and choral groups and vocalists from the armed forces. On-the-spot documentaries of defense activities here and overseas are included as well as a commentary each week on Defense Department matters.

The program is aired at 2200, eastern standard time, on Tuesdays.

## The Complete Facts Concerning Reenlistments and Extensions

	Within Twenty-four Hours	Within Thirty Days	Within Three Months	Extension of Enlistment	Broken Service
<b>PLACE OF ENLISTMENT</b>	On board previous duty station or at the separation activity to which temporarily transferred for discharge. (C/L 169-49)	At a regular Navy recruiting station only. (C/L 169-49)	At a regular Navy recruiting station only. (C/L 169-49)	On board present ship or station.	At a recruiting station only. (C-1403(1) BuPers Manual 1948)
<b>CHOICE OF DUTY</b>	On board previous duty station—not to be considered available for transfer for six months if desire to remain aboard is made known to CO, except if end of normal tour of shore duty occurs sooner. (C/L 169-49)	No guarantee as to duty. (C/L 169-49)	No guarantee as to duty. (C/L 169-49)	No guarantee as to choice of duty except as stated in agreement to extend.	No guarantee as to duty.
<b>TERM OF ENLISTMENT</b>	Optional 4 or 6 years. (Alnav 86-49)	Optional 4 or 6 years. (Alnav 86-49)	Optional 4 or 6 years. (Alnav 86-49)	Optional 2, 3 or 4 years. Total extensions of any one enlistment may not exceed four years. In certain circumstances 1 year extensions are authorized. (C-1406, BuPers Manual 1948)	Optional 4 or 6 years. (Alnav 86-49)
<b>SHIPPING OVER MONEY</b>	\$160 for a forthcoming 4-year enlistment; or \$360 for a forthcoming 6-year enlistment.	\$160 for a forthcoming 4-year enlistment; or \$360 for a forthcoming 6-year enlistment.	\$160 for a forthcoming 4-year enlistment; or \$360 for a forthcoming 6-year enlistment.	\$20 per year of the forthcoming service. For instance, \$40 for a two-year enlistment.	No shipping over money.
<b>REENLISTMENT LEAVE</b>	Thirty days advance leave plus accumulated leave from previous enlistment, not to exceed a total of ninety days; or cash payment for accumulated leave and thirty days advance leave in addition. (C-6305 BuPers Manual 1948)	Thirty days advance leave. (C-6305(4) BuPers Manual 1948)	No reenlistment leave. (C-6305(5) BuPers Manual 1948)	No reenlistment leave.	No reenlistment leave.
<b>FURLOUGH TRAVEL</b>	Navy pays 5c a mile round trip to any leave address chosen. (Article 7501 Travel Instructions). Expires 1 Jan 1950.	Navy pays 5c a mile round trip to any leave address chosen. (Article 7501 Travel Instructions). Expires 1 Jan 1950.	No furlough travel allowance	No furlough travel allowance	No furlough travel allowance
<b>DEPENDENTS</b>	No restrictions as to number of dependents. (For married non-rated men see Art. C-1402(7) BuPers Manual 1948.)	No restrictions as to number of dependents. (For married non-rated men see Art. C-1402(7) BuPers Manual 1948.)	No restrictions as to number of dependents. (For married non-rated men see Art. C-1402(7) BuPers Manual 1948.)	No restrictions as to number of dependents. (For married non-rated men see Art. C-1402(7) BuPers Manual 1948.)	If eligible to reenlist in pay grade 4 or above may have not more than 3 dependents; for other pay grades, no dependents.
<b>RATE</b>	Reenlist in the same rate as that in which discharged. (C-1402(4) BuPers Manual 1948)	Reenlist in the same rate as that in which discharged. (C-1402(4) BuPers Manual 1948)	Reenlist in the same rate as that in which discharged. (C-1402(4) BuPers Manual 1948)	Continues to hold rate.	Loses his rate—very few exceptions. (C1403(2) BuPers Manual 1948)
<b>PROMOTION</b>	Previous total service, sea service and service in pay grade count towards eligibility for promotion and shore duty.	Previous total service, sea service and service in pay grade count for eligibility for promotion and shore duty.	Previous total service, sea service and service in pay grade count towards eligibility for promotion and shore duty.	Previous total service, sea service and service in pay grade count towards eligibility for promotion and shore duty.	Previous total service and sea service count for promotion but service in pay grade does not. Previous sea service does not count for shore duty eligibility.
<b>FLEET RESERVE AND RETIREMENT</b>	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.

# BOOKS:

## EVENTS AND PLACES HEAD LATEST LIST

ALMOST EVERY DAY of the year, new books from America's publishing houses arrive at the BuPers library. These are evaluated, reviewed, discussed — and the best ones are bought in varying numbers, to be sent to ship and station libraries. Here are some of the latest.

• *The Struggle for Guadalcanal, August 1942 — February 1943*, by Samuel Eliot Morison; Little, Brown and Company.

This is the fifth of Samuel Eliot Morison's series of 14 volumes on World War II. The fourth, *Coral Sea, Midway and Submarine Actions, April 1942—August 1942*, was distributed to Navy Libraries just a month or two ago. The first three went out earlier.

This volume, beginning with a short history of the Solomon Islands and ending with a summary of the cost of Guadalcanal, is likely to be considered by many readers to be the most fascinating of the series yet published. There was so much to tell of these action-packed and terrifying months that every page, every paragraph, almost every sentence, of *The Struggle For Guadalcanal* is crammed with interest. Names that were on every tongue and on the pages of every newspaper seven years ago here spring to life more vividly than ever — ship names, place names, men's names never to be forgotten by those who fought there nor by those who followed their every hour as best they could by radio and newspaper accounts.

Mr. Morison, writing his books at the Navy Department in Washington,

has access to a vast supply of war information — both American and Japanese, as well as to that of our allies, and European enemies. These books — this one especially — are a marvel of integration, tying the mass of information together in a way that never loses the human touch. Don't miss it.

\* \* \*

• *The Art of Readable Writing*, by Rudolph Flesch; Harper and Brothers.

Here, again, the chapter titles reveal our book's contents and personality about as well as any other words could:

You and Aristotle, The Importance of Being Trivial, Degrees of Plain Talk, Results of Plain Talk, How to Operate a Blue Pencil, An Ear For Writing, and so on.

Being away from home a lot, sailors are — or should be — avid letter-writers. This friendly volume will make your letters more readable, and if your job entails writing in the line of duty — *The Art of Readable Writing* will be all the more valuable to you.

It's by the author of *The Art of Plain Talk*.

\* \* \*

• *Antarctic Conquest*, by Commander Finn Ronne, USNR; G. P. Putnam's Sons.

Shortly after World War II ended, a converted Navy ship of small size and great rolling ability set out from Beaumont, Tex., for Antarctica. Aboard the heavily laden *Port of Beaumont* were 21 men and two

women, with the explorer, Commander Finn Ronne, USNR, at the expedition's head.

Although only eight of the group had ever before been to sea, the expedition went well. Before its return, 15 months later, many discoveries had been made — including weather, geological and terrestrial observations, tidal readings, seismograph recordings and aerial mapping. Two and one-half million square miles had been explored and 450,000 square miles photographed.

Graphically, and always modestly, Finn Ronne describes the feats of daring, ingenuity and fortitude that made this accomplishment possible. Telling the story, the author points up the human side as well — the life on the ship and in the camp, the inevitable personality problems, the thrilling flights over the unbelievable frozen grandeur never before seen by man, the travel by dog sled and tractor.

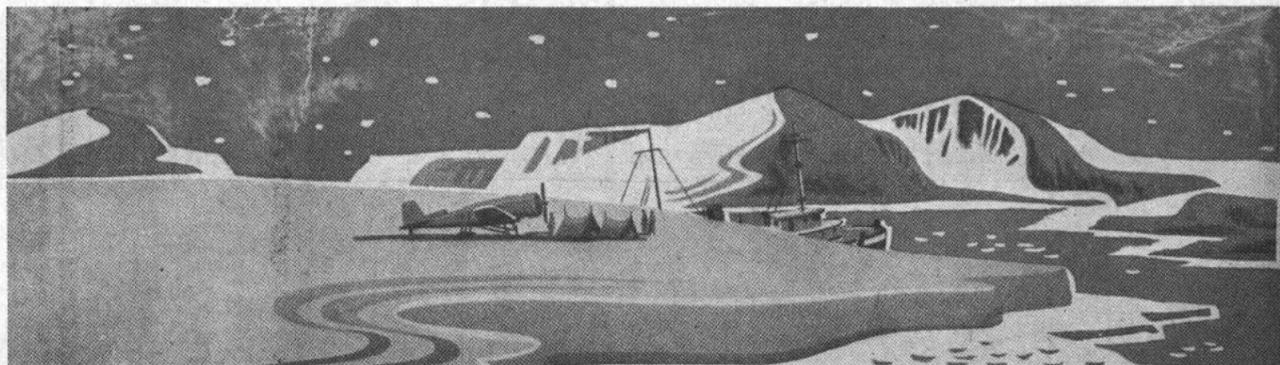
It includes many photographs and a number of charts.

\* \* \*

• *Webster's Geographical Dictionary*; G. and C. Merriam Company.

Here's something new and unusual in the dictionary field — a dictionary of names of places, with geographical and historical information and pronunciations.

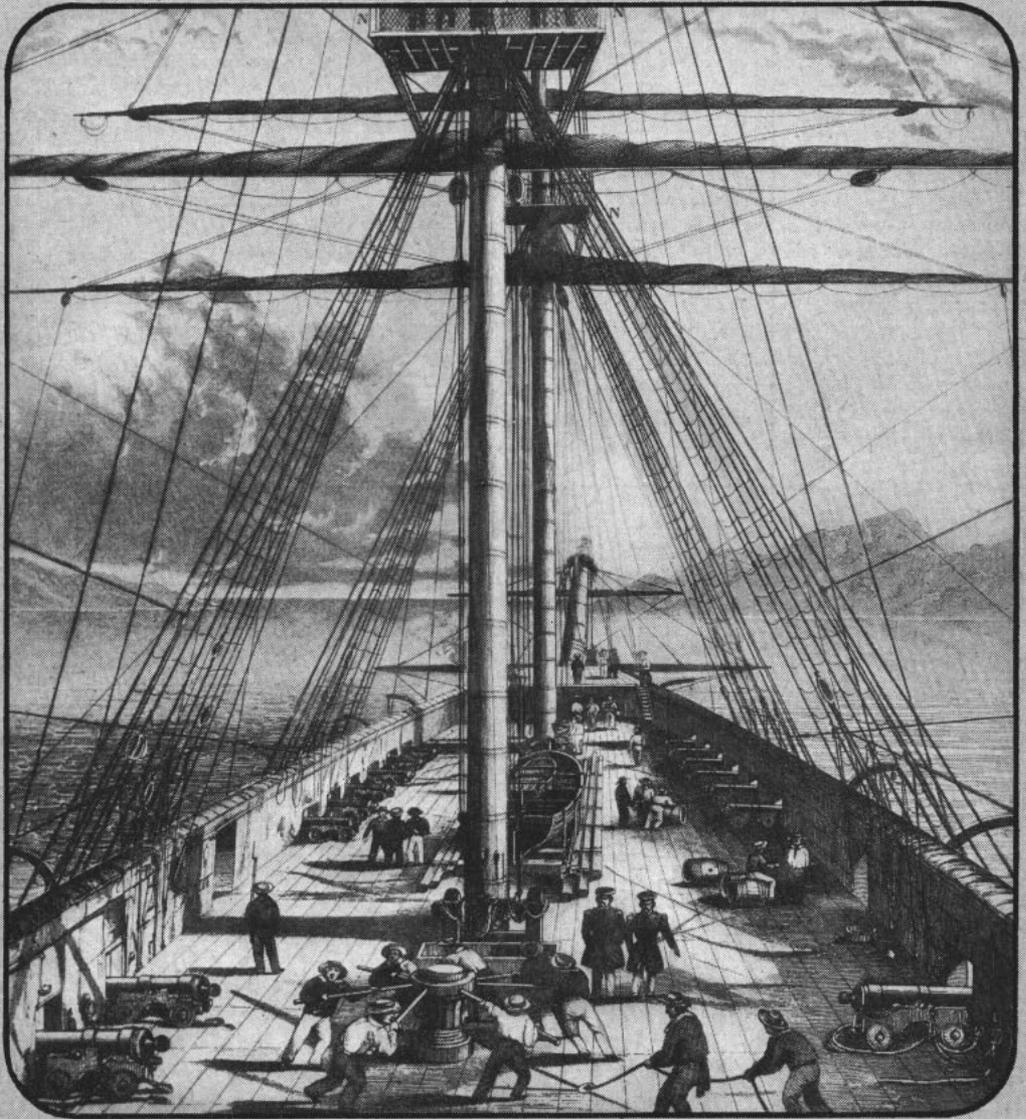
It is illustrated with many maps in the text and 24 maps in full color. Nobody, of course, is going to sit down and read its 1,293 pages straight through — any more than with any other kind of dictionary. But to find out something about the place you are — or were — or are going to — it is hard to beat. Also, it should settle many an argument, and be both useful and interesting for a long time to the student, researcher or casual reader.



EXPLORATION on continent of ice is subject of CDR Finn Ronne's well-written and illuminating *Antarctic Conquest*.

**ALL HANDS BOOK SUPPLEMENT**

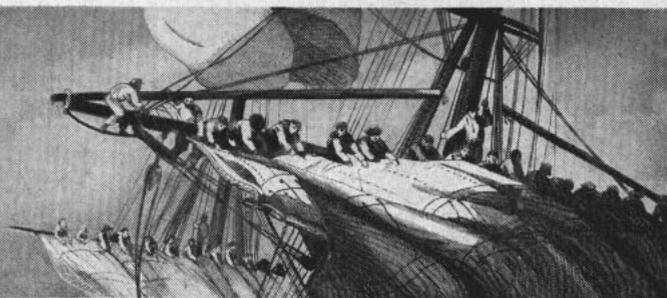
# **CHILEAN EPISODE**



**CALLAO HARBOR: 1820**

From the book "Threescore Years" by Thomas Holbrook, published in 1857, comes this tale of high adventure off the shores of South America while Chile fought for freedom from Spain.

# CHILEAN EPISODE



*Out of chaos arose a genius, and in his footsteps came chaos again.*

*Out of the French Revolution came Napoleon Bonaparte, the artillery captain who became dictator. Years after the French movement had burned itself out and its leader died in exile, the flames of revolt kindled in other countries.*

*Such a country was Chile in 1820. Ten years before, Napoleon had invaded Spain, mother country to many South American provinces. The interim government set up by the Chileans was slow to relinquish its rule to the Spanish when the time came. They wanted independence and were prepared to fight for it.*

*To command their small navy, they hired the fabulous Thomas, Lord Cochrane, later Tenth Earl of Dundonald, a fiery character who had won wide renown in the British Navy both for winning sea fights against tremendous odds and for launching a scathing attack on the inept adminis-*

*tration of the British Navy. His enemies forced him to retire, and the Chilean offer was a welcome relief from boredom.*

*In a few years he had made the most of what he was given and had attracted sailors of fortune from all over the world with the inducements of good wages, plenty of prize money, no flogging and, best of all, plenty of grog. The Chilean Navy became a formidable force and soon controlled the Pacific coast of South America.*

*Blockades were set up on Spanish-held ports in Peru and elsewhere, a circumstance which set the United States government to send a ship there for protection of commercial vessels.*

*How close this vessel, the United States frigate Macedonian (captured from the British in the War of 1812) came to starting a minor war of its own is told here by Thomas Holbrook, a highly skilled carpenter who during the war had worked on Robert Fulton's steam inventions.*

OUR sailing day came, we had everything on board, weighed our anchor, and were now to let Lord Cochrane know that *Macedonian* must enter Callao, *blockade or no blockade*.

In getting our anchor we had some little delay in consequence of breaking and rendering useless our spar-deck capstan.

On arriving at St. Lorenzo, we soon saw that in all probability there would be an attempt made by Cochrane to stop us. A ship was now standing out under full sail, evidently having been sent by the admiral to forbid our proceeding any further. The whole blockading fleet was now under way and they also were coming towards us.

We beat to quarters, had all bulk heads down, deck sanded, guns double shotted, and matches lit. The first ship was now up with us, the captain stepped into the gangway to hail us, and as we had considerable way on the ship, Captain Downes very politely backed his maintopsail to give the other an opportunity of making any communication from his Lordship that he desired. He also backed his mainyard, lowered a boat and sent an officer on board our ship, with a verbal request from Lord Cochrane that Captain Downes would not persist in violating the blockade. When this officer got upon our deck and saw this preparation, he actually turned pale.

Our captain's reply was, "Please communicate to his Lordship that it is my intention to anchor in Callao harbor before sundown at all hazards—and if his Lordship has any further communications to make, he must be quick about it. Fill away the maintop-sail, sir."

The Chilean officer went into his boat. His ship, (*Independencia*, 22 guns) was now quite near us, and we could easily perceive that they kept their guns trained upon us. We, of course, kept ours upon them. I am sure that we

could have blown them out of water in a very few minutes.

We were now going ahead at a pretty good rate, and very soon were surrounded by the whole squadron. *O'Higgins*, Cochrane's ship, was close along-side of us, within half pistol shot. Lord Cochrane came to the gangway, and in a pompous tone, hailed:

"What ship is that?"

"This is the U. S. Frigate *Macedonian*."

"How does Captain Downes do?"

"Quite well, I thank you. How is your Lordship?"

We had now passed *O'Higgins*, and were nearly along-side *Lotaro*, a 50-gun ship, under the command of Captain Guise. He however said nothing to us. We perceived the spy-glasses on board Cochrane's ship were busily employed in reconnoitering us. We really expected a brush, and so did the inhabitants and soldiers at Callao—for as we approached the town—we discerned that the forts and house tops were lined and crowded with people.

Had Cochrane opposed our entrance, it is very certain that with the excited feelings of our crew, we should have persisted in the attempt while there remained a man to load a gun. Our arrival was a matter of rejoicing among the merchant ships. Cochrane had publicly declared that not a ship should leave Callao with a Spanish dollar on board—and there were many ships, both English and American, lying here, all of which had large sums on board. All felt much anxiety on account of Cochrane's threat.

Captain Downes received much credit and many compliments for his determination and perseverance in running through the blockade, and safely effecting an anchorage at Callao. Lord Cochrane, well knowing the determined character of Captain Downes—and the efficiency

of *Macedonian* and her crew, (for he had been on board at Valparaiso) that notwithstanding the great superiority in number of ships and men, an action with her might, and most certainly would, retard his contemplated attack on the Spanish frigate *Esmeralda*, besides the deserved retribution that would fall upon him—as soon as the attack should be made known in the United States.

All these things he very probably took into consideration, and did not resist us. Early on the morning after our anchorage, Captain Downes received rather a tart note from his Lordship, severely censuring him for violating a regular constituted blockade. Captain Downes, in reply, assured his Lordship that he would remain at Callao until all the American merchant ships had sailed; he also would protect them until out of danger, and would keep *Macedonian* in a continued state of preparation—to repel any undue attack which might be made upon her. He declined any further communication, as it might have a tendency to vitiate his neutrality—and compromise the United States.

2

Our ship was moored close with the shore. Abreast of a hot shot battery, a short distance astern, the Spanish frigate *Esmeralda*, of 44 guns, was taking specie on board for the mother country. Between our ship and *Esmeralda* were two Spanish gunboats, well manned—and armed—as a protection against any attack which might be made on *Esmeralda*.

I must here record an accident that befell me, and that came near using me up. While we were beating to quarters, previous to entering Callao, I had occasion to make a cleat for the security of one of the boats. I was amidships—on the gun-deck—and was working with a carpenter's adze. I had just made a blow when the man who was loading the gun near to me hit my arm with the sponge, which caused me to receive the blow on my instep, severing the cords leading to the toes, besides making a fearful gash.

I suffered the most excruciating pain while the doctors were getting the ends of the cords together—and tying them up. They were afraid that I should bleed to death while under the operation, and the way I sung out was a caution to doctors. The wound was dressed, I was put into a cot—and lay there eleven days and nights—in much suffering. During this time, the wound broke out afresh, and it was with much difficulty that the doctor succeeded in stopping it, and assured me that if it broke out again, he feared that it would be impossible to save my life—the nature of the wound being such as to make it extremely difficult to stop the arteries. But through the goodness of God it healed and I was not, as I feared I should be, deprived of the free action of my foot.

While sitting on deck one Sunday, I think on the fourth of November, I observed the blockading squadron get under way from under St. Lorenzo, where they usually lay—and come toward the anchorage at Callao. When they had approached to nearly within gunshot of the forts, the latter began to blaze away at the ships, which was a foolish move on the part of the Spaniards, for it gave Cochrane an excellent opportunity of measuring his distance, which was to be as near *Esmeralda* as possible, and at the same time be clear of the shot from the forts. The ships anchored in a safe position, but did not furl their sails.

I was not fully assured—in my own mind—that there was something in the wind, and some decisive step soon

to be taken. Was it the capture of *Macedonian* for running the blockade? Or the merchant ships, on board of which were large sums in dollars and in virgin silver? The forts were thronged with men, and bayonets glistening in the sun, the hot shot batteries along the beach all manned.

We also adopted precautionary steps—in case anything should happen, which was to place the launch under the bow—with a stream anchor and cable—in case we should have to slip our chains. Two of the lieutenants of *Esmeralda* had dined on board our ship, and at 9 P.M., just as I had turned in to my hammock, which hung over the pumps on the gun-deck, I heard them bid good night and go on board their own ship.

I soon fell asleep, and think in less than half an hour was awoke by a tremendous noise. I jumped from my hammock as well as I could with my lame foot, noticing that our ship was in great commotion.

I looked out of the gun-deck ports, and saw *Esmeralda*, apparently on fire—caused by an incessant blaze of musketry. She was very near us. We could distinctly hear every order that was given.

"Cut away anything but sheets and halliards."

"Let fall the top-sails, bear a hand there aloft, Britons. Here's a half a dozen Spaniards in the tops, sir, what will we do with 'em?"

"Heave the rascals overboard," says some one on deck.

"Hurrah, my hearties! she is ours. Jump into the boats, Britons! Get out a towline." During this time, we could see the fight on the gun-deck while Cochrane had charge of the spar-deck, and it was he that cut the chain cables.

The forts were pouring their shot all around us, many of them red-hot. There was a hot shot battery right abreast of our ship, on the beach. Casas-Matas, a tremendous castle with over three hundred and sixty guns, was blazing away.

The shot flew round us like hail, cutting away our cross-jack yard—and much of our rigging. Many of the red-hot shot struck very near us, and it was astonishing how far they could be seen while sinking.

The firing during this time was tremendous, like one continued peal of thunder. The musketry did us but little harm, the bullets just striking the side—and falling harmless in the water. There was not a breath of wind, and here we were, having slipped our chains—but dare not attempt to run out our stream anchor, for the very moment we should attempt to do this our boat would be cut to pieces with the shot from the shore, for they were under the impression all this time that we were assisting Cochrane.

In the meantime, the Chilean forces had towed *Esmeralda* out clear of the shot. They then threw over the dead bodies, hauled her alongside *O'Higgins* and sent all the wounded ashore in their own boats—in charge of their own officers.

3

I shall never forget the impressions of the dawning morning, as the sailors call it. A cloud of powder and smoke lay all around like a dense fog. Through it we could just discern the fleet with their valuable prize, and midway between them and the shore were two gunboats adrift. Every soul belonging to them had been killed.

Here we lay, having drifted a half a mile from our anchors, now hanging by a stream anchor. The English frigate *Hyperion* that came in a few days before, lay

# CHILEAN EPISODE

quietly at anchor, having been out of reach of the shot. As the sun rose, everything had a blood-like appearance. The sun himself looked like a huge ball of rayless fire.

We had hitherto depended upon the shore for provisions, and a consultation of the officers was held to consider the expediency of sending the market boat to the landing for our beef and vegetables. It was their unanimous opinion that there would be no impropriety in doing so. Accordingly a boat was called away and the purser's steward, steerage and wardroom stewards, with a midshipman and ten men composing the crew, went into the boat, but with downcast looks.

Mr. Small, the purser's steward, observed when going into the boat, "Well, I am now going to my grave!" and, poor fellow, it was too true.

When they had taken their seats and had shoved off, they looked as if a dreadful foreboding of their approaching death hung over them. Not a word was spoken. They pulled slowly along as though going to their own funeral, until they had reached within the boat's length of the steps. The bowman had tossed his oar, and almost instantly all but four were shot dead.

The Spanish soldiers, seeing them coming, kept hidden behind a wall—until they were near enough for good aim, and then fired. The purser's steward, being only wounded, jumped overboard, and a soldier immediately got into the boat and drove a bayonet through his body—while he hung on to the boat's stern, asking for mercy.

Mr. Marshall, the midshipman, in order to escape the bayonet of a soldier, jumped overboard also and tried to drown himself by keeping under the bottom of the boat. Not being able to remain there, he came up—and was struck on the head with the butt-end of a musket, but was rescued from death by a Spanish officer who took him in charge and conveyed him to the hospital. Another man was shot through the body—but was not killed. He also was taken to the hospital.

The only survivor who remained in bottom of the boat, as if dead, arose after she had drifted off some distance, and with an oar got off from the shore and was picked up by a boat from *Hyperion*, who took our boat in tow and brought her along-side our frigate.

What a sight did this boat present! Blood and brains scattered round upon the inside as though a bullock had been killed in her. The bodies had been taken out by the

Spaniards, probably for the purpose of getting their clothes.

Those that were taken to the hospital were in danger of being murdered while in their beds. There were many of the crew of *Esmeralda* here. Wounded in the fight they were sent on shore by Cochrane the morning after the capture.

Our ship was now thronged with fugitives from the shore, principally Englishmen — but there were some Americans

among them all of whom gave a horrid account of the slaughter on the night of the battle.

Gangs of armed and desperate soldiers perambulated the town, shooting down every foreigner they could find.

4

One morning at about sunrise, a few days before we sailed, we saw a ship coming into the bay, under American colors—and evidently with the intention of running the blockade, but very soon we saw *Lotaro* under way, she being the weathermost ship—and nearest the merchantman. There was a good breeze and it was certain that *Lotaro* would head her off, thus she would become a prize. We saw them take possession of her, and both she and *Lotaro* went round to Guamas, a harbor a few miles north of St. Lorenzo in possession of the Chileans.

In the course of the day we learned that the captured ship was an American and had on board for cargo, muskets, pistols, powder, and all sorts of warlike stores. This made Captain Downes anxious to get away for he had determined on her rescue.

The American and British ships were notified of our time of sailing, which was on the morning of the second day from the notice. Every ship must be ready for getting under way at daylight, so as to have the advantage of the land breeze. The order of sailing was as follows:

The merchant ships were to form two lines, and to proceed ahead of the frigates. All who were armed with cannon or small arms were to have them loaded in order to prevent any boats from boarding them, also to pay attention to any hailing from the blockading ships and to put all the sail on which could be prudently carried. The English frigate *Hyperion*, not being ready for sea, sent two cutters well manned and armed for the protection of the English merchantman. We also had two cutters, well provided with small arms and sufficiently manned to prevent any of our ships from being boarded.

On the morning appointed the ships were all ready, and the dropping of our fore top-sail was the signal for them to get under way, which they did in good style. The Boston merchant ship *Panther* took the lead. As soon as it was discovered by the blockading fleet that we were under way, they unmoored and were quickly under sail.

We thought it possible that Cochrane might have the impudence or temerity to stop some of the ships, and possibly he might have it in contemplation to give us battle, thinking that he might get a better haul now than when we went in. But we were at quarters all ready for him, running along under our three top sails.

Cochrane's ship was now abreast of us, within pistol shot, and although he was wounded, yet he evidently directed every movement of his ship. We kept perfect silence, our guns trained upon him. We saw a boat from *O'Higgins* going towards *Panther*, but she was not allowed to come along-side.

The merchant ships were now outside of St. Lorenzo, with all sail they could wear. We now made sail and were soon up with them. Our kind neighbors very prudently tacked ship, and sneaked back again to their den. We continued with our charge until the land was out of sight, and then stood back for Guamas.

5

Our entry into Guamas very much alarmed Captain Guise of *Lotaro*, but it was a matter of rejoicing to the American captain taken from the prize. His ship lay moored near *Lotaro*. Captain Downes had some fears



Captain John Downes

that they would strip her, which would have prevented any attempt on our part to cut her out.

We ran in and anchored within about two cables length of *Lotaro* and in a good position for getting under way. The captured prize lay inshore of *Lotaro*, leaving just room enough for both ships to swing clear of each other. There were several transport ships and two American whalers lying there.

We had hardly come to an anchor when the captain of the prize came on board; and both he and Captain Downes went into the cabin to talk over matters.

Our sole purpose in coming here was to rescue this ship but to judge from the position of the prize and that of *Lotaro*, an attempt to get this ship clear would be extremely hazardous, if not wholly impossible. To attempt and fail would not only be very mortifying but in all probability the means of much bloodshed.

Captain Guise could not help feeling some intimation that Captain Downes would endeavor, in some way, to liberate the ship. And yet it seemed a matter of impossibility that the ship could be taken from under his broadside.

Captain Downes, in order to lull any suspicion of an attempt of this kind, had an interview with Captain Guise as to what he thought of a proposition to ransom the ship. In the meantime, the captain of the prize had spread abroad a rumor his ship would be ransomed, and in a few days he would be off.

Now there was no time to be lost, as there remained but one alternative. Ransoming or compromising was entirely out of question, as neither American captain had any authority for entering into a business of this kind. Besides, the ship was a valuable prize if she could be legally condemned, and in all probability a great sum would be required for her.

A crew of seventy-five men were selected from among our best seamen, all to be armed with a pair of pistols and a cutlass each. The night was fixed upon, and it was necessary and important that the ship should be clear before two o'clock in the morning.

On the afternoon previous to the night when the attempt was to be made, the prize's captain went on board his ship apparently in high glee, exhibiting a roll of paper and saying to the officer, "Well, I am clear. You will have your orders to quit by to-morrow morning." He had brought off a demijohn of brandy and a box of champagne to treat his friends on this happy occasion.

A bottle of brandy was placed upon the table, a large tin pot full having been given privately to the marines. The effects of the brandy were soon visible among the marines, and by eight o'clock they were all drunk. The prize officer also felt rather sleepy, and took a snooze on the cabin sofa. Now was the time for the captain and mate to work, as all depended on the promptness with which everything was done. One of the hempen cables was sawed off on the windlass and just stopped to keep it from running out.

A sharp axe was laid near the other cable, ready for use. The mate then went aloft very silently, cast off the gaskets from the topsail yards and stopped the sails with rope yarns, then did the same with the top-gallantsails. He then loosed the jib and fore topmast staysail but kept them on the boom, then saw the sheets and halliards clear.

During this time there were two soldiers walking the gangway, but they had too much brandy on board to suspect anything wrong. At intervals they sung out "All's

well." It was not thought expedient to make any signal from the frigate that might be seen by *Lotaro*, so it was arranged that when six bells (eleven o'clock) struck on board the frigate, the boat would leave with the men selected for the occasion:

As this enterprise had been carefully planned, (for as I stated before, a failure would have been disastrous) it was indispensable that a line should be run from the merchant ship to a projecting rock, in order to give her headway and to get her from the range of *Lotaro's* guns as quickly as possible.

This was accomplished in the following manner: Two coils of rope were put into our boat that was to carry the men to the ship. All except the two who were to row with muffled oars were to lie down so as not to be seen. The boat was to creep along inshore close to the land, cross the entrance of the harbor to the rock, make the line fast and take the end to the prize. The mate was to haul the end on board.

They were then to board the ship over the bow and knock down the sentinels. The captain was to secure the cabin doors, to prevent the officer from coming up. The cable was then to be cut, the line manned, and the ship hauled out.

All this was done with admirable precision. As soon as the axe blow was struck upon the cable, it was heard on board *Lotaro*, and directly all was confusion on board that ship. Captain Guise was up in an instant and hailed the prize: "What are you about there, sir?"

The ship was now ranging ahead, when Guise immediately hailed: "Let go your spare anchor, sir, immediately, or I will fire into you."

"Aye, aye sir," says the mate.

"Clear away the guns. All hands unmoor ship," were the mixed and confused orders on board *Lotaro*.

Before our boat had left the frigate, we had hove short and hoisted our top-sail yards without loosing the sails or making the least noise. The wind was right aft for us, but on the starboard quarter for the prize. We were soon up with her, and both ships were ahead of *Lotaro*, who had cracked on every thing she could wear.

But it was of no use now for Captain Guise to think of a recapture. We beat to quarters and were all ready for him in case he should fire, but he very prudently did not. We kept close to our prize, and making all sail, we soon dropped *Lotaro*, who finally tacked and went back.

Both our ships now hove to, shifted our men, and put the Chilean prize officer and his twelve soldiers on board his boat, gave them two bottles of brandy, a keg of water, some bread and salt fish, and sent them on their way rejoicing. Thus ended this well planned and successful scheme, and the brilliancy of the achievement is equal, if not superior, to the cutting out of the *Esmeralda*.

There was not a single life lost, and here was a prize taken from under the guns of a fifty-gun ship, which might easily have manned four or five boats and boarded her in an easy re-capture—but they didn't.



Lord Cochrane

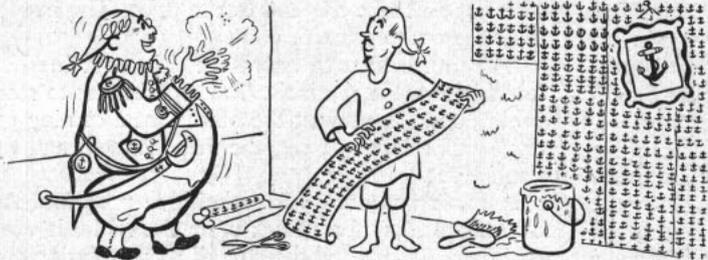
# TAFFRAIL TALK

AS WE'VE SAID here before, nearly everybody reads ALL HANDS.

Now it's a lieutenant in the Royal Navy stationed in Australia who writes to tell us he figures he knows how the "foul anchor" insignia used so widely in the Navy, got its start.

"The foul anchor as a naval badge," writes Lieutenant M. W. Heney, RN, "got its start as the seal of Lord Howard of Effingham, the Lord Admiral of England at the time of the defeat of the (Spanish) Armada in 1588.

"It often happened in those days that the personal seal of a great officer of state was adopted as the seal of his office. This was



the case with the foul anchor which still remains the official seal of the Lord High Admiral of Great Britain."

The Lord High Admiral's office was taken over by the present Board of Admiralty some time ago, he adds, but the seal goes mashing on — on buttons, official seals and cap badges.

Thanks, Lieutenant. We've passed the word along to H. O. Austin, JOC, USN, who wrote the story that prompted this reply from 'Down Under.'

\* \* \*

One of the most striking pictures ALL HANDS has printed in a long time now hangs in the office of a university registrar.

Registrar Ernest H. Emory of the University of Georgia, who is an active Naval Reservist, wanted a copy of the print that we used for the inside-front spread in our May 1949 issue. ALL HANDS readers will recall the shot — we called it "Tunisian Gunset" and it showed a cruiser clearly outlined against a brilliantly moonlit sky, the whole scene framed

beneath a formidable gun barrel of an accompanying destroyer.

"The whole office has been very high in its praise of the picture," says Mr. Emory. ALL HANDS appreciates the compliment and will pass it along to Lieutenant (junior grade) J. J. Cecchini, USN, who took the picture.



*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, 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.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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 Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: An unidentified enlisted man from USS *Coral Sea* (CVB 43) takes a picture of the Arch of Triumph while on a tour of Paris, France. The carrier was anchored at Cannes, France. See pp. 2-3.



FRENCH PHOTO

# 1950

# ALL HANDS

# 1950

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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

MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

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

MAY						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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

JULY						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

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

OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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

DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						