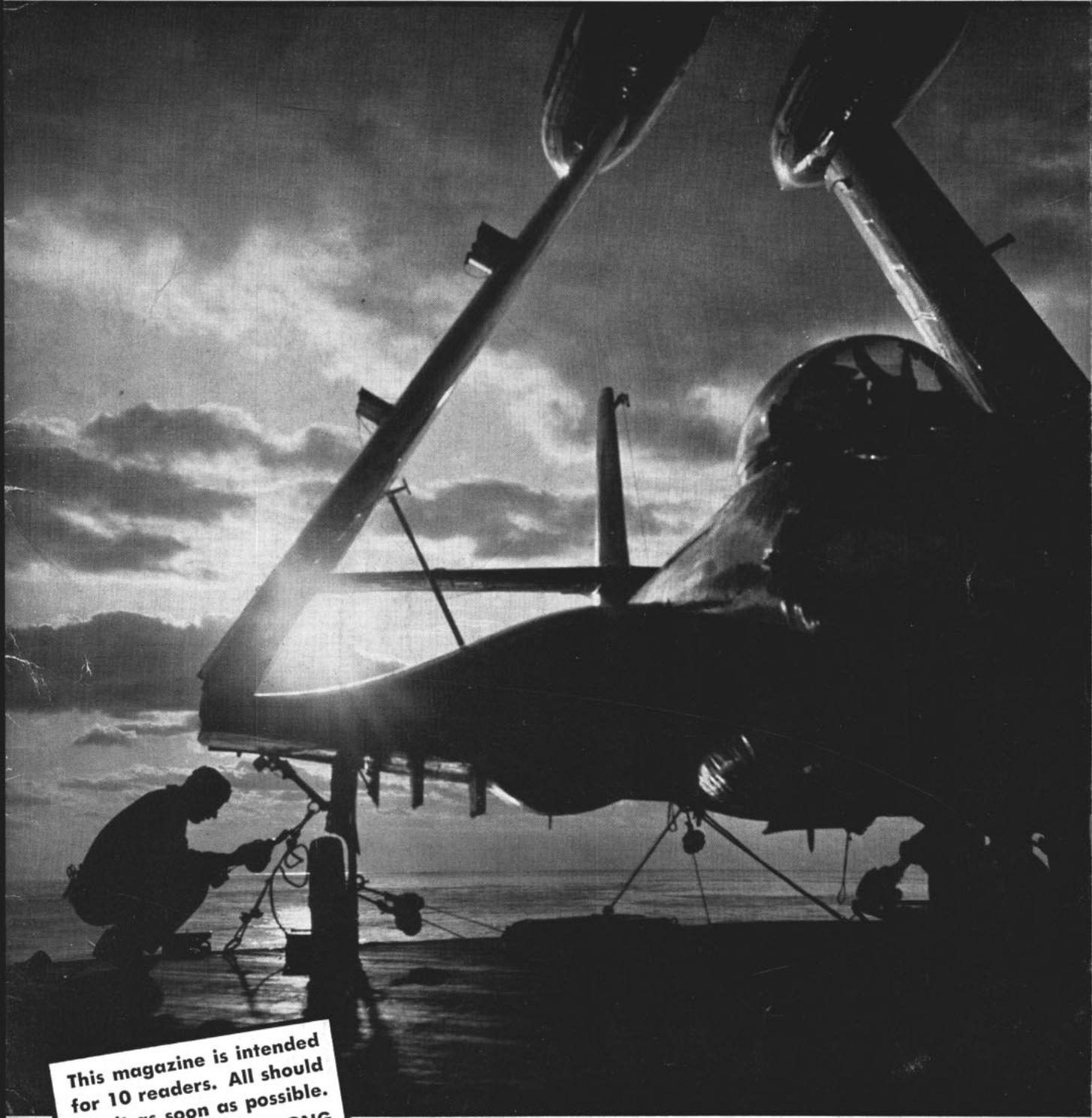
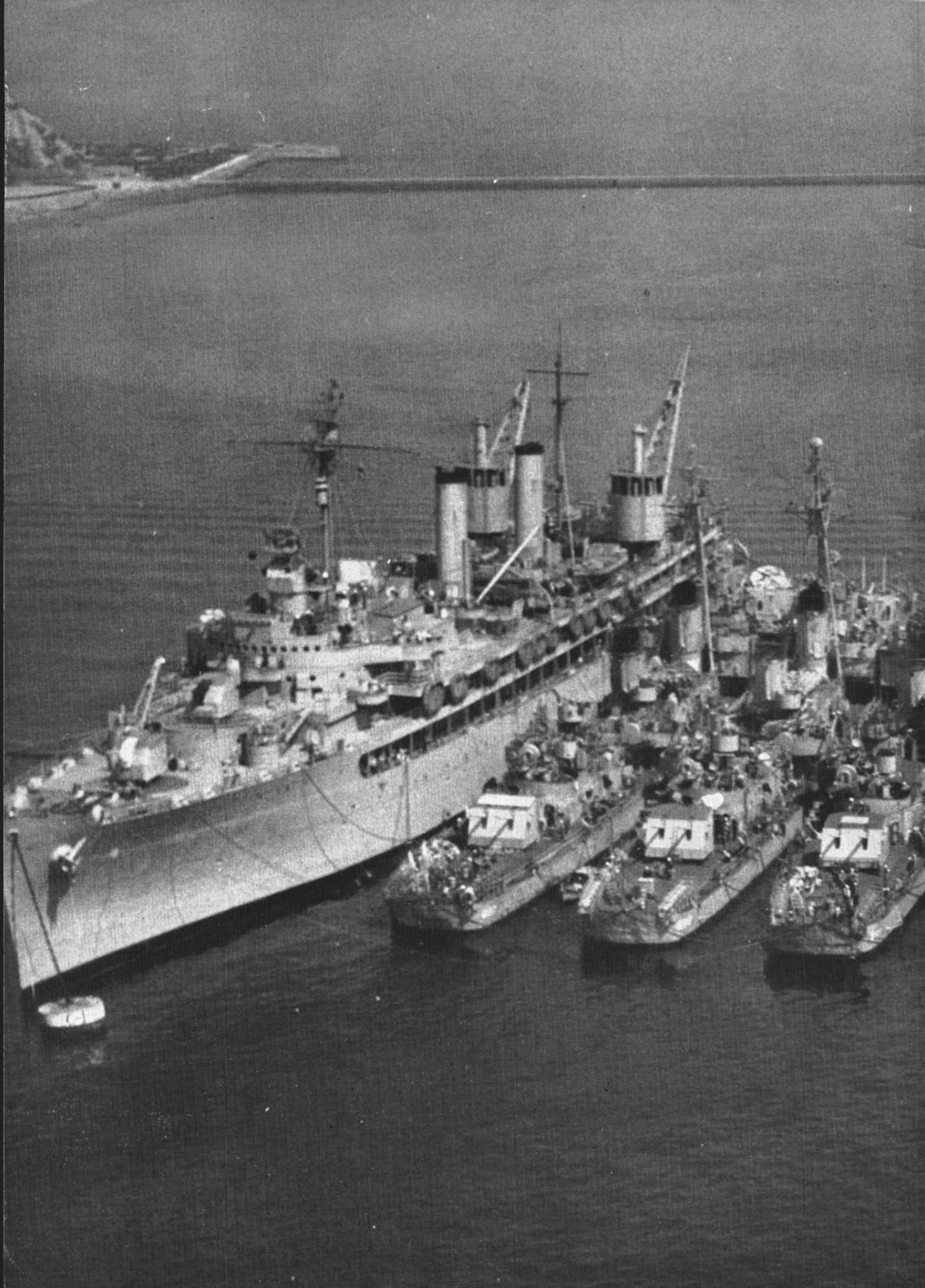


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1952

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NUMBER 424

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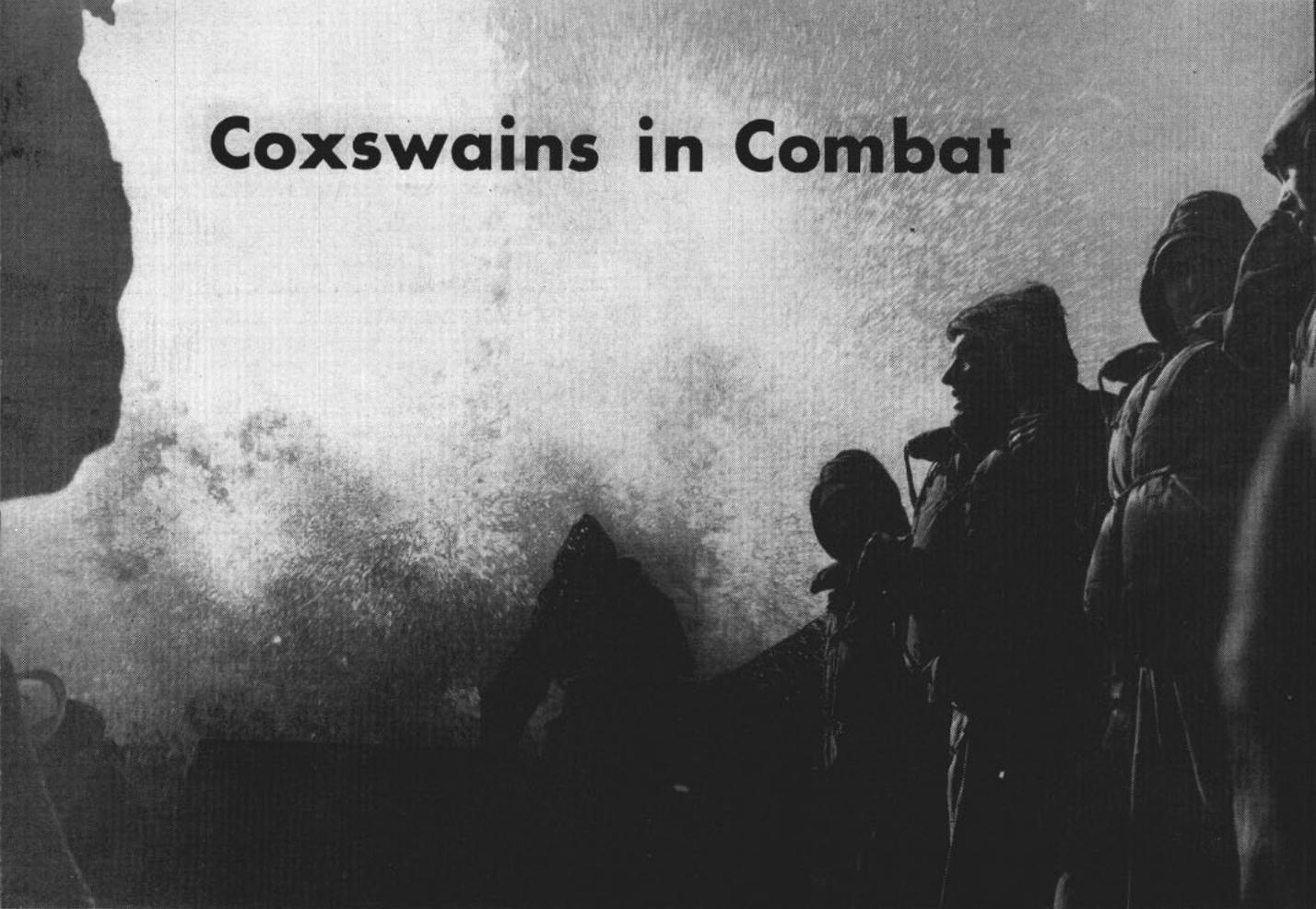
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● FRONT COVER: Even birds of prey must roost. Here a *Banshee* (F2H) jet fighter is tied down for the night on board USS *Essex* (CV 9), operating in Korean waters.

● AT LEFT: Multi-mission destroyers take time out for repairs. The DDs keep busy screening fast carrier divisions, escorting supply ships, acting as decoys and shelling enemy shore installations.

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

Coxswains in Combat



ASSAULT BOAT coxswain, his back to the spray, skillfully retracts his craft through the surf during training.

“**L**AND THE LANDING FORCE.”

These simple words made up the latest order coming from the squawkbox, over the noisy activity of the attack transport. Overhead the sky was dotted with planes. The guns and rocket launchers from the fire support ships of the task force were continuing their ear-splitting job of working over the enemy beach defenses.

The “softening-up period” was almost over. Now the star role in the action was to be played by the assault boat coxswains, whose briefing had just been completed.

Over the squawkbox came the awaited word: “Assault boat crews, stand by to be lowered.” LCMs and LCVPs were lowered into the water.

Seaman Jack Shannon, USN, prepared to move his LCVP up to the cargo net on which the troops would scramble down the ship’s side and into his craft. The mother vessel to Shannon’s craft was attack transport *Benix*, one of several taking part in an early-dawn amphibious landing.

Shannon jockeyed his craft into position under the cargo net. A fast-

running sea tended to force his LCVP to drift sternward. Steadying lines ran from the craft up to the transport’s main deck where they were manned by topside deckhands. These lines helped snub the pitching and bobbing LCVP against the ship’s side.

But the force of the sea placed a powerful strain on the lines. It was up to Shannon to relieve the deckhands of some of that strain before the lines were wrenched from their hands. He did this by keeping a varying number of turns on the propeller and different degrees of angle on the rudder. This called for a combined steersman-throttleman skill—a skill which all assault boat coxswains must possess.

After the last combat-loaded infantryman had scrambled down the net and dropped into his craft, Shannon maneuvered away from the ship’s side and joined other LCVPs of his wave—“Wave One, Blue Beach One.”

Together the LCVPs proceeded in toward the *line of departure*. This position was marked by a small

amphibious ship which served as control vessel.

Following the time schedule of the operation orders, the control vessel gave the “go” signal. Lined up like a football team at kickoff, the LCVPs picked up momentum. Soon they were up to speed, each craft keeping apace of the other.

It was a 4,000-yard run to the beach from the line of departure. The final 80 yards was the *surf zone*. Here, the shoaling of the water turned the rolling swells into breaking combers. Handling a craft in these dangerous waters calls for boatsmanship of the four-point-oh brand.

Shannon recalled his training: “A swamped landing craft is a useless landing craft—a hazard on the beach and an obstruction.”

Out of the corner of his eye he saw other LCVPs riding the up-slopes of the combers. Their speed was gauged to that of the shoreward-rushing combers. Far down the line one LCVP forged ahead too fast. For a brief instant it rode the comb-er’s crest. In another moment it

would have plunged over on the down-slope, broached and swamped. The coxswain maneuvered his craft skillfully, cutting its speed. *Splash one LCVP—almost*, thought Shannon. That would also mean: *splash one crew and one load of troops*.

Like every assault boat coxswain, Shannon felt the responsibility of a skipper to his own craft. In his case, this was an eight-ton, 38-foot-long metal-hulled vessel driven by a 225-horsepower marine diesel engine. Shannon's "crew" consisted of two deckhands and an engineer.

The LCVPs of Wave One had now hit the sea-wash line, within a few seconds of the scheduled time. Timing is important. A miscalculation of two minutes could snarl up the landing. Too early—it might have meant shifting of the fire support schedule to avoid being hit by shells from the gunfire support ships. Too late—it might have caused a traffic jam on the beach. Other waves were already on their way in from the departure line.

As soon as his boat slid to a standstill on the beach, Shannon ordered the bow ramp lowered. Concentrating on his next job, he only half-heard the troops double-timing down the ramp, through the ankle-deep water, to begin grouping for the inland push.

The last infantryman was hardly across the ramp before it was being raised. Shannon threw his clutch into reverse and gunned the engine to retract from the beach.

Between him and the transport lay the breaking surf. He'd have to back through that. Then the 5,000-yard run to the transport, which his LCVP would take in its stride.

Aboard *Benix* were more troops and cargo to be brought ashore. Shannon delivered his first passengers in the first light of morning. It was high noon by the time he brought the last of the troops to the beach. Then he shifted to equipment-carrying runs, which continued until sunset.

The action reported above is a composite picture of assault boat operations. It had its counterparts in World War II and, more recently, in Korea. It is occurring today and throughout the year in operations on our Atlantic and Pacific coasts.

Off the Silver Strand of Coronado, Calif., embryo coxswains put their training craft through the paces. This training is duplicated off the beaches



JAW SET and eyes front, a future assault boat coxswain gets the feel of his LCVP during realistic training.

of Little Creek, Va., where the Chesapeake meets the Atlantic.

Shannon is a composite too. He represents the highly-trained sailor who has one of the most exacting jobs in the field of modern seamanship.

A few years before Shannon joined the Navy, assault boats were going through a period of rapid development. James Forrestal, then Secretary of the Navy, called landing craft "the bridge our fighting men cross to get at the enemy."

In brief, on the shoulders of the assault boat coxswain rests a large part of the responsibility of landing

our troops through the surf on a hostile shore.

The value of these men has been proved time and time again in our military history. Early predecessors of the assault boat coxswains did the same kind of job during the landing of forces in the Mexican War at Vera Cruz (1847); in the Civil War at Fort Fischer (1864); and in the Spanish-American War at Daiquiri (near Santiago, Cuba—1898).

During World War II they swung into high gear. In the Pacific, our "island-hopping" strategy owed no small part of its success to the ability of assault boat coxswains. In the North African, Sicilian, Italian, Southern France and Normandy landings, assault boat coxswains played key roles. More recently they repeated the job at Inchon, Hungnam, Wonsan and other locations along the Korean coast.

How does the assault boat coxswain learn his job? In addition to the ever-present training that is carried on by ships of the Atlantic and Pacific Amphibious Forces, training for these "ABCs" is conducted at the Naval Amphibious Bases, Little Creek, Va., and Coronado, Calif.

Students come from units of the Atlantic or Pacific Amphibious Forces or directly from Naval Training Centers. At Coronado they are given course "L-4," termed "Assault Boat Coxswain." At Little Creek they are given the "L-1 and L-2"

COXSWAIN'S eye-view of the beach. Fire support 'softens up' shore installations for an attack by rugged marines in a combat exercise off West Coast.



courses. These are the Basic Boat Training and Advanced Boat Group Training courses.

Let's take a look at the "ABC" course. The assault boat coxswain trainees on the West Coast, for example, come under the Landing Craft Control School. This is a component of the Naval Amphibious Training Unit which in turn is a part of the Pacific Fleet Amphibious Training Command.

The "amphib base" is located on an artificial, 134-acre, sandfill off Coronado's Silver Strand which projects like a great rectangle into San Diego Bay. An additional 157 acres front on the Pacific Ocean. With access to the inclosed harbor on one side and the Pacific on the other, the base is ideally situated for amphibious training. By utilizing nearby air, sea and land forces, amphibious operations and landings of all types are simulated on the Pacific side in a realistic manner.

In their training the students learn the operation of LCMs and LCVPs. They learn boat engines, clutches and bow ramps. They are instructed in magnetic compasses, voice radio procedure, first aid, salvage operations and towing in the surf. Experienced instructors take them through all phases of an assault. This starts with the organization of the boat group (basically the coxswain, enginemen and bowman). It continues with debarkation from the mother ship, the shoreward movement, un-



TROOPS scurry down a landing net, carrying combat packs. The first over steady net for those following.

loading operations, post-assault phases, and finally, boat handling alongside the mother ship. All this is crowded into one month.

The greatest number of hours in the course is given to the actual operation of LCVPs and LCMs by the future coxswains. Boat-handling in the inclosed harbor has 23 hours devoted to it. Each student receives almost twice that number of hours in surf operations on the Pacific side. Similar training is given on the East Coast, where the students are put



RIDING the waves and plowing through surf are all in a day's work for combat coxswain's and Navy LCVPs. Here's a craft heading in for a landing.

through their paces off the Little Creek beaches of the Chesapeake-Atlantic shoreline.

In most Navy training, when a student makes mistakes he sees the result in his grade-marks. If he makes an outright blunder his ears may ring from the instructor's censure. Nature, on the other hand, takes charge of punishing the careless and the blunderers during the coxswains' surf training. They find their craft being piled up on the beach, themselves and their crew wet and shivering from repeated dousings in the pounding surf.

Sailors from the Beach Group are on hand for just such events. They move in with tractor and "jeheemys" to render assistance. Wrecked or damaged craft are picked up by the jeheemy, a mobile lifting device, and carried overland to nearby repair facilities. Craft that are merely shaken up are lifted by the jeheemy, refloated and started on their way. Training goes on.

And it pays off.

Here's the story of one LCVP skipper who took part in the Tarawa landing during the Central-Pacific push. It is taken from the log and action report of his craft's mother ship, *uss Sheridan* (APA 51).

Salvage crews from *Sheridan* were in the lagoon collecting landing craft for rescue work, well within range of enemy gunfire. While some of the boats were used for rescue purposes, one LCVP coxswain used his craft as a gunboat. First it silenced an enemy machine gun with its own .30-caliber machine gun. Then the gun was trained on a wrecked landing craft to wipe out a Japanese sniper who had been using it as his nest.

After this workout, the LCVP joined the rescue party. Officers later spoke of the "cool, impeccable seamanship of the boat's unidentified coxswain." He had "kept perfect control of his boat against a strong current, holding her off the wounded men and yet close enough to lift them from the water, and not ground the boat."

The coxswain retracted his LCVP while bullets were whizzing around his head and his crew and some of the walking-wounded were stamping out incendiary bullets which threatened to touch off the drums of gasoline which he was carrying in the boat.

Recently many assault boat coxswains have been awarded medals



ADVANCED CLASS of ABC trainees leaves line of departure in near-perfect formation during West Coast maneuvers.

for heroic actions in Korean waters. The citations speak repeatedly of "the excellent judgment and high degree of technical skill" by the enlisted "skippers."

Material development of the Navy's landing craft has come a long way in a short time. This means that the sailors have had to be highly trained to keep up with the changes in their craft. In the early days of World War II, the Navy had a cantankerous, blunt nose, flat-bottomed craft made of plywood, nuts and bolts and wire cable. Troops scrambled out of this "L-boat" by climbing up and over the bow. Its profile and that of its successors was unlike that of any craft ever before conceived.

The men charged with the operation of these first boats were coxswains who had been qualified in the operation of the standard boats of the Navy. These early landing craft had special characteristics, however, which were essential to their particular job. For instance, they were designed to run up on the beach and discharge their load.

This was a radical change for

coxswains who had cut their teeth in motor launches, motor whaleboats and officers' motorboats. "Above all, keep from running aground," they had been taught. Deliberately running a craft aground was an entirely new concept. Coxswains had to learn new skills and to become both throtleman and steersman.

Hence, training became more specialized—the result of lessons learned in combat and the development of new type craft. Coxswains now must be able to master their craft in all types of weather, while it is being hoisted or lowered by its parent vessel, while alongside the ship receiving troops or cargo, while it is driving through the surf or retracting from the beach.

To appreciate the dangers of surf you have to experience the power of crashing breakers. The sea's power in this form has made a helpless hulk of many a craft. The assault boat coxswain, however, sees the surf as the final testing point of his profession.

He learns to recognize quickly the three major types of breakers—*spilling*, *plunging* and *surging*—and their

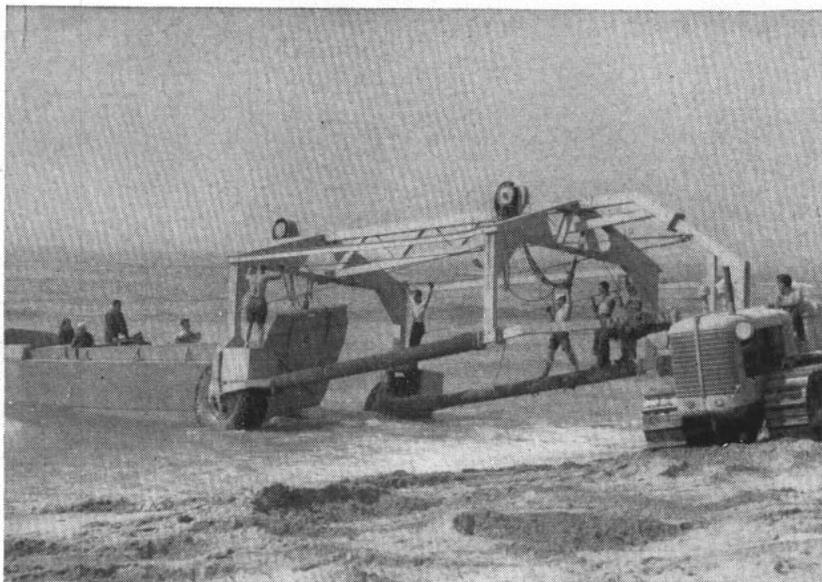
pitfalls. He learns that the proper approach to the beach means careful observation of the swell so that he can ride the back of a breaker into the beach. A slight miscalculation in timing will cause the boat to surge ahead and ride the front of the swell or breaker. On the down-slope, or front, he finds himself in the hazardous situation known as "surf-boarding." In such a spot he often loses control. His craft will first *broach*, by swinging broadside to the surf-front. The final stage of this blunder is capsizing.

After bringing his craft through the surf he is faced with still further problems. He must maintain his boat firmly on the beach until troops and their gear are safe ashore. Then he must retract from the beach.

The engine is shifted into reverse. When a swell gives the craft flotation the engine is gunned. Once the craft floats free of the beach it is kept backing down at right angles to the surf. Past the sand bars it goes and on out through the breakers. After he clears the breakers, the coxswain waits for his craft to ride high on the crest of a swell. Then he puts his

D-DAY: Scores of marines hit beach after being deposited on target by well-trained assault boat coxswains.





JEHEEMY and bulldozer combination stand ready and waiting to assist craft during final phase of training. Here men hook LCVP to jeheemy.

rudder over, shifts into forward and guns the engine. A skillful coxswain performs this quickly so that his craft takes the next sea cleanly on the bow. After that, it's clear sailing back to the mother ship.

Knowledge of beach topography is of prime importance in these operations. He must handle his craft in one manner if the beach gradient is steep and in a different manner if it is shallow. Off-shore currents and conditions of the tide have to be reckoned with. The coxswain who ignores these factors has a swamped craft on his hands.

In addition to all these skills, the assault boat coxswain is required to know all the standard boat formations, signals, safety precautions and control procedures peculiar to ship-to-shore movements.

Many of the trainees at the Navy's amphib bases had never set foot in a boat prior to their boot camp days. After their concentrated training, however, they handle their LCVPs or LCMs with seamanlike assurance. When their period of training is over, the sailors who came from sea-going and shore-based units of the Amphibious Forces return to those units. The sailors who were drawn from boot camp find themselves being assigned to duty in such vessels as APAs, AKAs and LSDs.

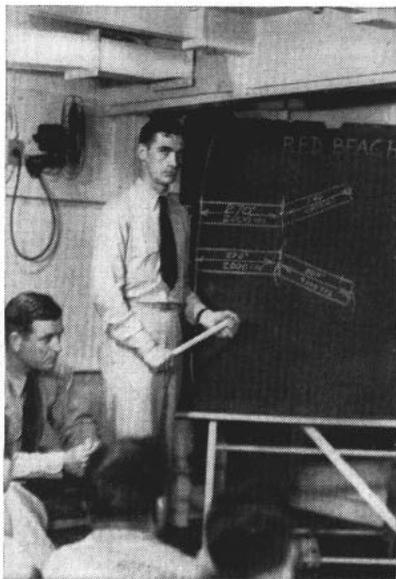
Even for the best of the Navy's assault boat coxswains, running an LCM or an LCVP is definitely not a one-man job. To assist him in this

task are three or four other sailors.

There is the *engineer*, a trained motor machinist. The engineer looks after the craft's one or two diesel engines. He also operates the hand winch with which the LCVP's bow ramp is raised or lowered.

The bowman serves as forward lookout. Under the coxswain's direction he releases the ramp latch and handles bow lines and boat fenders. In combat he fires the starboard machine gun from the gun well.

The port machine gun is manned



BRIEFING on ship-to-shore maneuvers is important part of training. Here instructor sketches next assault.

by the *sternman*. Since the sternman serves as the craft's signalman, he must know the use of blinker lights and semaphore flags. In addition to his duties with the LCVP's stern line and fenders, he assists the engineer with the ramp-raising winch.

The above duty-billets, which apply to an LCVP, are similar in an LCM—with the exception of an additional deckhand who remains at the ramp during the run to the beach.

As the assault boat coxswain goes about his work he is observed by many—by his ship's officers and division petty officers, by the assault group commander and embarked troops. Few watch more intently than his deckhands—and it's not that they merely happen to be close to him. They watch his actions closely because someday they hope to be running a landing craft of their own.

(Editor's note: Credit is due to H. E. Whittington, QMQ1, USNR; H. Caicedo, JO2, USN, and R. L. Merkel, JO3, USN, for their *on-the-spot* reports of assault boat coxswains in operation which were used in this article.)

Midshipmen Cruises Scheduled

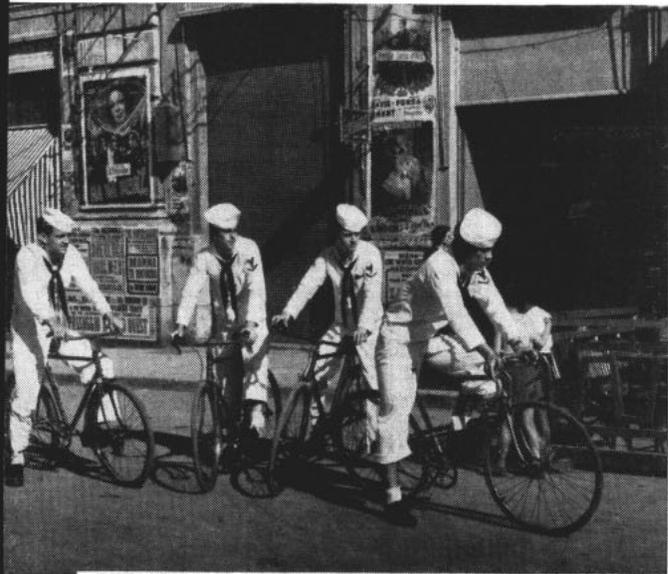
Three practice cruises utilizing 35 ships to train 5,100 midshipmen from the Naval Academy and 52 colleges and universities are scheduled for this summer.

The first of the cruises will leave from Norfolk, Va., on 9 June and will visit European ports and the Caribbean Sea. In this practice squadron of 26 ships were 1900 first and third classmen from the Naval Academy and 1700 seniors and sophomores from Naval Reserve Officer Training Corps units from 28 colleges.

The squadron includes *uss Missouri* (BB 63), *uss Wisconsin* (BB 64), *uss Macon* (CA 132), *uss Des Moines* (CA 134) and *uss Saipan* (CVL 48), 10 destroyers, four minesweepers, three high speed transports and four oilers.

The second cruise will leave Norfolk 18 July with 1500 NROTC midshipmen representing 24 colleges, and will return 5 September.

The third cruise will have 630 contract NROTC midshipmen on board *uss Pittsburgh* (CA 72), four minesweepers and a high speed transport. It will sail from Norfolk 10 August and return 5 September.

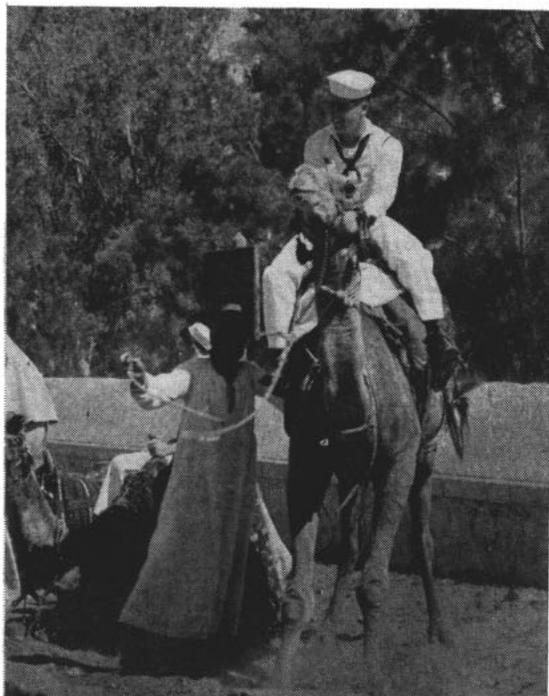


Traveling Sailors

No self-respecting Navyman, it appears, will walk if he can ride—even though the “ride” may be on the jouncing back of a camel or on a tiny cart hitched behind a stubborn goat.

He'll try anything once, as these pictures illustrate—anything from jinrikishas and carromatas in the Far East to ice skates in the Netherlands and gondolas in Italy. And a few others besides.

Top left: Four Sixth Fleet joyriders board newly rented bicycles for a look around Palermo, Sicily. Top right: Three U. S. sailors from *uss Adirondack* (AGC 15) clop up a side street of the Isle of Capri but fail to impress an attractive pedestrian. Center: Marine sergeant succeeds in persuading a goat to pull his two buddies in Paris, France. Below right: Sightseers from *uss Rendova* (CVE 114) save shoe leather as they ride a pair of elephants in Kandy, Ceylon. Below left: Sailor from *uss Leyte* (CV 32) grins down self-consciously from the back of an ungainly dromedary near Cairo, Egypt.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• ADDITIONAL POW BENEFITS —

A new law provides for additional compensation for Americans held prisoner of war during World War II who were subjected to uncompensated forced labor or inhumane treatment while being held captive. Authorized at the rate of \$1.50 for each day of POW status, the compensation will be paid to former POWs or their survivors. The benefits are administered by the War Claims Commission.

The War Claims Act, recently amended and known as Public Law 303 (82nd Congress), is applicable to approximately 132,000 American veterans. The new benefits also will be paid for the first time to Filipino prisoners of war who were in the service of United States armed forces.

Deadline for filing old POW claims on the basis of \$1.00 per day was 31 Mar 1952. The new law sets a deadline of 9 Apr 1953 for filing of claims by those eligible under the provisions of the amended law.

POWs who were paid \$1.00 a day under the first law may receive an additional \$1.50 provided they

• REVISED UNIFORM REGULATIONS —

Distribution of the new edition of the *U. S. Navy Uniform Regulations* (NavPers 15665, Rev-51) to all ships and stations began early in May. This edition supersedes the 1947 edition and is effective upon receipt.

Persons interested in obtaining a personal copy may send a money order for \$1.50 to Superintendent of Documents, Government Printing Office, Washington 25, D. C.

are eligible under the provision of the new law.

Present plans call for the mailing of claim forms to all former World War II POWs whose claims were adjudicated by the Commission under prior legislation and whose records indicate possible eligibility for benefits under the amended law.

Forms necessary for establishing a claim under the new law will be distributed through the American Red Cross, State veterans agencies, veterans organizations, or directly from the War Claims Commission, Washington 25, D. C., or from its office in Manila, R. P.

• **PEACE WITH JAPAN** — The Pacific war, which began with the attack on Pearl Harbor and ended with the surrender of Japan to the allies, is now officially over.

The Japanese have now attained a formal state of peace and sovereign equality with nine nations: *Argentina, Australia, Canada, France, Mexico, New Zealand, Pakistan, the United Kingdom* and the *United States*.

In addition, Japan also entered into a mutual security pact with the U. S. In return, this country has once again established formal diplomatic relations.

• **RETIRED PROMOTIONS** — As a result of the present emergency some officers on the honorary retired list have been ordered to active duty. The question frequently arises whether such officers are eligible for promotion.

Such retired officers who are now on active duty and *below* the grade of lieutenant commander, may currently be temporarily promoted under authority of the Act of 24 July 1941, Public Law 188 (77th Congress), and in accordance with Presidential Regulations implementing this law.

However, there is no general authority authorizing the promotion of retired officers on active duty in the same manner as other officers.

There is no provision of law, moreover, whereby an officer on the retired list may be promoted while on inactive duty.

Squadron Paints White Sidewalls on Plane Tires

If you should see a Navy transport plane with white sidewall tires, don't think it's putting on the dog. The airplane will be attached to Transport Squadron Eight. This MATS outfit sprays white paint on its planes' tires as a safety measure.

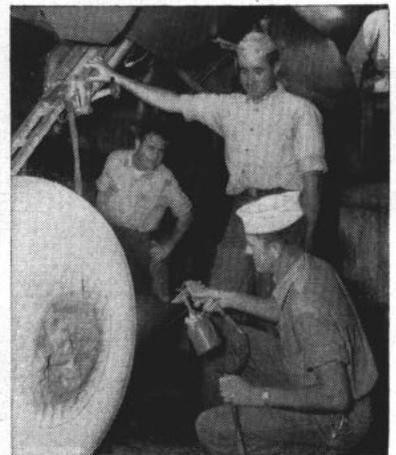
It all started when the squadron engineering officer was bringing an R5D *Skymaster* into Johnston Island. The plane's instrument panel would not indicate whether the landing gear was down. Usual practice is to fly past the control tower where the operators observe the position of the landing gear.

The pilot of the four-engine plane did so, but because of the

darkness of the night he was forced to make several passes. One was so close that the plane's power shook the tower.

Soon after this caper, the pilot came up with the idea of white sidewalls. Pilots of VR-8 who now make night landings need make but one pass at the control tower if the instrument panel fails. The gleaming white sidewalls do the job to perfection.

Safety is a top aim of this squadron. Now assigned to the Pacific Division of the Military Air Transport Service, VR-8 has won that division's safety trophy six out of eight times.



PAINT JOB like this enables tower men to tell at a glance if incoming plane's wheels are in down position.

• **FLAGS AND PENNANTS** — A new publication, entitled *U. S. Naval Flags and Pennants, Descriptions, Uses and Customs*, (DNC 27) is now being distributed to all commands. This publication is unclassified and nonregistered. It was prepared by the Office of the Chief of Naval Operations.

Included in this publication is information regarding display of ensigns, personal flags and pennants; dressing and full dressing ship; customs and usages; flag dimensions and miscellaneous flags and pennants. Also included are "The Flag Code" (Public Law 829) and The United Nations Flag Code and Regulations.

Three of the Navy's "flag pubs" have been superseded by DNC 27. They are HO 89, HO 89a and HO 89b. DNC 27's chapter six will be of special interest to topside watch standers. Here, for the first time in any publication, are illustrations of the complete layout of ensigns, personal flags and commission pennants flying from their appropriate positions at mastsheads and yardarms. These views range from a commission pennant flying from the masthead of a single masted ship to the complicated displays called for during the visits of foreign presidents or sovereigns.

• **NSLI PREMIUM RECEIPTS** — Veterans Administration will discontinue sending receipts for payment of premiums on National Service Life Insurance and U. S. Government Life Insurance policies on and after 1 Aug 1952. The economy measure which is expected to save \$1,000,000 annually follows the trend of many private insurance companies.

Policyholders of the two types of Government insurance will receive notices from VA concerning the discontinuance of premium receipts. The VA advises policy owners to maintain a record of their premium payments. The insured should make payments by check or postal money order and keep the cancelled checks or postal money order stubs as evidence of premium payments.

At the close of World War II the VA had more than 23,000,000 insurance policies issued with a value of \$173 billion. Today there are approximately 7,000,000 of the two types of policies in force, with a value of \$49 billion.

CPO Is First Enlisted Man to Govern Islands

Nearly a century after Commodore Perry stopped and raised the American flag at the Bonin island of Chichi Jima—on his way to open the road to Japan[™] for American commerce — Frederick A. Pobst SKC, USN, became the "Chief of Chichi Jima."

Pobst is the first enlisted man in naval history to be officially assigned as American Military Government Representative of the United States.

The chief established his headquarters on tiny Chichi Jima in April 1951, the only inhabited island of the Bonin group and situated 550 miles from the mainland of Japan. The island, which was held by the Japanese until the latter part of World War II, is one of those in the Pacific that are administered by the Navy's "island government" program.

Duties of the CPO as an island "chief" are numerous—he must be a jack-of-all-trades. Chief Pobst was selected for the job because of his aptitude in administration, his knowledge of mechanics, cargo handling, and experience in farming and ranching.

The youthful Navyman and his wife Rosa and their 10-year-old daughter Carol could be called modern pioneers by today's standards of living.

In carrying out his orders the chief took his family to Chichi Jima and brought their home along with them — a crated, knocked-down quonset hut. The Pobst family had to "rough it" in true pioneer style for awhile. The family's sole contact with the outside world is maintained by the Navy radio station and their own home radio receiver.

The nearest grocery store and post office is 1,000 miles away at Guam. Every two months a Navy ship puts into Chichi Jima's Futami Bay with supplies, mail and sometime official visitors. These "few and far between" ship arrivals are a boon to the island school system, the chief reports. Whenever a Navy ship arrives the day must be declared a school holiday, because "the kids just won't study anyway."

In a new quonset-type school Mrs. Pobst teaches the "Three R's" to the third, fourth and fifth graders,

while the chief conducts baseball games and teaches other sports when he is not showing the men how to increase the yield of their crops on the fertile, mountainous island. The islanders' economy is based on export of fish. Pobst is encouraging the men to grow bananas, coconuts, oranges, lemons, grapefruit and peaches, in addition to the various other crops native to the island.

"The people are expert farmers," Pobst said, "but, they had never heard of irrigation before our arrival."

The Bonins, during the past century and a quarter, have had a varied history.

In 1827, British Captain Frederick W. Beechey took possession of them for George IV. But the "boss" of the islands was for many years an American. His name was Nathaniel Savory, a former American merchant seaman. He sailed with other colonists from Hawaii in search of a new home on some Pacific island paradise.

Commodore Perry came in 1853, claimed the islands for the U.S. Later the Japanese dispatched two high officials and forty colonists in 1860 to hold the Bonins for Japan, and the islands remained under Japanese jurisdiction until the latter part of World War II. Since then their administration has been one of the responsibilities of the Navy's "island government" administrators functioning in behalf of the American Military Government.

An important task of Chief Pobst's official job, along with his educational and economic responsibilities, is to guide the people in conduct of a democratic self-government. The Bonin islanders manage their own governmental matters with Pobst "sitting-in" as an adviser.

The natives maintain daily contact with the outside world by radio and keep up with news of current events. In the evening Pobst turns up the volume of his radio so that it can be heard in neighboring homes, and the islanders sit in front of their homes enjoying news and music.

With all their duties, life is far from dull for the Pobst family.

Salty Newsmen

MORE THAN 400 ships and naval stations today publish their own ship or station newspapers. From LST to carrier, almost every operating ship can claim a sheet of some description.

Large ships, having greater facilities, turn out the fanciest papers. Journalistic efforts like the *Carrier Pigeon* of *uss Essex* (CV 9), *Tarawa Tradewinds* of *uss Tarawa* (CV 40) and *Tailhook* of *uss Monterey* (CVL 26) not only carry original photographs but also make use of other techniques not available to the small-ship editor.

But it's not necessary to have complicated presses and a roomful of photographic equipment to publish a good ship's newspaper. Plenty of sea-going editors do okay with a well-oiled mimeograph machine.

After all, it's the paper's content that counts. No matter how unlike the *New York Times* your paper may be, it will be read if it passes the word. A good paper carries the latest word on such things as pay, promotion and leave, it keeps the crew posted on how the ship's basketball team is doing and what kind of facilities will be available at the next liberty port; and it provides its readers with a chuckle or two with comics, cartoons and jokes. In short, it's a morale builder; it helps make a spirited crew.

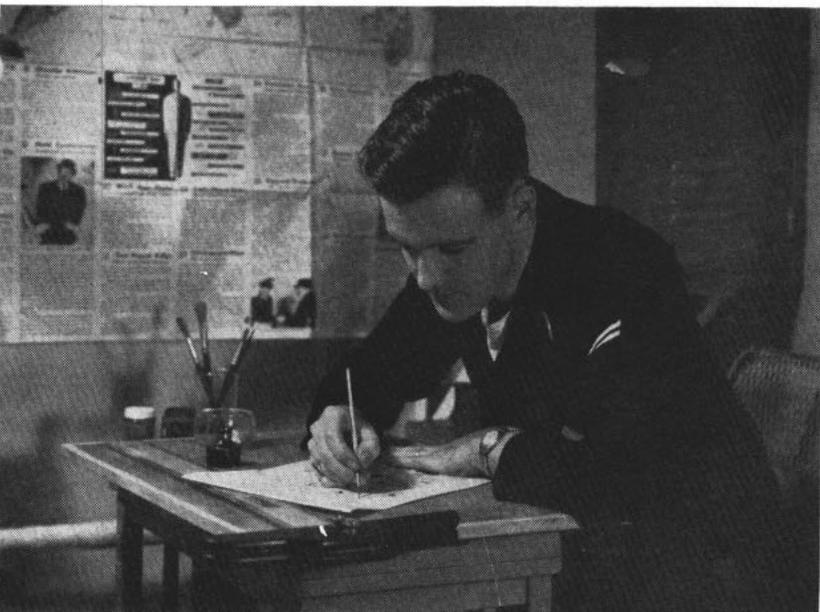
Halfway between this mimeo-



HOT SCOOP concerning crew member Walter Rosell, SN, is jotted down by paper's editor, John Scott, JOSN, for use in the column, 'Meet the Macon.'



STAFF MEETING with the chaplain maps paper's content. Below: Talented staff artist Francis Webb, SN, draws a cartoon directly onto an offset plate.



MAKE-UP—Printed material is typed directly onto the paper-backed offset plate.

Pass the Word

graphed type and the fancy job is another type especially adaptable to cruisers. The process used here is called "direct image offset." Should he use this process the editor still cannot use photographs, but the system does give him more leeway than a mimeo editor has.

Such a "direct image" newspaper is the *Macon Way*, a cleverly named eight-pager published on board USS *Macon* (CA 132). The paper has a staff of four men, not counting its officer-adviser, and comes out once a week.

Here's what goes into a typical week's issue.

The first two days are devoted to gathering the news which comes from various sources. One of the most valuable of these is the Armed Forces Press Service which sends out clippings of news and feature stories as well as cartoons and jokes especially angled to service papers like the *Macon Way*.

Other sources are closer to home. Press releases arrive from the cruiser division. Tips come from fellow crew members. Reporters send in their stories.

About Wednesday, Editor John Scott, JOSN, has a pretty good idea what his big stories of the week will be.

Not being able to run photos, the editor leans heavily on art work to "dress up" his pages.



'ROLL 'EM!'—John Youngblood, PISN, watches as the latest issue of the popular *Macon Way* rolls off the cruiser's easily operated duplicating press.

With the stories written and the art ready to go, actual "make-up" begins. A rough "paste-up" is made, showing how much space is to be devoted to each story or piece of art work. Using the paste-up as a guide, Webb now draws his cartoons, illustrations and headlines directly onto a special offset plate.

The plate is then inserted into a regular typewriter equipped with a special ribbon and the written ma-

terial typed in. Where the typewriter ribbon or artist's brush has touched the plate, ink will be absorbed during the printing and transferred to the paper. The rest of the plate repels ink.

Each page, as it is completed, is turned over to the printer who places it on a duplicating press and runs off the required copies. Finally, the printed pages are stapled together to form the finished issue.



CIRCULATION—Raymond Polly, PNSN, mails copies to other Navy commands.



EAGER READERS scan the issue in the crew's lounge. *Macon Way*, like most of the Navy's papers, is published with profits from ship's store sales.

Reservists Keep Ahead in Electronics

IT'S QUITE a jump from a Texas jail to the nerve center of a giant aircraft carrier, but it can be done. Community cooperation tells the story.

The citizens of Angleton, Tex., for example, cheerfully provide quarters in the local county jail to enable members of the Naval Reserve Electronics Platoon 8-30 to receive training duty each week. Like other participants in the Naval Reserve Electronics Program, these Reservists are preparing themselves to be available for active duty in the event of a national emergency. Some haven't waited.

Elsewhere throughout the United States, other communications and electronics enthusiasts meet each week in approximately 800 cities and towns to receive instruction and training.

Only a portion are able to use the facilities of Naval Reserve Training Centers. If NRTC's aren't available, it doesn't matter too much. Local civic authorities and private citizens are glad to provide the meeting

places and to help furnish them with the best they can afford.

Take, as a sample case, the manner in which Naval Reserve Volunteer Electronics Company 9-132, of Marshfield, Wis., received its start.

Original plans were based on the hope that a volunteer unit of platoon strength, which required a minimum of two officers and 12 enlisted personnel, could be maintained. However, by the time the order creating the unit was signed, a full company of six officers and 50 enlisted personnel had been recruited and additional volunteers were awaiting the formation of a second company.

At this point the community stepped in to do its part.

Local physicians examined personnel without charge. An eight-room farmhouse and 28 acres of land was furnished on a long-term \$1-a-year lease. A local lumber company donated plywood; carpenters and laborers pitched in to remodel the building.

One electrical firm supplied materials. Electricians donated time and

skill to rewire the station the Navy way. A heater and fuel oil were furnished by another firm; still another provided a metal flagpole. Buses were made available to transfer the Reservists to a gymnasium, also offered free of charge, when weather prevented drilling on the station grounds.

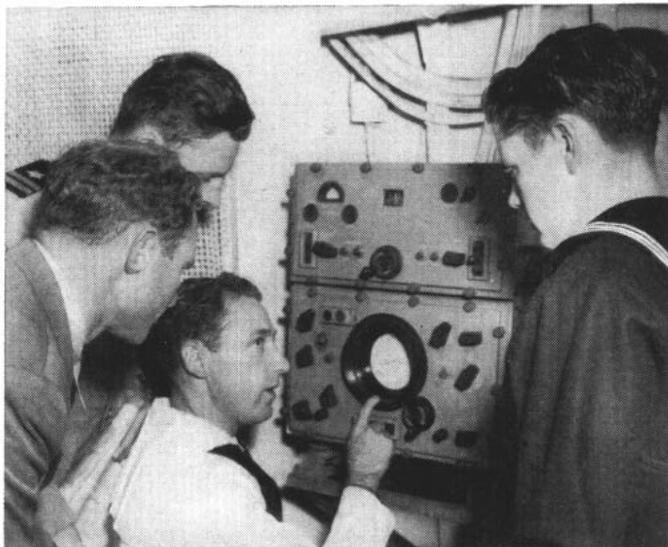
Members of the unit pitched in to install fixtures and other odds and ends. Now they're planning to alter the front porch of the building into a quarterdeck and the roof into a signal bridge.

Meanwhile, the Navy is providing radar equipment, a 60-watt radio transmitter and receiver, a quantity of training and disassembled radios, training mockups, television equipment and a motion picture projector. As the need increases, more electronics material will be made available.

That's the story of one unit. Others have found quarters in such places as colleges, universities, elementary schools, high schools, city halls, fire houses, post offices, police stations,



RANGE RINGS on air plot are pointed out to two radarman strikers at Electronics Division 1-36, Pawtucket, R. I.



ON BOARD SHIP, 8th ND Reservists examine a radar in LCI 638. Right: Woonsocket, R. I., men run own 'ham' station.

federal buildings, airports, hospitals and in a variety of private buildings including a hardware store, bank building and casket factory.

In spite of housing difficulties, the Naval Reserve Electronics Program is the most extensive single program in the postwar Naval Reserve. It has grown tremendously since its predecessor, the Naval Communications Reserve was first organized in 1925. At that time, the Communications Reserve was primarily a training ground for "communicators" — radiomen, signalmen and communications officers. Instruction in radio theory and equipment was limited. There were no electronics technicians.

At present, through the applica-

tion of a multitude of special devices, electronics plays as important a role in harbor defense and anti-submarine warfare as it does in the operation of naval vessels ranging from patrol craft to a 45,000-ton battleship. In sonar, loran, radar, radio and other forms of communications, electronics is the principal tool employed by radarmen, telemen, sonarmen, radiomen, aviation electronicsmen and technicians. It is essential to the operation of the Navy.

At times, the tool becomes complicated. A typical CIC installation such as may be found on *Antietam* (CV 36), for example, includes 20 synchros, 30 motors, 150 relays, 183 fuses, 280 variable adjustments, 300 test points and 852 tubes. The com-

plete assembly weighs 28 tons. Not a gadget for the home mechanic to experiment with.

It's obvious that electronics in many of its aspects is not a career to be lightly resumed after an absence of several years. Nevertheless, approximately one-half the radiomen, radarmen and sonarmen now on active duty are Reservists.

To maintain proficiency, acquire new skills, and to remain familiar with new developments in this fast-moving field, most electronic technicians and operators find it wise to join the Naval Reserve Electronics Program either as a Volunteer or an Organized Reservist.

At the present time, approximately 1,000 amateur radio stations are



VACUUM TUBE BOYS at Bremerton, Wash., check a radio transmitter. Right: Navy 'ham' gets ready to send.

being operated by radio enthusiasts who have been issued individual Naval Reserve call signs and certificates as USNR stations.

This has been made possible by that phase of the Naval Reserve Electronics Program which enables any Reservist who is a licensed radio amateur to be authorized by district commandants to participate in Naval Reserve radio drills from his home station. It is possible to earn point credits for retirement through this program.

For many years the amateur radio network, working in cooperation with the Naval Reserve have made headlines for their work in maintaining emergency communications during floods and other disasters. At Harlingen, Tex., a lost plane has been talked down to safety by means of the organized electronics facility radar equipment. The center at Oshkosh, Wis., has been responsible for the rescue of lost vessels on Lake Michigan.

These individual radio stations are only a portion of the Naval Reserve Electronics Program. At present, the program is composed of Organized and Volunteer Reserve units located in a total of 671 Naval Reserve Training Centers, electronics facilities and electronics stations.

Most Reservists on inactive duty attached to surface and submarine divisions receive their instruction at one of the NRTCs, each of which is equipped with sufficient electronic equipment to provide adequate training. However, certain of these centers are designated as major CIC or ASW training points and have relatively extensive electronic installations. A basic CIC or ASW training installation is provided at other centers training the appropriate ratings. All NRTCs have radio and other communications equipment.

Volunteer electronics companies and platoons organized in the immediate vicinity of an NRTC are normally housed in the center and authorized to use its equipment. The training schedule for Volunteers consists of a maximum of 48 regular drills, periods of equivalent instruction or duty without pay annually, and 14 days' active duty for training with or without pay, depending upon budget limitations.

Organized electronics Reservists receive a maximum of 48 drills per year with pay for 24 drills, in addition to their required 14 days' active



'CROSSING RAID' shows up on the vertical plot at NRTC Treasure Island, San Francisco, Calif. CIC work like this is important function of certain units.

duty for training. Membership in the Organized Reserve electronics program is restricted to certain designators and ratings.

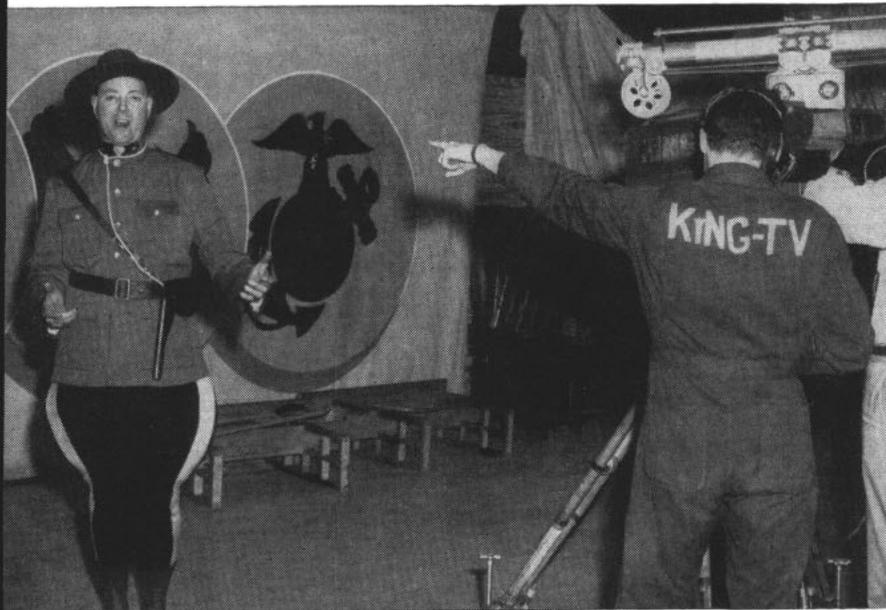
One of the problems faced by Reserve Electronics Program officials is the matter of team and individual training. Because electronics is more than a one-man job, the training of electronics personnel has developed into two types, individual training and team training. When facilities permit, such as at NRTCs, a large proportion of training is devoted to the team training of operational electronics. In other locations, where facilities for teamwork are inadequate, individual training is supplemented by two weeks' active duty for training assignments in team training.

The level of instruction required for the qualification of electronics technicians is one of the highest in the Navy. To make sure that applicants are capable of assimilating this highly technical data they are required to complete the Navy's Basic

Battery Test with a minimum combined score of 110 in the general classification test and arithmetical reasoning, and 55 in the mechanical or mechanical-electrical test. That's just about tops.

Enrollment in the Naval Reserve Electronics Program is not now as high as it was when the post-World War II program began rolling. Authorized in March 1946, the program reached its peak in 1950 when it consisted principally of petty officer veterans of World War II. More than 70 per cent of these Reservists returned to active duty when their services were needed as a result of the Korean war.

Meanwhile, their places are being filled in part with young recruits eager to learn the fascinating and intricate mysteries of the Navy's new science. The veterans are returning to inactive duty now. Combining their know-how and experience with the fresh enthusiasm of the younger recruits, they make a team of which the Navy is proud.



TV Show Gets Award

"March On," an armed forces television show in the Seattle-Puget sound area, has won first place in a Nation-wide survey conducted by Ohio State University.

Army, Navy, Marine Corps, Air Force and Coast Guard personnel join forces to create the weekly variety program which is made up entirely of military performers. The 13th Naval District Band alternates with the 560th Air Force Band as the program's mainstay. Originally started as an eight-week experimental program, "March On" has been a regular television feature since February 1951.

Top left: Navy singer is cued in for the song, "Rose Marie." CDR Eddy Peabody, USNR, banjo virtuoso, warms up with conductor John J. Porter, MUC, USN, (top right). Mixed chorus works its way through a "camera rehearsal" (center). Lower right: Chorus, now in uniform, singing in an actual performance. Lower left: CAPT C. H. Mansfield, ChC, USN, 13th Naval District chaplain, offers prayer.



Ten Crowned in All-Navy Boxing Finals

The 1952 All-Navy Boxing Championship tourney is now history, but this fifth post-war renewal of service pugilistic rivalry has recorded one of the greatest ringside extravaganzas in naval fistic annals.

In late April, 80 boxers, the cream of Navy, Marine Corps and Coast Guard activities throughout the world, converged on San Diego's Coliseum to compete in the All-Navy finals as guests of the host-playing Commandant of the Eleventh Naval District. Each contestant, a holder of several boxing honors, including AAU and Golden Gloves trophies, was a survivor of rigid local, naval district, and Navy-wide group division eliminations. Not only did each man have his fist clenched for an All-Navy title, but he was also aiming for a slot on the 1952 U. S. Olympic team. This year's All-Navy boxing festival was arranged as a special qualifying trial to screen Olympic team-member potentials.

The winners and, where possible,

Kennedy Award to Williams

Sam "The Assassin" Williams, SN, USN, of CruDesPac, the 1952 All-Navy light - middleweight champ, and twice before winner of All-Navy titles, has been awarded the Navy's top ring prize, the Captain Jack Kennedy Memorial Trophy. As a result of this year's San Diego bouts, Williams was voted "the most outstanding boxer in the All-Navy finals for courage, sportsmanship, aggressiveness and skill."



Sam Williams

Coincidentally, Williams became the third successive Navy boxer of that name to receive the Kennedy award. In 1949, the first year of the trophy's presentation, Sam E. Williams (no relation) won the award, and the following year his brother Earl Williams was similarly honored. The Williams brothers, who were not in the 1952 glove contest, were All-Navy champs representing the Hawaiian district.

Sports Contributors Note

ALL HANDS regrets that all of the sports and recreation material submitted to the magazine does not appear in print. The reasons, mainly, are two: the limitation of space, and the factor of timeliness. As for the latter, contributors are reminded that a large part of ALL HANDS copy must be prepared several weeks in advance of publication. Therefore, it can be appreciated that many sports stories, if used, would appear entirely too far out of season to be of general and current interest.

a pair of warranted alternates of each weight division moved on to Annapolis where they are undergoing training and competitive qualification under the guidance of Hamilton "Spike" Webb, Naval Academy boxing coach. The All-Navy champs and designated alternates are participating in a series of further eliminations for eventual election to the field of American Olympic hopefuls who will battle it out for U. S. team honors at Kansas City, Mo., from 14 to 19 June.

In the five-day bouts at San Diego, the following leather-slingers were crowned All-Navy champions of their respective divisions:

- Flyweight (112 lbs.): Willard D. Ira, FA, USN, of Naval Operating Base, Guam, M. I., champion of the Hawaii-Far East Group (activities ashore and afloat in the Hawaiian and Far Eastern areas).
- Bantam weight (119 lbs.): Harold M. Mullins, Cpl, USMC, of Marine Corps Air Station, Cherry Point, N. C., finalist of the South Central Group (6th, 8th, 10th and 15th NDs).
- Featherweight (125 lbs.): Eugene Osborne, AN, USN, of Naval Air Station, Quonset Point, R. I., champion of the Northeastern Group (1st, 3rd and 4th NDs).
- Lightweight (132 lbs.): Richard L. Rall, Pfc, USMC, of Marine Corps Air Station, El Toro, Calif., top fighter of the Southwestern Group (11th ND).
- Light-Welterweight (139 lbs.): Charles T. Ayala, SA, USN, of Naval Training Center, Bainbridge, Md., qualification survivor of the Middle-Atlantic Group (5th and 9th NDs and Potomac and Severn River Naval Commands).
- Welterweight (147 lbs.): Rudolph Gwin, Pfc, USMC, of MCAS Cherry Point, elimination winner of the South Central Group.
- Light-Middleweight (156 lbs.): Sam Williams, SN, USN, of CruDesPac, winner

of the Pacific Fleet Group (Pacific Fleet units on the West Coast).

• Middleweight (165 lbs.): Edward Kennett, Pfc, USMC, MCAS Cherry Point, South Central Group representative.

• Light-Heavyweight (178 lbs.): Charles Butler, SA, USN, of NTC Bainbridge, Middle-Atlantic Group winner.

• Heavyweight (any weight): William Kirby Seals, Jr., SH3, USN, of AirPac, NAS San Diego, Pacific Fleet Group champion.

Here's how they won their match in the All-Navy finals, and the men they defeated:

Ira, of Portland, Ore., decision over John Eugenio, SN, USN, (PacFt Group), of Subic Bay, P. I., serving in *uss Saint Paul* (CA 73).

Mullins, of Brooklyn, N. Y., split decision over William Faulkner, TA, USN, (PacFt Group), from Omaha City, Neb., with CruDesPac, NTC San Diego.

Osborne, from Philadelphia, Pa., KO 1:29 of first round over Glenn Erwin, SN, USN, (Southwestern Group), from Fort Worth, Tex., serving at NTC San Diego.

Rall, of Seattle, Wash., decision over Robert O. Nichols, BM3, USN, (LanFt Group), from Pontiac, Mich., serving in *uss Hank* (DD 702).

Ayala, of New York City, decision over Morris H. Phillips, Cpl, USMC, (Southwestern Group), of San Diego and stationed there at Marine Corps Recruit Depot.

Gwin, of Cleveland, Ohio, decision over Felix Franklin, SDC, USN, (PacFt Group), of Baton Rouge, La., serving with AmPhibPac.

Williams, of Omaha, Neb., KO 1:28 in first round over Robert P. Baysinger, Pfc, USMC, (PacFt Group), of Des Moines, Iowa, from MCRD San Diego. (This was Williams' third All-Navy title in a row; he was presented Jack Kennedy award as outstanding boxer of tournament—see boxed story.)

Kennett, of Washington, D. C., TKO first round over Nolan Davis, SN, USN, (PacFt Group), of Lincoln, Neb., serving with AmPhibPac.

Butler, of Metuchen, N. J., KO 44 seconds of second round over Don Lee, SH3, USN, (LanFt Group), of Leonia, N. J., serving in *uss Mississippi* (AG 128). (It was Butler's third straight knockout of the tourney.)

Seals, of Jackson, Tenn., decision over Allen Williams, Sgt, USMC, (Hawaii-Far East Group), of Nor-

walk, Conn., serving with Marine Detachment, Yokosuka, Japan. (Seals actually was defending his 1950 All-Navy boxing championship since no All-Navy tourney was conducted in 1951.)

The hard-luck bout of the tourney was the middleweight contest. Davis, despite a broken nose and a torn arm cartilage suffered earlier in the year, was heavily favored to take the division prize. He had lost but two fights in 40 starts. In the quarter-finals, he drew a bye when Warren Vander-schuit, Seventh Fleet (Hawaii-Far East) representative was forced to withdraw from competition because of a sprained ankle. Also in the quarter-finals, Larry McCartney of NTC Great Lakes (Middle-Atlantic) was counted out while on one knee awaiting the compulsory eight-count after being floored by Kennett in 2:45 of the first round. McCartney, unfortunately for him, had lost track of the count and the referee awarded Kennett a TKO. In the semi-finals, Davis decided NTC San Diego's Cecil Seals, younger brother of Kirby Seals, the two-time heavyweight champ. When Davis and Kennett squared off in the finals, Davis received a bad cut over the eye from an accidental butt while in a clinch after only 26 seconds of the first round. Davis, with a fast and furious start, appeared to have the fight in the bag, but following a doctor's examination the referee stopped the bout, giving a TKO to Kennett. Davis, however, accompanied the squad to Annapolis for further par-



WHANG! Boxer from USS *Leyte* (CV 32) (left) bounces one off the ear of opponent from USS *Saipan* (CVL 48).



BEFORE THE FEAST—Major Donald E. Kramer, USMC, holds king crabs he caught near Marine airbase in Korea.

ticipation in the Olympic qualification events.

The South Central aggregation with three Marine winners (Mullins, Gwin, Kennett) led the parade for group honors. The Middle-Atlantic and Pacific Fleet Groups shared runners-up honors with two winners each. Three groups—Hawaii-Far East, Southwestern and Northeastern—tied for third place with one winner each.

The Coast Guard, for the first time in the history of post-war All-Navy boxing, had an entry in the big show. He was Tony Miral, Honolulu fly-weight champ of the Northwest Group, who survived the quarter-finals but lost a decision to Eugenio in the semi-finals.

Of the various coaches and trainers who brought their teams to the San Diego finals, the following were selected to go to Annapolis with the All-Navy squad: MSgt Frank Veith, USMC, MCAS Cherry Point; MSgt Freddie Lenn, USMC, MCAS El Toro; Hugh Davidson, SD1, USN, PhibPac; and Bill Brennan, BMC, USN, of USS *Mississippi*.

The tournament was conducted under modified American Athletic Union rules to conform to Olympic style and regulations.

Two judges and a referee were on hand for each bout to vote on decisions of all-limit contests.

Music for the occasion was furnished by bands from the MCRD, AirPac, ComDesPac, NTC, and Com-PhibPac.

Pine Island Dance Band is Hit

Service morale on Okinawa was given a boost with the arrival of the Pine Island Pirates dance band from USS *Pine Island* (AV 12), assigned to duty in the Okinawa area.

In demand at all social events, the seaplane tender group is composed of Robert J. Coakes, YN3, organizer, leader, and alto sax player; Richard L. Barker, SN, piano; Robert C. Little, DNSN, bass; Gregory M. Gelenian, DK3, drums; Robert A. Austin, SN, trumpet; Robert A. Miller, AN, tenor sax; Louis Valdez, AA, alto sax and clarinet; and Jack Hillyer, AD1, trombone.

The bandmen have been making broadcasts over Radio AFRS—Okinawa in addition to their local dance appearances.

Navy Fencer is NCAA Winner

Frank Zimolzak, Naval Academy Junior classman, won the sabre gold medal during the eighth annual NCAA fencing championships at New Haven, Conn.

In team standing, Navy tied with Pennsylvania (66 points each) for second place behind Columbia's defending champions who accumulated 71 points. Michigan was third with 62.

Fencers from 35 colleges and universities competed in some 1,700 epee, foils and sabre matches in the two-day meet.



MASS NOSTALGIA resulted from singer Peggy Dietrick's appearance on board USS *Valley Forge* (CV 45).

Four Navy Matmen Named to Berths on Olympic Team

Three naval officers and an enlisted man have been named to berths on the 16-man 1952 U. S. Olympic Wrestling squad. This selection marks the first time a Navy enlisted wrestler has been chosen for an American Olympic team since the U. S. first entered the ancient Olympic sports festival in 1896. The team will compete this July in the XV Olympiad at Helsinki, Finland.

The Navy matmen to win this national athletic honor as a result of the American Olympic Final Wrestling Tryouts at Ames, Iowa, are LT Josiah Henson, USN; LT Charles Shuford Swift, USN; LTJG John A. Fletcher, USN; and Dan A. Hodge, SA, USN. A fifth member of the team, and the only other armed forces representative to clinch a 1952 Olympic wrestling niche, is Jack Blubaugh, PFC, U.S. Army.

Lieutenant Henson, an instructor in aviation at the Naval Academy, won seven straight matches in the Olympic 136.5-pound finals at Ames. He was the Eastern Intercollegiate 145-pound champion in 1943 and 1944, and won the 136.5 division of this year's National AAU finals at Ithaca, N. Y., where he was voted the outstanding wrestler of the tourney. Lieutenant Henson, a native of Bristow, Okla., currently

Hawaiian Handball Champs

FASron 117, with a season's record of 17 victories against three defeats, won the Fleet Air Hawaii handball championship for 1952.

VP-28 finished second in the league standings with 14 wins and six losses, VR-21 was third with 13 wins and seven losses.

is one of the most talked of wrestlers in the U. S. Many coaches and judges have expressed the opinion that "he probably knows more about Olympic style wrestling than any other matman in the country."

Lieutenant Swift, formerly of ComDesRon 12 and presently stationed at the Naval Academy, was selected as an Olympic team alternate in the 174-pound class. Holder of three annual NAAU titles, Lieutenant Swift, of Leandro, Calif., was defeated in the Ames finals only by teammate Dan Hodge.

Lieutenant (junior grade) Fletcher, a flight trainee at NAS Pensacola, Fla., went through the Ames finals undefeated in the 147.5 class. He hails from Warren, R. I., was an Eastern Intercollegiate champ in 1947 and 1948, and was an alternate

member of the 1948 U. S. Olympic wrestling team.

Hodge, of Perry, Okla., a seaman apprentice at Great Lakes Naval Training Center, and the first Navy enlisted man to make a U. S. Olympic wrestling team, learned his mat tactics in high school from which he graduated in June 1951. He joined the Navy last August. He annexed a runner-up position at the 1952 NAAU finals and qualified for the Olympic finals at the regional tryouts held at Minnesota State Teachers College in Mankato, Minn. At the Ames finals he clinched the U. S. 174-pound berth.

Private Blubaugh, a paratrooper from Ponca City, Okla., under training at Fort Bragg, N. C., and present NAAU champ in his division, was selected at the Ames tryouts as an alternate in the 125.5 class.

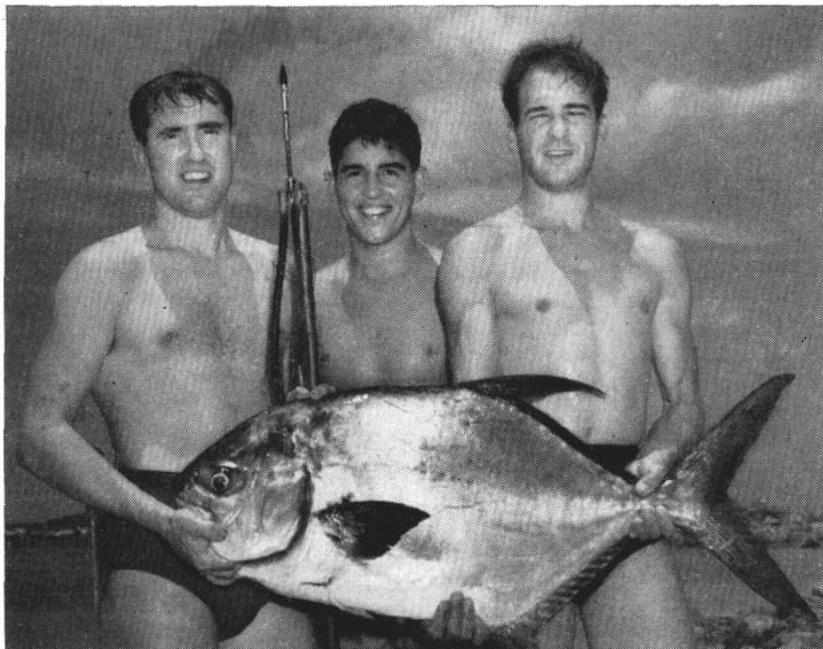
With the exception of Hodge, all of the above finalists were members of the Armed Forces Squad which was trained by Raymond H. Swartz, Naval Academy wrestling tutor and which won the team title at the 1952 NAAU matches. Hodge, somewhat of a dark horse and surprise late starter, was not at the time of the Ames finals a member of Coach Swartz' squad, but has since been taken into the fold to undergo training and conditioning in preparation for the Helsinki events.

'Hams' Have Own Radio Club

Radiomen and communication technicians on duty at the Naval Station Adak, Alaska, are standing "busman's holiday" watches during their off-duty hours. The Adak Radio Club, organized early in 1949, now has more than a score of active members who are able to continue their civilian amateur hobby of "ham" operating and experimenting.

The idea of the club was first approved by Captain T. O. Dahl, USN, then Commander, NOB Adak, in the interest of morale.

The club's 23 members maintain two stations, one on each side of the island. Both stations operate on amateur bands and relay a large number of personal traffic from state-side "ham" stations to naval personnel. In addition, each station is active on the Far East Urgent Traffic Net.



BLUEJACKET TRIO shows its near-world-record Great Pompano catch. They speared 38¼-pounder off Army-Navy beach at San Juan, P. R., on second try.

Plan MAISAC Golf Tourney

Golfers of all military activities in the Washington-to-Norfolk area are getting ready for the first Middle Atlantic Inter-Service Athletic Conference golf tournament. The tourney is scheduled for 6, 7 and 8 August.

The final matches (72-hole low medal) will be played on NAS Patuxent's Cedar Point golf links, considered one of the finest military courses in the nation.

Invitations have been issued to 33 installations of the MAISAC area. Each activity may be represented by four men who can enter either as individuals or a team. The exact method of conducting the individual or team event will not be decided until all entries are in.

9th ND Handball Results

The handball singles championship of the 9th Naval District was won by LCDR Arlo D. Roberts, USNR, representing the Topeka, Kans., Naval Reserve Training Center. He took consecutive games of 21-16 and 21-13 from defending title holder LCDR K. R. Warfield, USN, of Headquarters 9th ND.

Ernest A. Joy, YNC, USNR, of USNRTC Terre Haute, Ind., won the consolation finals trophy, and went on to team up with Leonard J. Rostek, BT1, USNR, also of the Terre Haute unit, to gain the doubles championship. They defeated Lieutenant Commander Warfield and LTJG Stuart N. Templeton, USN, of NAS Glenview, Ill., 21-4, 21-9.

Carrier Fields Soccer Team

An aircraft carrier soccer team is bettering international relations and understanding through the medium of sports.

The team, believed to be the first soccer outfit to represent a U. S. Navy ship in foreign ports, was organized in *uss Tarawa* (CV 40) while the ship was on a Mediterranean tour of duty with the Sixth Fleet. The 13-member squad was formed around a nucleus of veteran soccer players from the New York and Philadelphia areas.

The *Tarawa* team has met Spanish, Sicilian, Italian, Greek, Turkish, French and British opponents and has come out about even in the won and lost figures.

SIDELINE STRATEGY

Robert S. Stringer, AKC, USN, an instructor at Naval Air Technical Training Center, NAS Jacksonville, who spends nearly all of his off-duty hours on the target range, is fast becoming one of the nation's top pistol marksmen. His accumulation of miscellaneous awards would just about fit comfortably into a flying boxcar. Among recent additions to his vast collection were those garnered at the National Mid-Winter and Miami-Flamingo Open pistol matches at Tampa and Coral Gables from which Chief Stringer returned with a small trunk full of trophies including a plaque, a ship's clock, an electric iron, a .22 Colt Ace pistol, two electric broilers, two cameras, and 16 medals.

★ ★ ★

uss Oriskany (CV 34) which came back from Sixth Fleet duty with the Mediterranean championships in basketball, baseball and golf, and runners-up honors in softball, has another and unique item to add to their bulging trophy case. The Oriskany Historical Society of Oriskany, N. Y., has presented the carrier with the glove worn by pitcher John Vander Meer of the Cincinnati Reds in 1938 when he made major league history by hurling two consecutive no-hit no-run games. In that season, Johnnie shut out Boston, 3-0, on 11 June, and four days later blanked Brooklyn 6-0.

★ ★ ★

If the Quantico Marines don't come through their baseball season with flying colors, it won't be because they lack the "kindred" spirit. The Leathernecks' player-coach is Major Lawrence E. Kindred.

★ ★ ★

Following an angling expedition in Chopawamsic Channel, a pair of Marine Corps Schools fishermen returned to their Quantico base with a beautiful string of white perch. They claim that for bait they used dill pickles.





HUGGING their trench, Marines try to escape concussion and flying shrapnel of Communist mortar shells.

Second Anniversary of the Korean War

WHEN THE HISTORY of the Korean fighting is written, a number of acts of individual heroism will brighten its pages. For the conflict in the Far East, now moving into its third year, has produced its share of courageous men who have come through when the chips were down.

What is a hero anyway? What makes him any different from anyone else?

Putting it simply, a hero is an ordinary individual who is set down in an extra-ordinary situation, a man whose thoughts are for his shipmates and buddies as well as for himself, a fighter who doesn't know the meaning of the word "Quit."

Plenty of stories of heroism in Korea are currently circulating about the Fleet. Here are a few of them. Some of the names mentioned here have made the headlines, but many of them haven't.

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One of these stories is the tale of a quick-thinking aviation ordn-

anceman on board the carrier *Boxer* (CV 21) who singlehandedly averted a possible disaster on the ship's flight deck by sticking his finger in a live bomb to keep it from exploding.

It happened this way. A *Panther* jet was returning from a mission over North Korea with a 250-lb. bomb the pilot couldn't release.

When the plane landed, the bomb jarred loose and went bouncing and sliding up the deck. It jammed against a parked plane forward.

The armed propeller on the bomb's nose spun ominously. Two courageous flight deck crewmen, disregarding the danger of the unexploded bomb, dragged it to one side. Then Ralph O'Dell, AO, USN, went to work to disarm it.

He jabbed his finger into the space between the striking pin and the fuse body to prevent an accidental discharge. He held his finger there until the missile could be carried to one side.

Then he slipped a piece of wood

into the mechanism and calmly removed the fuse.

★ ★ ★

Another stirring saga of disaster averted is that of five men in a whaleboat who battled giant seas to rescue seven men stranded on the floating hulk of a wrecked American freighter.

The whaleboat crew was from the Navy tug *Arikara* (ATF 98) which had come speeding to the aid of the stricken freighter *ss William Eaton* after that ship had broken in half and gone aground off Honshu, Japan.

All of the crew except the ship's skipper and her engineer had abandoned the beached ship when *Arikara* arrived. The storm that had driven her aground had only partly subsided.

The first rescue boat sent out from the tug-swamped in the stormy sea and its five crewmen had to scramble aboard the freighter to join the other two.

Refusing to let the elements get

the better of them, however, a volunteer crew took off from *Arikara* in a second whaleboat—towing a lifeboat behind it just in case. Just as the boat reached the stricken vessel, a giant wave lifted the tiny craft completely over the beached ship and deposited it, still intact, on the other side.

Nothing daunted, Jeffie Pruett BMGC turned his boat around, made his way back through the wallowing seas and successfully brought off the rescue.

★ ★ ★

Not only the Navy's seamen, but Navy airmen as well have provided their share of tales of hairbreadth escapes from near-calamity.

One of the most inspiring stories to come out of Korea in recent months concerns a flying ensign who wouldn't give up. Even though temporarily blinded by blood coursing from a face wound, he refused to ditch his AD *Skyraider* but flew it to an emergency landing field where he skidded it to a safe stop.

The wounded pilot was Ensign Kenneth Schechter, 22, who was flying a mission over enemy territory when Communist ground fire tore off the canopy of his plane and severely wounded him in the face.

"I'm blind," he called out over his radio. "Someone tell me where I am."

Lieutenant (junior grade) John Howard Thayer, a pilot on the same flight, heard the distress call and banked toward Schechter's plane.

"If you're the one who called, wiggle your wings," Thayer said into his mike.

Schechter wiggled his wings.

Thayer radioed instructions to Schechter to jettison his bomb load.

Then he turned him toward South



REMINDER — Medics say about 19 percent of all casualties are men not wearing helmets in forward areas.

Korea, correcting each wing dip and anticipating each aerial hazard.

"You're doing fine, Ken. Nose up a bit — that's good. Now drop your right wing — okay boy, we'll be there shortly. Hang on."

Once over South Korea, Thayer asked Schechter to bail out.

"Negative," the blind pilot replied. "Take me to King Fifty (an airfield in South Korea)."

Then came the agonizing moments over the field when Thayer began instructing Schechter how to set his plane down.

"Flaps down," he radioed. "Nose her down some more — keep that left wing up. Up! Hold her steady, fella. Throttle back more. Easy, boy, ee-easy — that's it. You're on the ground!"

Schechter landed on the belly of his plane because he couldn't find his landing gear control. It didn't

matter. The *Panther* slid down the runway in a cloud of dirt and dust, finally coming to rest at the far end of the field.

Schechter was lifted from the craft, otherwise uninjured except for multiple lacerations about the face and body.

★ ★ ★

Another story of heroism high in the sky is the yarn of a gritty plane captain named Robert Ostrofe, ADE1, USN, who took over the controls of a big P4Y patrol bomber and brought the plane in for a landing although he had never touched a plane's controls before.

Ostrofe was forced to take over when his plane commander, the plane's co-pilot and the navigator all were seized with severe stomach cramps due to food poisoning.

The plane was drawing near its destination, Japan, from a routine flight from Korea at the time. The navigator had been the first to fall ill. Then the co-pilot followed suit.

The weather had been murky all day and the plane was flying on instruments. Now Plane Commander Lieutenant James Corthay had to do everything himself — fly the plane manually and keep in radio contact with the field, Naval Air Station, Atsugi. Then he too became sick.

Lieutenant Corthay called to Ostrofe, "Get up here in a hurry." Ostrofe hurried to the plane's cockpit.

Ostrofe assumed a kneeling position between the disabled plane commander and his co-pilot. From that position he was able to maintain straight and level flight. After what seemed like hours, Corthay and also the co-pilot recovered sufficiently from fits of nausea to land the plane.

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Although not as dramatic as the feats

PLUCKY minesweepers successfully dodge the 'best efforts' of enemy shore artillery in North Korean harbor.



HUNGRY HORDE of celebrants takes time out from dancing to crowd around the well-stocked buffet table during the club's grand opening.

Treasure Island Re-Opens Its White Hat Club

Navy men, their wives and dates, jammed the enlisted men's club at the Naval Receiving Station on Treasure Island, San Francisco, Calif., to re-open the club after its renovation.

The guests milled around Woody Herman and his popular band and eagerly sought out the buffet table where they discovered such tempting dishes as turkey, ham, cheese and potato salad.

An international note was added by the presence of several members of the crew of a Chilean Navy vessel, *Presidente Pinto*, on a training cruise.

The renovation of the club resulted in the installation of a new hardwood floor, a new powder room and check room, improvements to the snack bar and the inclusion of a public address system. —Howard M. Smith, JOC, USN.



SONGBIRD Dolly Houston croons a number with the band. Right: A view of part of the floor. Color scheme is coral and green with draperies to match.

of Ensign Schechter and Aviation Machinist Mate Ostrofe, the following story illustrates a type of everyday heroism that is now almost commonplace — a helicopter rescue.

This particular rescue was pulled off near the Korean coast when a jet pilot, Lieutenant Aaron Modansky, USNR, was saved from the shattered wreckage of his sinking F9F *Panther* which had splashed into the icy sea after a bad take-off from USS *Antietam* (CV 36).

"As soon as my plane was catapulted into the air, I knew I was in trouble," Modansky said later. "I knew I was going to crash and all I had time to do was tighten my life jackets' shoulder straps."

Then he and the plane together hit the water.

Although badly jarred, the pilot remained conscious and kicked himself free of the cockpit which was now underwater. Seeing Modansky pop to the surface, *Antietam's* vigilant plane guard helicopter, manned by Lieutenant James Wilson, USNR, and Lester Harwood, AL3, USN, hovered over the crash spot.

Modansky looked up and saw the helicopter's sling dangling near him. He grabbed it but had trouble getting it around himself because of the dead weight of his watersoaked clothing.

"He was so heavy that our wheels actually touched the water when we tried to pull him up," the whirlybird's skipper said later.

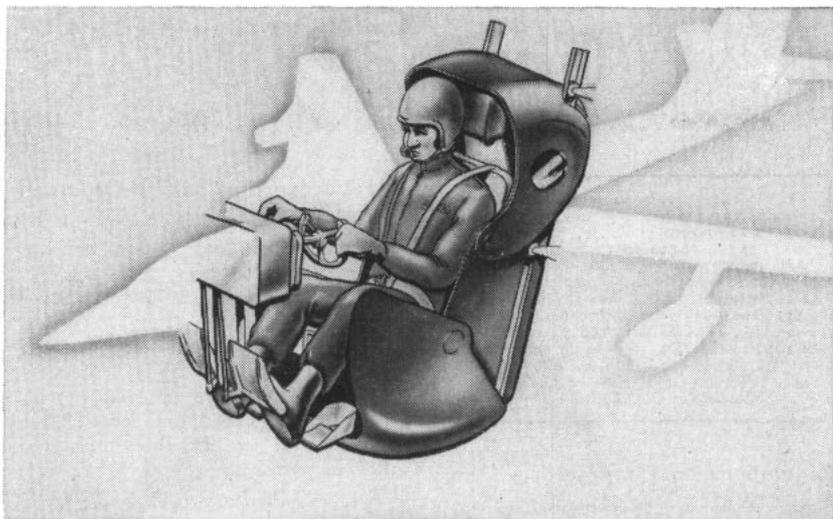
However, Wilson lifted the 'copter out of the reach of the whitecaps while Crewman Harwood cranked the sling with Modansky in it up to cockpit level. Then Harwood leaned out into space to hold the pilot's arms down to keep him from falling from the slippery sling.

In that fashion, they landed back on *Antietam's* deck.

Small Sub for Training

Now abuilding at a New England shipyard is the first in modern naval history to be designed primarily for training purposes. The completed vessel, designated SST-1, will be a 250-ton training and target submarine.

SST-1 will be used both for crew training purposes and as a target submarine. Currently much larger submarines — including 1,500-ton fleet types — serve as target subs for both surface vessels and aircraft.



Capsule for Jet Pilots

AT THE SUPERSONIC and transonic speeds of modern aircraft, the slip-stream impact on a pilot's body—should he be required to jump from his plane—is like a sledgehammer blow. To save the life of a jet airman when his plane gets into trouble the Navy has developed a new ejectable seat "capsule" for high speed planes.

The capsule differs from ejection seats of today's aircraft (which have been used at speeds up to 600 mph) in that it is completely enclosed, carries its own oxygen supply, and can be "ridden" all the way back to earth or sea.

Research by Airborne Equipment Division of BuAer has initiated development of a model ejectable seat capsule. For planes with pilot forward and crewmen elsewhere in the fuselage, individual capsules, or "eggs" could be installed to save them in escape emergencies. Enclosed in their fiberglass shells, the crew members would be tossed out of the plane in the same way as today's type ejection seat.

Here is how the capsule would work. The airman sits partially inside the "egg shell" (see above). When he wants to escape, he places his feet on foot rests and pulls a pre-ejection handle between his legs on the front of the seatpan. The seat retracts into the shell while two clamshell-like doors completely encase him in the fiberglass "egg" and the escape hatch on the plane jettisons automatically so the capsule can be shot out.

Once the "egg" is shot out, a small stabilizing fin at the top rear will give it directional stability. Wind tunnel tests show that capsules using this fin are stable from subsonic to supersonic speeds. A 38-foot parachute, with a delayed opening, controls the remainder of the descent. In case of a low-altitude bailout, a time delay mechanism will permit the 'chute to operate as soon as deceleration has slowed the capsule to a safe speed. The pilot can either bail out of his capsule and use his regulation back parachute when he reaches a safe altitude, or he can ride it all the way down to land or water. The capsule is built to absorb the landing shock. At high altitudes the man can breathe oxygen from the emergency bottle in his seat pack.

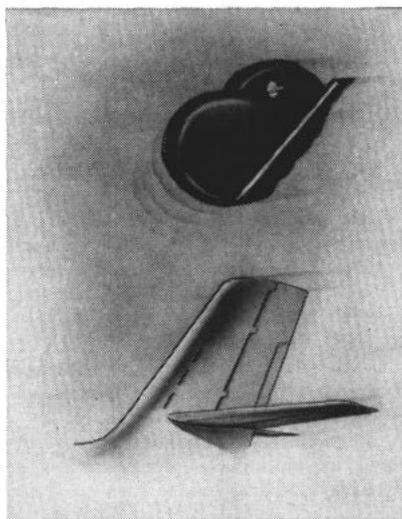
The capsule contains all presently-used survival gear such as life raft, rations and first aid kit, and can be used as a life raft itself by leaving the clamshell doors tightly closed.

The capsule has other protection features.

- Should the plane be hit by AA at high altitude and lose cabin pressure, crew members could use their individual capsules as emergency pressurized shells.

- Since the honeycomb fiberglass construction does not burn, the pilot might keep himself alive in event of a crash fire, until firefighters could reach him.

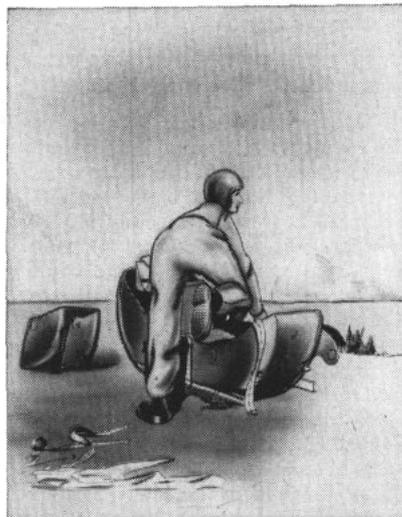
- The tough fiberglass normally encloses the pilot on three sides and offers protection from shell fragments.



UP SHOTS the pilot in his capsule which is kept upright by special fins.



TOUCHING DOWN, parachute is automatically released as device hits.



GETTING OUT, the pilot unclatches clamshell door and walks away.

LETTERS TO THE EDITOR

Previous Sea Duty Counts

SIR: During World War II, I held temporary appointments as warrant and commissioned warrant officer. I served aboard ship from 11 Nov 1944 to 9 March 1946, at which time I reverted to CPO. In 1950 I was re-appointed warrant officer, temporary, to date from 1 Aug 1950. I have held this rank ever since, while serving aboard ship.

Is sea duty—accumulated on my previous appointment—considered when figuring total sea duty toward eligibility for shore duty? If not, when could I expect to become eligible for shore duty?—K.E.H., CARP, USN.

• Normally, when an enlisted man is selected and appointed to warrant status, his previous sea duty and shore duty is counted as if he had been a warrant all the time, and he is fitted into the current sea-shore rotation plan of the particular category of warrant grade into which he has been promoted.

On several occasions, it has been necessary to order officers to further sea duty, to meet the needs of the service. This was particularly true in the early months of 1951, when large numbers of ships were being recommissioned and there was still an acute shortage of warrant officers.

At the present time, the normal tour of sea duty—which is slowly increasing—for WOs in the carpenter category is about two and one-half years.

You may submit an official letter to the Chief of Naval Personnel (Attn: Pers-B111g), requesting that your status in regard to shore duty be confirmed. This will usually suffice in the event a mistake has been made or an adjustment to the tour date is indicated.—Ed.

Dependent's Hospitalization

SIR: Is there a law granting dependents hospitalization and limiting the amount and conditions under which the Navy is liable for their care, or is such care merely a Navy Department policy, subject to changing local conditions? Where can I obtain official detailed information on hospitalization of Navy dependents?—H.C.F., GMC, USN.

• Public Law 51, 78th Congress, authorizes the Navy to provide dependent care on a facility and personnel availability basis. Other information pertaining to dependents may be found in the Manual of the Medical Department, Chapter 21, and in BuMed Circ. Ltrs. 124-50, 104-51 and 141-51.—Ed.

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

Regulations on Half Mastig Colors

SIR: What are the regulations governing the half-masting of the national ensign while underway?—V.J.M., QMC, USN.

• The subject of half-masting colors is covered in the tables accompanying Articles 2191 and 2192, Navy Regulations.

Ships underway fly the ensign at the half-mast position upon the death of certain high-ranking civil officials, as follows:

Upon the death of the President, Ex-President or President-elect, "all ships and station of the Naval Establishment" will display the national ensign at half-mast for 30 days commencing at 0800 on day after receipt of official notice of death.

Upon the death of the Vice President, Secretary of Defense, Deputy Secretary of Defense, Secretary of the Navy, an Assistant Secretary of Defense, Under Secretary of the Navy or an Assistant Secretary of the Navy, "all ships and stations of the Naval Establishment" will display the national ensign at half-mast for 14 days commencing at 0800 on day after receipt of official notice of death.

"Ships and stations in the vicinity, when directed by senior officer present or other component authority to join in funeral honors" half-mast the ensign from 0800 to sunset on day of funeral in the case of civil officials not listed above but entitled to gun salutes on official visits.

Upon the death of a person in the naval service, the ensign is flown at half mast by "All ships, not underway, and by naval stations in vicinity." Ships underway continue to fly the ensign at the two-block position.

Article 2169 (1), U.S. Navy Regs, 1948, covers cases not specifically included elsewhere in Navy Regs.

Incidentally, ships passing Washington's tomb at Mount Vernon, Va., half-mast the ensign at the beginning of the tolling of the ship's bell, according to Article 2185, Navy Regs. See ALL HANDS, February 1952, page 23.—Ed.

No Proceed Time on First Orders

SIR: When I was ordered to active duty my papers said, "commence travel on or about the fifth of March", and "proceed and report" to my duty station. In my understanding, the "proceed and report" section of the orders entitled me to four days in which to prepare to move to my new duty station.

I took these four days in the belief that I would be entitled to full pay and allowances for those four days. When I reported in at the duty station the disbursing officer informed me otherwise. What is the interpretation on this subject?—S.V.T., LTJG, USNR.

• "Proceed" as related to proceed time is explained in Article C-5315(g) BuPers Manual. It should be noted that proceed time is applicable to change of station orders only, and not to orders to first duty station.

The last sentence of the above reference states: "Retired and reserve officers are not entitled to proceed time when ordered to active duty or when proceeding to their homes upon release from active duty." The DO's opinion, then, is correct.—Ed.

Ships Named for Coast Guardsmen

SIR: Is uss Douglas A. Munro (DE 422), which recently figured in the unusual rescue of a man lost from the yacht L'Apache, the first or only U.S. Navy ship named for a U.S. Coast Guardsman?—L.M.L., LT., USCG.

• Four ships of the Navy have been named for personnel of the U.S. Coast Guard. In addition to the destroyer escort Munro, there are the following: uss Rednour (APA 102), uss Newcomb (DD 586), and uss Satterlee (DD 626).—Ed.

Proper Form for Travel Claim

SIR: In the February 1952 issue of ALL HANDS' Letters to the Editor, page 26, the answer to the letter entitled Claim for Dependents' Travel, appears to be in error. At this activity we use Form 912 as the original, and Form 913 as the copy, for Dependents' Travel. — F.A.T., DK2, USN.

• The form referred to in our reply is normally used for reimbursement of personal travel expenses. Our reply should have stated that claim for dependents' travel expense must be submitted on Nav. S. and A. Form 912 and 913.—Ed.

Terminating WO Appointment

SIR: I am now serving as a temporary USN officer (warrant) under reappointment dating back to 1950. My former unrestricted temporary rank was chief warrant. Would it be possible for me to revert back to enlisted status, be transferred to Fleet Reserve, and then request consideration for appointment to highest rank held, as provided by BuPers Circ. Ltr. 189-51 (NDB, July-December 1951), entitled "Appointment of Fleet Reserve Enlisted Personnel to Previously Held Grades." I am at present suffering a decrease in the pay which I previously earned as a result of accepting my present appointment.—M.H.D., RELE, USN.

• In order for you, as a temporary officer, to be transferred to Fleet Reserve, it would be necessary to terminate your temporary appointment and revert you to your permanent enlisted status. However, temporary officer appointments are not being terminated during the present emergency. Requests for such termination submitted by temporary officers are being disapproved at this time.—Ed.

Duty for Stationkeepers

SIR: I have some questions concerning Reservists serving on active duty in the Active Naval Reserve program at a Naval Reserve Training Center.

Under present regulations, could such personnel be transferred to a specific assignment in the Regular Naval Establishment—Cruisers, Pacific, or duty at a foreign mission, for instance? Could he request assignment to a duty in a foreign mission? What ratings are used in foreign mission duty?—H.M.C., YN1, USNR.

• Enlisted Naval Reservists on active duty in connection with the administration of the Naval Reserve program are under the cognizance of the commandants of the various naval districts. They may not be transferred, except to authorized billets under the cognizance of the district commandant.

An enlisted Naval Reservist on active duty with the Active Naval Reserve program may volunteer for duty for general assignment. After he has reported to a permanent duty station he may submit a request for foreign duty. He would be retained on board his duty station until BuPers ordered him to a foreign mission or until he completed a tour on board his duty station and was ordered out either by BuPers or a fleet commander.

Ratings used for foreign missions are yeoman, storekeeper and engineering ratings. The majority of engineering ratings must have instructor experience.—Ed.

Transportation of Dependents

SIR: I am a Filipino stewardman, on active duty since 9 April 1946. I reenlisted for six years in 1950. I would like to bring my wife and two children, who are now in the Philippines, to the United States. Would you please furnish information on the necessary steps to accomplish this—either at government expense or at my own expense?—A.D.L.C., TN, USN.

• Naval personnel desiring to obtain transportation for their dependents from an overseas duty station to the U.S. must submit an application or request to the appropriate overseas theater command. For the Philippine Islands, this would be Commander, U.S. Naval Forces, Philippine Islands.

Non-rated personnel are not entitled to transportation for dependents at government expense. However, they may be authorized transportation for their dependents via government vessel on a space available basis. The only charge for this transportation is for the cost of subsistence and a nominal "surcharge" for services.—Ed.

Wearing of Shoulder Insignia

SIR: I noticed in the February 1952, ALL HANDS on page 34 that warrant and commissioned warrant officers will return to the old-time style of wearing the gold and blue bar on the shirt collar.

When will this become officially effective? How is this going to effect the wearing of the corps insignia on the blue topcoat after 1 July 1952?—J.E.S., CHMACH, USN.

• Wearing of grade insignia by CWOs and WOs on the collar will be effective 1 July 1952. It is officially promulgated by U.S. Navy Uniform Regulations, Revised Edition 1951.

Metal grade shoulder insignia (Marine Corps size) will be worn on the blue raincoat, effective on the same date. This will be the same design as the collar insignia. It will be a larger size, however. See ALL HANDS, April 1952, p. 43 for more information on these devices.—Ed.

Wrong Dope, Mac

SIR: At my Fleet Marine Force station there is talk about a forthcoming device, patch or mark to distinguish FMF corpsmen from other Navy corpsmen. Do you have any information on this subject?—W. D. P., HM, USN.

• There has been no special distinguishing insignia approved for wear by Navy hospital corpsmen attached to and serving with Marine Corps units. Further, adoption of such insignia is not considered desirable. Ed.

Tax on Reenlistment Bonus

SIR: Last year, in Pusan, Korea, I shipped over for six years in the Navy. Is the reenlistment bonus I received subject to Federal income tax?—R.S., MMFN, USN.

• Reenlistment bonus received for shipping over in a combat area is not subject to Federal income tax. Ordinarily, however, reenlistment bonus is subject to Federal income tax.

To get on firm footing, let's refer to section 22(b) (113) of the Internal Revenue Code. This says that all compensation for active service as a member of the armed forces below the rank of commissioned officer for any month any part of which such member serves in a combat is excluded from gross income.

In regard to reenlistment bonus, the Commissioner of Internal Revenue has held that where the reenlistment occurs during the month any part of which a member is in the combat zone, the reenlistment bonus is excluded from gross income for Federal income tax purposes since it is considered compensation for active service at that time.

No doubt you have access to the Federal Income Tax Information pamphlet (dated 18 Dec 1951) published by the Bureau of Supplies and Accounts. Section 22(a) of this pamphlet gives additional information on your query.—Ed.

Requests for 3 Types of Shore Duty

SIR: Would it be possible to submit the same form NavPers 2416 (Request for Shore Duty) twice, that is, to request both shore duty in continental United States, and also duty with missions or naval attaches. Also, is it possible to submit concurrently form NavPers 1247 (Instructor Duty Request Card), so as to be available for one of the three types of duty as the needs of the service determine?—R.C.B., YN1, USN.

• Yes, you may submit requests for instructor duty, shore duty and mission and naval attache duty simultaneously and have your name placed on all three lists. Eligibility requirements and the rules governing shore duty for enlisted personnel, including missions and attache assignments, are outlined in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950). Provisions for requests for duty as enlisted instructor are contained in BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

The minimum requirements for mission, attache and military aid group duty are: clear naval and civilian records, proficiency in rate, and GCT of 50 or higher. Sea duty is not a requirement.—Ed.

Brassard Worn on Right Arm

SIR: U.S. Navy Uniform Regulations, 1947, Art. 9-22, states that the shore patrol brassard shall be worn on the right arm, half-way between elbow and shoulder. Does this apply to officer as well as enlisted personnel? Would an SDO or OOD brassard be worn on the left or right arm of an officer?—C.R.M., GUN, USN.

• The revised edition 1951, U.S. Navy Uniform Regulations, Art. 0113(a) states: Officers on shore patrol or beach guard shall wear the uniform of the day with gloves (if gloves are required as a part of the prescribed uniform), and "SP" brassard. (d) Officers and enlisted personnel shall wear the brassard on the right arm of the outer garment, half-way between the shoulder and elbow.

Uniform regulations do not provide for wearing SDO and OOD brassards.

Distribution of the revised 1951 edition, U.S. Navy Uniform Regulations began in May.—ED.

Authority of CDO

SIR: According to Navy Regulations, every person on board ship who is subject to the orders of the commanding officer (except the executive officer) is subordinate to the officer of the deck.

Where does the duty commander come in? How does he receive his authority and what is it in relationship to that of the officer of the deck?—W.H.H., SD1, USN.

• The duty commander—more properly, command duty officer (and on smaller ships the officer with the day's duty)—takes his authority from Navy Regulations (Articles 1008 and 1009).

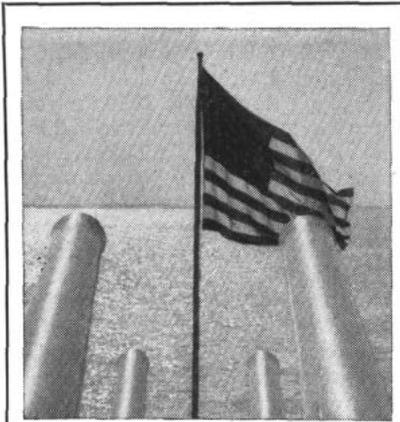
The first article states: "Every person on board who is subject to the orders of the commanding officer, except the executive officer, and those other officers specified in Article 1009, shall be subordinate to the officer of the deck."

The duty commander is one of "those other officers" mentioned above.

Article 1009 (2) states that when the commanding officer considers that circumstances warrant he may delegate to another officer, for a specific watch, authority similar to that prescribed for the executive officer in relation to the officer of the deck.

(The "authority similar to that prescribed" is that given the executive officer to direct the officer of the deck in matters concerning the general duties and safety of the ship.)

This officer—the article continues—shall, while on watch, bear the same relation to the officer of the deck, both in authority and responsibility, as that prescribed for the executive officer, but shall be subordinate to the executive officer.—ED.



OLD GLORY, if soiled, should be dry cleaned or, if too tattered, burned.

Cleaning Soiled Flag

SIR: The question has been raised whether the national ensign should be washed or cleaned when soiled, or repaired when torn. If there are two flags in frayed condition, may they be made into one flag? I have been asked, as a station keeper, to handle the flag in this manner and I believe it is improper.—F.R.R., BM1, USN.

• There are no hard and fast rules concerning the washing of the ensign when soiled. However, a pamphlet based on Public Law 829 (77th Congress), and distributed by the National Americanism Commission (American Legion), states that it is permissible to wash the ensign but preferably it should be dry cleaned.

It is customary to make minor repairs, but when the flag is in such condition it is no longer a fitting emblem for display, it should be destroyed in a dignified manner, preferably by burning.—ED.

USNR with 20 Years AD Same as USN

SIR: I believe there are many Naval Reserve officers who are in a situation similar to my own. At the beginning of the Korean war we had eight or 10 years of continuous active service. In the light of the present world situation it appears that we may have an opportunity to complete a full 20 years of active duty.

If we were to complete 20 years active duty as Reservists what would be the provisions of our retirement? —C.L.E., LT, USNR.

• Officers you describe would come under the provision of Public Law 305 (79th Congress). Under this law, retirement benefits for officers who complete 20 years of active service are the same for both USN and USNR officers.—ED.

Writing and Selling Books

SIR: I am planning to publish a book. Since I am on active duty, will there be any legal restrictions if I conduct this business outside of my duties or on my leisure time? What are the regulations covering writing, publishing and selling of books, including "souvenir books," by naval personnel on board a naval activity?—C.D., SA, USN.

• There are three articles in Navy Regulations governing private business activities and publication of information, etc., by members of the naval service which are quoted here in part. It is suggested you refer to a copy of Navy Regs at your ship's personnel office.

Art. 1251 (1), page 173, states, in part, "No person in the Naval Establishment shall convey or disclose by oral or written communication, publication, or other means, except as may be required by his official duties, any information whatever concerning the Naval or other Military Establishment or forces . . . when such information might be of possible assistance to a foreign power . . . nor shall any person in the naval service make any public speech or permit publication of any article written by or for him which is prejudicial to the interests of the United States."

However, naval personnel on active duty are not prohibited from using their names, ratings or ranks, in writing articles or books of general interest for publication and profit. It is suggested that Navy authors send their articles and book ideas to the Magazine and Book Branch, Office of Information, Navy Department, Washington 25, D.C. This office will help Navy writers by sending the material to publishers most likely to be interested. Navy Regs, Art. 1252 does not prohibit the author from handling all details himself; however, it does require that a copy of the finished manuscript be forwarded to the Secretary of the Navy (Chief of Information), Navy Department, Washington 25, D.C.

Navy Regs also prescribes regulations governing the sale of merchandise (including books) by naval personnel on board ships or within naval activities. Art. 1260 (2), page 175, states: "Unless authorized by his commanding officer or higher authority, no person in the naval service on active service, either for himself or as an agent for another, shall engage in trade or business on board any ship of the Navy or within any naval station or introduce any article for purpose of trade on board any ship of the Navy or within any naval station." In this connection, it should be noted that commanding officers are authorized to permit military personnel to engage voluntarily in certain part-time agriculture and industrial work while off duty, on liberty or leave, as

announced in ALL HANDS, November 1951, p. 49.

It is advisable to consult your commanding officer with sample pages of your publication if there is any question of violation of security, or if you plan to sell written material such as "souvenir books," etc., to personnel on your ship or station.—ED.

Revocation of Retired Pay

SIR: Can retired pay of naval personnel after 30 years' service be revoked? How does the new Uniform Code of Military Justice affect retired pay with respect to conviction for civil offenses?—G.A.N., LT, USN.

• Retired pay can be revoked under certain conditions. Conviction and imprisonment by civil authorities alone does not terminate the right to receive retired pay for personnel who are retired after 30 years' service in the Regular Navy and are carried on the Regular Retired List. Such personnel are subject to the Uniform Code of Military Justice at all times, and may be discharged from the service as a result of the sentence of a court-martial. Discharge under these conditions would result in revocation of retired pay.

Members of the Fleet Reserve, personnel who have been transferred to the retired list after a total of 30 years' combined service in the Regular Navy and the Fleet Reserve, and members transferred to the retired list from the Fleet Reserve because of physical disability are at all times subject to the Uniform Code of Military Justice and to the applicable regulations and orders issued under the Code. Such members may be discharged by sentence of a court-martial or, in the discretion of the Secretary of the Navy, when sentenced by civil authorities to confinement in a state or federal penitentiary as a result of a conviction for a felony.

Officers retired after 30 years' naval service (or 20 years' service of which the last 10 years were commissioned service) may be dropped from the rolls in the discretion of the President of the United States when sentenced by civil authorities to confinement in a state or federal penitentiary as a result of a conviction for a felony.

Temporary officers who have been transferred to the retired list after a total of 30 years' combined services in the Regular Navy and in the Fleet Reserve, when sentenced by civil authorities to confinement in a state or federal penitentiary as a result of a conviction for a felony, may:

• If retired at officer grade and pay, be dropped from the rolls in the discretion of the President of the United States.

• If retired at enlisted rate and pay, be discharged by sentence of a court-

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.

• Fourth Marine Division Association:—Fifth reunion will be held 10, 11 and 12 July at San Francisco, Calif. Further details available from Chairman Captain Louis Ruppel, USMCR (Ret.), Collier's 640 Fifth Ave., New York 10, N.Y. Annual dues are payable to 2nd Lt. S. P. Hansen, Jr., USMC, Executive Secretary, 4th Marine Division Association, Headquarters, U.S. Marine Corps, Washington 25, D. C.

• Waves' Tenth Anniversary:—All former Wave officers and enlisted members, and Waves on active duty are invited to attend the annual reunion to be held 26 and 27 July 1952 at Statler Hotel, Washington, D. C. (The reunion begins on 26 July, and not 25 July as previously planned.) For information write Waves Reunion Committee, Box 4670, Anacostia P. O. Station, Washington, D. C.

• USS Arkansas (BB 33):—A reunion of all officers and men will be held at 69th Regiment Armory, Lexington Ave., and 26th St., New York, N. Y., on Saturday, 5 July 1952 at 6 P.M. For reservations (\$5) contact Sal LoPinto, 201 Foster Ave., Brooklyn, N. Y.

• USS Kidd (DD 661):—The fourth annual reunion of ship's company will be held 15, 16 and 17 August at Hotel Touraine, Boston, Mass. For further details contact Jack Roberts, Buzzards Bay, Mass.

• USS Wasp (CV 7):—Survivors

of the original Wasp, which was lost on 15 Sept 1942 off the Solomon Islands, who would be interested in a reunion on a date and at a place to be decided, please contact Norman R. Watson, 625 Shelby St., Detroit 26, Mich.

• USS LCI 673:—All former members interested in a reunion to be held at time and place to be decided, may contact John H. Norton, New Clampett Bldg., Fairfield, Conn.

• USS Washington (BB 56):—Former members of ship's company interested in a reunion in the Fall, time and place to be decided, may contact Harry G. Vanderwalker, R. D. 1, Port Byron, N. Y.

• USS LST 610:—All members interested in a reunion this year, at time and place to be decided, may contact E. L. Bosak, 116 S. Front St., Steelton, Pa.

• USS LSM 139:—Members interested in a reunion to be held in the near future, time and place to be decided, may contact Carl W. Sippach, 6 Stowell Ave., Worcester 5, Mass.

• Navy Club of USA:—The association's national reunion will be held 27, 28 and 29 June 1952 at the Jefferson Hotel, St. Louis, Mo. Inquiries should be addressed to Walter A. Rose, National Shipwriter, Navy Club of USA, City Hall Bldg., Rockford, Ill.

• USS Hornet (CV 12):—A reunion of former ship's company will be held 4 and 5 July at Park Sheraton Hotel, New York, N.Y. For additional details and reservations contact "CV-12 Club," Box 12, Brooklyn 35, N.Y.

martial or in the discretion of the Secretary of the Navy.

• If retired at officer grade under law which provides retirement pay of enlisted rate and recall (if any) at enlisted rate, to be the subject of a decision when such a case arises.—ED.

Active Duty for FRs

SIR: Would you please answer the following questions concerning transfer to the Fleet Reserve? (1) Under current directives, is it mandatory to serve 24 months of active duty after transfer to the Fleet Reserve is effected? (2) If so, upon completion of the required 24 months' active duty, may one—at his own request—remain on active duty for an additional period? How long? (3) Where may current directives concerning transfer to the Fleet Reserve be found?—H.W.L., SKC, USN.

• Individuals now transferring to the

Fleet Reserve are being retained on active duty in accordance with Alnav 73-50 (NDB, July-December 1950). They are required to serve the maximum active service established by the Universal Military Training and Service Act, which is 24 months. Further information may be found in Alnav 62-51 (NDB, July-December 1951).

No prediction can be made at this time as to whether the exigencies of the service, two years from now, will require further continuance of members of the Fleet Reserve on active duty. Therefore, it is impossible to answer your second question with a "yes" or "no" at this time.

Current directives concerning transfer to the Fleet Reserve, in addition to the two already mentioned, may be found in BuPers and BuSandA Joint Letter (NDB, January-June 1950) and Article C-10324, BuPers Manual.—ED.

Souvenir Books

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

• *uss Columbus (CA 74)*:—The ship's 1950-51 Cruise Book of 112 pages, bound in blue leatherette, contains hundreds of pictures and a detailed log of the ship's operations and visits to European and Mediterranean ports. The souvenir book is available at a cost of \$4. Orders should be addressed to the Cruise

Book Committee, *uss Columbus (CA 74)*, Care of Fleet Post Office, New York, N.Y.

• *Patrol Bomber Squadrons VPB-11, 33, 34, 52 and 101*: A souvenir album of interest to former members of the "Black Cat" squadrons which operated in the southwest Pacific during World War II is being prepared for publication. The non-profit project is planned to include approximately 500 pictures, histories of each squadron. Former members may obtain information from LT Thomas L. Burbee, Jr., USNR, 3213 N. E. Union Ave., Portland 12, Ore.

Selection Boards

SIR: Please answer the following questions concerning selection boards: (1) What action does a selection board take if an officer being considered for promotion has an incomplete file? (2) If, because of the death of a former reporting senior, it is impossible to get a complete file, what action is taken? (3) What happens to a temporary officer, permanent enlisted status, with less than 10 years' commissioned service but more than 20 years' total active service, who is passed over twice?—H.A.P., LT, USN.

• (1) *The action taken by selection boards varies with the individual boards. Should the board consider that the information, which is available in the file, is sufficient to justify action, it may complete its deliberations without attempting to complete the file. If the selection board desires additional information to complete the file, such information is requested by dispatch.*

(2) *If the prior reporting senior is deceased, a report is requested from any other senior who would be in a position to report on the officer concerned. If there is no such officer, then a statement as to the conditions is made and entered in the record.*

(3) *The present policy of the Navy Department is to retain temporary officers in their temporary appointments as long as they continue to serve satisfactorily and meet the needs of the service even though they have not been selected for promotion by two or more selection boards. They will continue to be considered for promotion by each subsequent selection board while serving satisfactorily in an officer status.—Ed.*

More on Overseas Shore Service

SIR: I am a Naval Reserve officer now on active duty, and am interested in being retained on active duty for two more years. My choice for duty would be an overseas shore station. Any information you may give me on this subject would be appreciated.—W.L.O., LTJG, USNR.

• *Frequently there are billets open at overseas shore stations, particularly in the Pacific area—in Alaska, Guam, Japan and other locations. Reserve officers who have just completed a normal tour of duty at sea and who are desirous of extending stand a good chance of getting such duty.*

Approval of requests for particular locations depends upon the needs of the service and whether the qualifications of requesting officers are needed.

If you desire such assignment you are advised to submit a request via the chain of command to the Chief of Naval

Personnel (Attn: Pers B111) for consideration upon completion of your current tour.—Ed.

Shore Duty for General Service

SIR: Why do aviation branch ratings, attached to shore-based fleet air activities within the continental U.S., receive credit for sea duty for rotation purposes, while general service personnel attached to shore-based fleet air activities within the continental U.S. receive credit for shore duty for rotation purposes?—E.R.M., YN3, USN.

• *There are fewer billets ashore for other than Group IX (aviation branch) ratings in proportion to the total number of sea duty billets. Therefore, in order to make possible an increase in the rate of rotation between sea and shore duty, duty in shore-based fleet air activities within the continental U.S. is credited as shore duty for other than Group IX ratings.—Ed.*

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Here Are Survivors' Rights and Benefits

THERE ARE MANY rights and benefits for survivors of deceased naval personnel. Do you know what they are and—what is more important, perhaps—do your dependents know the benefits to which they may be entitled?

Here is a checklist of rights and benefits for dependents of service personnel who died while on active duty:

- Burial allowance, burial flag, interment in National Cemetery, headstone or grave marker.
- Six months' death gratuity.
- Back pay, unpaid allowances.
- Compensation for service-connected death.
- Pension for non-service connected death, World War I, World War II, Korean period.
- Transportation of dependents and household effects.
- Insurance—NSLI policy, if any, and/or Servicemen's Indemnity.
- Social Security benefits.
- Homestead preference.
- Medical care.
- Commissary privileges.
- Preference in Federal employment.

Every Navyman has a responsibility for keeping his dependents informed of these survivors' benefits. The following pointers apply specifically to surviving dependents and their rights and privileges. The serviceman, himself, however, should have this information, too, so that he can foresee problems and make arrangements or plans in the event he is not around. (See accompanying box for a list of "do's" for Navyman, covering personal papers that should be available and up-to-date.)

Take, for example, the case of Mrs. Ethel Jones. She and her husband, John Doe Jones, a Navyman on leave, were driving across the country when they were in an accident. Jones was killed.

Here are the steps which Mrs. Jones followed, and which should be followed if a Navyman dies while on leave:

- Notify, if possible, the Navyman's commanding officer.
- Notify the nearest naval activity, giving the man's full name, rank or rate, service number, home address and details concerning death, if available.

If Mrs. Jones had been unable to contact either of the above, she could have wired the Bureau of Naval Personnel, Casualty Branch, Navy Department, Washington 25, D. C. The Casualty Branch, in turn, would have relayed the information to the proper naval authority.

Notification in either case may be made by the next-of-kin, a doctor, minister, police or other competent authority.

The Navy will then take over. A naval officer—often a chaplain—will step in and assist in making funeral arrangements and advise the next-of-kin on rights and benefits.

The Navy Relief Society, Red Cross, Veterans Administration and certain other organizations stand ready to assist dependents in obtaining benefits and other

information of importance. Service organizations, such as the American Legion and Disabled American Veterans, also help.

When John Doe, SN, USN, died on active duty miles away from his home, the Navy notified his widow by telegram. This was the official word. Dependents should never put too much stock in newspaper stories, telephone messages or informal letters—such reports may

Papers Are a Necessary Evil

Here are some matters you, as a Navyman, should think about now:

- Have you made a will? (See ALL HANDS, November 1951, pp. 50-51).

- Do your circumstances require that you execute a power of attorney so that your wife or other trusted individual may handle certain of your affairs?

- Are all your important documents—birth certificate, marriage certificate, certified copies of record showing termination of any prior marriage by death or divorce, deeds or titles to property, insurance policies, stocks, bonds, etc.—stowed away in a safe place?

- Have you thought of having your savings bonds placed on deposit with the Navy's Safekeeping Depository? (See ALL HANDS, May 1952, p. 49.)

- Do you have—or need—a safe deposit box for keeping your documents? BuPers will, if you desire, file your important papers with your records.

- Does your dependent have ready access to your documents or, at least, know where they are kept? Now is the time to see that your family knows where these papers are and what to do with them.

When filling out your Record of Emergency Data (DD 93), be sure to clarify your dependent status. If you have been married before and your first wife is dead or you have been divorced, make a notification to this effect — listing date and place of marriage, date and place of final divorce decree of spouse and date and place of subsequent remarriage. This will facilitate rapid payment of the six months' death gratuity and quick adjudication of other claims.

List all insurance policies on your DD 93. BuPers will automatically notify the insurance companies named in the event of death.

For further information on the revised DD 93 Form, see the Bulletin Board section of this issue of ALL HANDS, p. 50.

If you have any questions you can't answer yourself, consult your legal assistance officer. If necessary he can refer you to a lawyer in your community who can help you with local problems. The American Bar Association maintains committees throughout the country to assist service personnel with their problems.

Remember: the important thing is attend to these matters NOW.

Submitting Claims for Pensions

When filing a claim for compensation or pension with the Veterans Administration, remember that early submission of the claim is important.

If the claim is filed during the year following the serviceman's death, the award may be made retroactive to the date of death.

If, however, John Doe's widow (or other dependent) doesn't get around to filing a claim for compensation or pension until after that one year period expires, the effective date of the award will be based on the date of claim—not on the date of death of the serviceman. It is possible, therefore, for the dependent to lose hundreds of dollars in benefits by neglecting to file a claim promptly.

be unfounded, completely erroneous. Unofficial reports of casualty should be verified promptly with the BuPers Casualty Branch.

The Navy also starts the wheels in motion for payment of the six months' death gratuity, back pay and allowances, and the Servicemen's Indemnity claims, etc. (These and other benefits are discussed below.)

If commercial insurance companies are listed on the serviceman's Form DD 93, (Emergency Data Record Form), the Navy will also send them notification of death.

Here again, where naval personnel are available, the Navy will send representatives to help with funeral arrangements and assist the dependents in applying for benefits.

Following is a discussion of survivors' benefits to which your next-of-kin may be entitled—what they are, how, when and where to apply for them:

SIX MONTHS' DEATH GRATUITY. The death gratuity is a lump-sum payment equal to six months' basic pay at the rate the serviceman received at time of death while on active duty. Necessary application forms for this benefit are forwarded promptly to the person believed to have entitlement (listed on man's DD 93), by the BuPers Casualty Branch. Payment may be made in about two weeks—if the serviceman's record is clear; that is, if his marital status does not have to be checked and if no other investigations have to be made. The benefit cannot be paid if death is due to the man's own misconduct. In some cases, therefore, action is withheld pending a decision by the Judge Advocate General of the Navy.

BACK PAY AND ALLOWANCES. This includes any unpaid pay, allowances or other amounts to the credit of a member of the naval service at time of death. The forms on which to apply for arrears of pay and allowances are forwarded to the next-of-kin by the BuPers Casualty Branch.

COMPENSATION FOR SERVICE-CONNECTED DEATH. Serviceman must have died *as a result of disease or injury incurred or aggravated by active service in line of duty*. If death occurs after separation from active service, separation must have been under other than dishonorable conditions.

Payments may be made to widows unless they remarry, to unmarried children under 18 (with extension to age 21, if attending VA-approved school) and to dependent parents.

Rates based on death due to disease or disability in-

Sailor Trains His Own Air Force—Of Carrier Pigeons

A bluejacket pigeon fancier has helped to solve a supply problem for the Navy. Today his hobby of breeding carrier pigeons is being utilized by the Supply Department, Fleet Activities, Sasebo, Japan, illustrating once again how a Navyman's hobby can pay off in practical application to the job at hand.

The traffic section of the Sasebo supply department handles a considerable amount of loading and discharging of cargo on ships anchored in the harbor, usually at considerable distance from warehouses ashore. Rapid ship-to-shore communication is often required when additional stevedoring gear is needed or for other unforeseen requirements. But in the crowded harbor, communication facilities often are overburdened, and the resulting transmission delays have meant work stoppages.

At this point E. J. Musielewicz, BMS2, USNR, working with the

cargo-handling section of the supply department came through with a solution. He had pursued his pigeon raising and training hobby for several years at home in Ohio.



HOT TO GO, a member of Sasebo Pigeon Post gets a pre-flight check-up from Trainer Musielewicz.

There were no carrier pigeons to be bought on the island of Kyushu, although the Japanese military forces had used pigeons in Sasebo for ship-to-shore communication during World War II.

Musielewicz built a loft and trapped one stray descendant of the wartime birds that still remained in the area. Then he purchased two more birds from a local zoo. After that came the breeding, raising and training periods.

The first successful pigeon post from a cargo ship in the stream to the supply department pigeon loft was made in April 1951.

Casualties have been high. A number of the birds have fallen victim to hawks and three of five sent out on long-distance flights were lost in storms. However, Musielewicz expects to have some of his birds ready soon for the Pusan-Sasebo run.

curred in or aggravated by active service since 27 June 1950 are as follows: Widow with no child, \$75 a month. Widow with children, \$105 for widow and one child, plus \$25 for each additional child. No widow, but one child, \$58. No widow but two children, \$82. No widow but three children (or more) \$106 plus \$20 for each additional child. One dependent parent, \$60. Two dependent parents, \$35 each.

All payments are made monthly. Applications should be sent to the Veterans Administration, Washington 25, D. C. as soon as possible.

PENSION FOR NON-SERVICE CONNECTED DEATH, WORLD WAR I, WORLD WAR II, KOREAN PERIOD—beginning 27 June 1950. World War I veterans must have been discharged or separated under conditions other than dishonorable after 90 days' service or more (or for disability incurred in service in line of duty) or at time of death be receiving or entitled to receive compensation, pension or retirement pay for service-connected disability.

World War II veterans must have been discharged or separated under conditions other than dishonorable and meet one of the following requirements: (1) at time of death be receiving or entitled to receive compensation, pension or retirement pay for service-connected disability, or (2) have served at least 90 days during World War II or less than 90 days if discharged for disability incurred in the line of duty; and have at the time of death a definitely ascertainable service-connected disability.

Veterans of the Korean period — that is, those who serve on active duty between 27 June 1950 and a date to be determined later — must meet the same qualifications as World War II veterans.

The pension for non-service connected death is payable to widows who do not remarry and to unmarried children under 18, except for children attending schools approved by the Veterans Administration in which case the age limit is 21.

Monthly payments are as follows: Widow but no child, \$42. Widow with one child, \$54—plus \$6 for each additional child. No widow, but one child, \$21.60. No widow but two children, \$32.40. No widow but three children, \$43.20—plus \$4.80 for each additional child.

The pension is NOT payable to a widow *without* a minor child (or children)—or to a minor child—during a calendar year in which the annual income of either the widow or child exceeds \$1,000 or to a widow with a child or with several children whose annual income exceeds \$2,500.

Applications should be sent to the Veterans Administration immediately.

BURIAL ALLOWANCE. The Navy will defray all or part of the expenses of preparation, encasement and transportation of the remains of naval personnel. If remains are consigned directly to a National or other Federal Cemetery (such as Arlington National Cemetery), all necessary expenses incident to burial are paid by the government and, therefore, no allowance will be made to next-of-kin. If the remains are consigned to a funeral director prior to interment in a National Cemetery, an amount not to exceed \$75 may be allowed for services not duplicating those furnished by the government. When interment is in a private cemetery, the Navy will

(Continued on page 34)

These Organizations Can Assist

There are a number of organizations and government agencies which assist widows and other legal dependents of deceased naval personnel. Following is a brief discussion of the services of some of these agencies:

BuPers Casualty Branch—Makes official notification of death. Forwards to the person believed to have entitlement, as indicated from official records, the forms on which to apply for the six months' death gratuity, arrears of pay and data concerning other benefits which may be payable. Provides next-of-kin with statement of naval service of the deceased which may be submitted to the Social Security Administration and other agencies as proof of service. Certifies payment of death gratuity. Provides copies of "Certification of Casualty" to government agencies administering various benefits. Notifies commercial insurance firms (if listed on man's Form DD 93) of the casualty. Inquiries should be sent to the Chief of Naval Personnel (Attn: Pers-G23), Washington 25, D. C.

Red Cross—The Home Service program of the Red Cross will help dependents of deceased naval personnel in obtaining benefits. Information is provided on federal benefits and assistance is also given in the preparation and development of applications or claims for federal and state benefits. In certain instances, financial aid may be obtained, on the basis of need, within the limitations provided in Red Cross policy.

Veterans Administration—Handles compensation for service-connected death and pension for non-service-connected death. The VA is responsible for burial flags for dependents of personnel buried outside the continental U.S. It administers USGLI and NSLI insurance as well as the Serviceman's Indemnity. The VA maintains hospitals for care of veterans who cannot afford to pay for hospital treatment. VA Regional Offices are located in many large cities. In addition to assisting with VA-administered benefits, VA representatives may offer guidance in connection with a number of other benefits.

Navy Relief Society—May assist dependents with immediate financial problems and in procuring government benefits. Auxiliaries are located in the various Naval Districts and principal naval centers.

Veteran Organizations—The American Legion, Veterans of Foreign Wars (VFW), American Veterans of World War II (Amvets) and certain other veterans' organizations will assist survivors in obtaining various benefits, by providing information and helping process claims.

State Veterans Commissions—Most states maintain veterans' agencies (usually called State Veterans Commissions) which supervise veterans' programs. They can help with federal employment assistance, state bonuses—if any, educational assistance, land settlement preference and other benefits.

RIGHTS AND BENEFITS AVAILABLE TO DEPENDENT SURVIVORS

SERVICEMAN NOTE!!

TO PROTECT THE RIGHTS OF DEPENDENT SURVIVORS EACH SERVICEMAN SHOULD KEEP UP TO DATE THE VITAL INFORMATION ON DEFENSE DEPARTMENT FORM DD 93

SEE YOUR PERSONNEL OFFICER FOR BLANK FORM

CHECK INSTRUCTIONS ON BACK OF FORM for each item before filling in information.

GET HELP IF NECESSARY from your personnel officer or division officer. See story.

USE BACK OF FORM to write detailed additional information to make your story clearer.

KEEP YOUR RECORDS UP TO DATE

REPORT ANY CHANGE of home address or beneficiary so that important notices and family benefits will not be delayed.

USE BACK OF FORM if you wish to change standard order of beneficiaries of Servicemen's Indemnity (free insurance for servicemen).

NATIONAL SERVICE LIFE INSURANCE—Be sure to use Veterans Administration Form VA 9-336 (Change or Designation of Beneficiary) to change or designate beneficiary.

CHECK WITH YOUR PERSONNEL OFFICER FOR PROPER FORMS

TELEGRAM

NEXT OF KIN WILL BE FROM THE NAVY DEPT OF EMERGENCY OR D

(Definition of NEXT OF KIN: serviceman on form DD 93 to be or death. Next of kin may a survivor.) See

Should a serviceman suffer or on leave, next of kin commanding officer or ne

NEXT OF KIN REPLIES BY COLLECT TELE MEDICINE AND SURGERY, WASHING STRUCTIONS FOR DISPOSITION OF D

IMMEDIATE ASSISTANCE FOR DEPENDENT SURVIVOR CAN BE OBTAINED



NEAREST NAVAL DEPOT

Naval d recruiting



AMERICAN

NAVY RELIEF

NAVY MUTUAL

VETERANS'

American AmVets, Veterans



DEPENDENT SURVIVOR BENEFITS



FUNERAL ARRANGEMENTS

Burial flags in National



TRAVEL ALLOWANCE

TRANSPORTATION



TEMPORARY STORAGE

SHIPPING ALLOWANCE



HOSPITALIZATION

MEDICAL CARE

DEPENDENT SURVIVORS OF ACTIVE-DUTY SERVICEMEN

NOTIFIED BY TELEGRAM DEPARTMENT IN THE EVENT DEATH OF SERVICEMAN.

Close relative designated by the
notified in the event of emergency
may not be same as dependent
ack of form DD 93.

Injury or death while at home
should notify serviceman's
last naval activity. See story.

TELEGRAM

GRAM TO BUREAU OF
N, D. C. WITH IN-
CREASED PERSONNEL

FOR DEPENDENT SUR- VIVED BY CONTACTING

ACTIVITY

Headquarters, naval shipyard,
office, air station, etc.

RED CROSS

SOCIETY

AL AID - ELIGIBLE SURVIVOR

ORGANIZATIONS

Region, American Veterans Committee,
Disabled American Veterans,
Foreign Wars or others.

INITIALLY ENTITLED TO

ARRANGEMENTS See story for details . . .

Headstone or grave marker, interment
Cemetery if desired.

RETURN TO HOME See Story.

RETURN OF HOUSEHOLD GOODS

RETURN OF HOUSEHOLD GOODS

RETURN OF AUTO TO HOME

RETURN See Story.

See Story.



DEPARTMENT OF THE NAVY
Bureau of Naval Personnel
WASHINGTON 25, D. C.

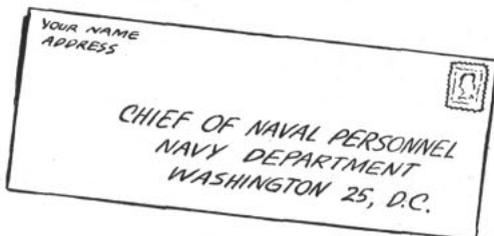
BUREAU OF NAVAL PERSONNEL, CASUALTY BRANCH

- ✓ automatically sends to dependent survivor forms for
 - SIX MONTHS DEATH GRATUITY
 - BACK PAY AND ALLOWANCES
- ✓ automatically notifies commercial life insurance companies listed by serviceman on form DD 93
- ✓ automatically advises all other governmental agencies concerned with emergency or death such as Veterans Administration, Social Security, General Accounting and others.
- ✓ automatically furnishes certification of casualty to insurance companies, and on request furnishes this certification to dependent survivors. This is necessary to facilitate cashing bonds, arranging transportation requests, proving eligibility for federal income tax abatement, and special state benefits.
- ✓ automatically furnishes next of kin with statement of serviceman's naval service to aid in obtaining benefits.
- ✓ automatically notifies Naval Supply Depot, Clearfield, Ogden, Utah, as to disposition of personal effects.

DEPENDENT SURVIVOR MAY ALSO BE ENTITLED TO THE FOLLOWING PRIVILEGES AND BENEFITS

- DEATH COMPENSATION OR PENSION. See story.
- FUNERAL EXPENSES. See story for details . . .
- FEDERAL EMPLOYMENT PREFERENCES
- SOCIAL SECURITY BENEFITS
- STATE BONUSES
- SCHOLARSHIP ASSISTANCE
- FEDERAL INCOME TAX ABATEMENT
- SPECIAL STATES RIGHTS AND BENEFITS
- COMMISSARY AND EXCHANGE PRIVILEGES
- V.A. LOAN GUARANTY
See local Veterans Administration Office.
- HOMESTEAD PREFERENCE
Write Bureau of Land Management
Washington, D. C.

Additional inquiries
should be
addressed to



Dependents of Retired Personnel

The survivors of retired persons who die on active duty are eligible for the same benefits as provided for the survivors of any other person who dies on active duty. However, the survivors of retired persons dying *after* separation from active service are in a somewhat different situation. They are considered in the same categories as the survivors of any person who dies after discharge of separation from active duty.

There are major benefits available to such dependent persons of retired personnel in their capacity as survivors of *veterans*. A number of these rights and benefits are the same as those mentioned in this article. Other benefits available to survivors of retired personnel vary as to governmental activities administering the benefits.

This subject as pertains to retired persons' dependents will be covered in a forthcoming issue.

(Continued from page 31)

allow further expenses of funeral and burial not to exceed \$125—in addition to the preparation, encasement and transportation expenses. Application for burial allowance should be made to the Chief of the Bureau of Medicine and Surgery, Department of the Navy, Washington 25, D. C.

HEADSTONES. Gravemakers or headstones will be furnished by the government for unmarked graves of members of the armed forces dying in service. If a veteran is buried in a private cemetery, application must be made to the Office of the Quartermaster General, Department of the Army, Washington 25, D. C. If interment is made in a National Cemetery, no application is required.

BURIAL FLAG. A flag—the U.S. National Ensign—is provided to drape the casket and is presented to the next-of-kin. If, however, delivery cannot be made in time for the burial service, the next-of-kin may receive a flag by writing to the Bureau of Medicine and Surgery, Department of the Navy, Washington 25, D. C. Flags for men buried outside the continental U.S. may be obtained from the VA.

BURIAL IN NATIONAL CEMETERY. Members of the armed forces who die on active duty or after separation, or who served in peace or war under honorable conditions during last period of service are eligible for burial in a National Cemetery. Also eligible are certain citizens of the U.S. who served in allied forces, as well as the service person's wife, husband, widow, widower, minor child and—if authorized by the Secretary of the Army, the administrator of all such cases—an unmarried adult child.

Application should be made to the Superintendent of the National Cemetery in which burial is desired.

TRANSPORTATION OF HOUSEHOLD EFFECTS AND DEPENDENTS. The household goods of deceased service personnel will be moved at government expense from the last permanent duty station and/or place of storage to the home of the person legally entitled to such effects. Shipment may be made within one year from the date of death. Storage is also authorized at government ex-

pense not to exceed six months. Contact the nearest naval activity for information regarding other shipping rights and assistance in arranging for packing, crating, storage and shipment.

Travel for dependents from location of dependents at a time of first official notification of death to any location in the United States where they will make their home will be paid by the government. If travel is desired at government expense or if travel is to be performed at personal expense subject to reimbursement, the necessary forms are obtainable from the Disbursing Office of the station to which the deceased person was attached. If travel is performed from personal funds, claims for reimbursement should be submitted to the Enlisted Services and Records Division (Attn: Pers E3), Bureau of Naval Personnel, Washington 25, D. C. This holds good for dependents of officers as well as enlisted personnel.

INSURANCE OR INDEMNITY. Qualified survivors of servicemen who die while on active duty on or after 27 June 1950 will receive an indemnity—under the Serviceman's Indemnity and Insurance Acts—of \$10,000 payable in 120 equal monthly installments of \$92.90, if the serviceman had no government insurance. Survivors of servicemen who had National Service or U.S. Government Life Insurance policies under \$10,000 will receive an indemnity making up the difference between existing government policies and \$10,000. In the case of the Indemnity, the law limits these qualified survivors or beneficiaries to members of the serviceman's immediate family: a surviving wife (or husband), child or children, parents, brother or sister. Any person may be named beneficiary of an NSLI or USGLI policy. (See ALL HANDS, July 1951, pp. 50-51.)

Insurance and indemnity records are maintained by the Veterans Administration. The BuPers Casualty Branch will furnish a certificate of death report and the beneficiary listed on Form DD 93 to the VA. The VA will then forward to the beneficiary of record the necessary blanks on which to file demand for payment. Inquiries concerning government insurance or the Serviceman's Indemnity should be sent to the VA, Washington 25, D. C.

Commercial insurance companies should be notified of the death of the insured by letter or by direct contact with a local agent. By agreement with the International Claim Association, the BuPers Casualty Branch will notify any insurance company listed on the official records of the deceased—or upon receipt of a request from an insurance company.

SOCIAL SECURITY. Survivors may be entitled to benefits under Social Security. Here are the two methods under which they may qualify:

- If a serviceman who served in World War II was separated from the service before 26 July 1951 and dies within three years from date of separation, then his survivors are entitled to Social Security survivors' benefits, provided he has 90 days' active service during World War II.

- If a serviceman has earned a sufficient number of credits, as determined either by the length of his active World War II service or by civilian employment creditable under Social Security, or a combination of both.

Social Security benefits will *not* be payable to survivors if there are other benefits receivable by the

serviceman or his survivors which are based on the same period of World War II service and payable under the retirement systems of the Army, Navy, Civil Service or any other Federal retirement systems.

Monthly benefits or lump sum payments are based upon the amount of presumed earnings fixed by law, if required service is met. Monthly benefits are paid to widow while caring for minor children of the veteran or to the children during minority. Widow without children becomes eligible at age 65.

Complete details on Social Security will be found in **ALL HANDS**, September 1951, pp. 46-49. Individual information is available from any Social Security office.

HOMESTEAD PREFERENCE. Homestead rights to public lands may be available to surviving widows of eligible veterans, or widows of men who died on active duty. Apply to the Bureau of Land Management, Department of the Interior, Washington 25, D. C.

MEDICAL CARE. Unremarried widows and eligible children of members of the Regular Navy or of Regular or Reserve personnel who were entitled to retirement or retainer pay at time of death or of Reserve members who died on active duty, are entitled to medical care in any of the armed forces hospitals where facilities for dependents are available. Qualified dependents may procure a Dependent's Identification Card for medical care (NavPers 1343) by writing the Chief of Naval Personnel (Attn: Pers-G212) or the Commandant, Marine Corps (Code DNB), as appropriate. Dependents may apply for care at Army or Air Force facilities if Navy facilities are not available.

Hospitalization of the dependents of Naval and Marine Corps personnel shall be furnished only for acute medical and surgical conditions, exclusive of nervous, mental or contagious diseases or those requiring domiciliary care. Dental treatment shall be administered only as an adjunct to in-patient hospital care and shall not include dental prosthesis or orthodontia.

COMMISSARY PRIVILEGES. Most unremarried widows of deceased members of the Armed forces are permitted to make purchases and use the services of commissary stores and exchanges. The special passes required before purchases can be made may be obtained from the commissary store or exchange administrative office by presenting proof of relationship and complying with local regulations.

PREFERENCE IN FEDERAL EMPLOYMENT. Unremarried widows of deceased service personnel who served during a war period are entitled to an addition of 10 points to their earned ratings in civil service examinations. (For this purpose, World War II ended 28 April 1952.) Certain other benefits, with respect to appointment and retention, are also available. Certain mothers of persons who die in service may also be entitled to preference. Information concerning preference eligibility may be obtained from any U.S. Civil Service Commission office or from the local post office.

Note: It is suggested that mimeographed copies be made of this article by the personnel office at your activity, to send to dependents to keep on file. Don't tear it out—other personnel on your ship or station want to get the word, too.

Chief Is Equally at Home Under the Ocean or Up In the Clouds

Chief Aviation Electronicsman William L. McCalister, USN, is the subject of many a "double take." It's not only his ladder of six hashmarks and his rows of 12 service ribbons that cause people to take a second look. The eye-catcher in the McCalister case is the display above his ribbons. There he wears both "wings" and "dolphins."

"Mac," as he is known to two decades of Navymen, enlisted in the Navy at Muskogee, Okla., 27 years ago this May. The Naval Air Station, Alameda, Calif., is his present duty station.

The first four years were spent in submarines, where he was "Qualified For Submarine Torpedo Boat Duty" the first year. During his submarine days, Mac served in four "S-boats" and a submarine tender as a radio operator.

Submarine pay in those days, Mac recalls, was five dollars a month "dungaree money"; and one dollar per dive—not to exceed 15 dollars a month.

"The change from subs to air-

craft came about through a meeting with a boot-camp buddy," Mac says. "When on liberty in Panama, I ran into this guy. He was on flying duty down there. After shooting the breeze for a while, I went back to the boat and put in my chit."



QUALIFIED PILOT, 'Mac' McCalister, ALC, USN, draws from his own first-hand experience to train others.

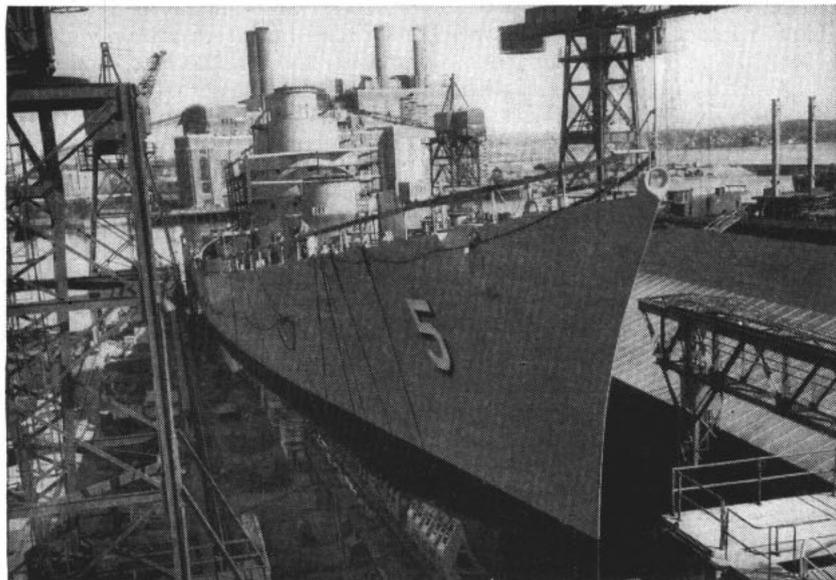
The year 1930 saw Mac designated as a "Naval Aviation Pilot." Since that time he has piloted everything from the old-time "Husky"—a 1½-ton, 220 horse power NY-1 all-purpose trainer—to the 80-ton, 8,800 hp "Mars" flying boat.

In his 7,000 hours of official Navy flying and 2,000 hours of civilian time, Mac has never so much as blown a tire.

During World War II, Mac went up the ranks to lieutenant commander. He participated in submarine kills in the Atlantic. He was flight deck officer of *uss Bennington* (CV 20) during one of the first air strikes against Tokyo. Mac won the Bronze Star Medal for duty as the air officer of *uss Hoggatt Bay* (CVE 75) during the Okinawa operation.

After the shooting in the Pacific war was over, Mac served with the Naval Air Transport Service and then with the Naval Air Technical Training Command. In December 1949, under policies in effect at that time, he reverted to CPO.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



LAUNCHING of one of the world's largest destroyers, USS *Wilkinson* (DL 5), took place on the east coast. She's named for VADM Theodore Wilkinson.

Increase in Shore Activities

Two expansions and a reactivation of naval shore activities will get underway in the near future. Scheduled for reactivation is the former Naval Air Station at Hutchinson, Kan. Both Navy and Marine Corps units will be accommodated at this station.

Originally established as a primary training base and later expanded for use in multi-engine training during World War II, this NAS is considered to have excellent operational features for multi-engine aircraft training work. It is expected that some 1800 naval aviation personnel will be serving at this station when operations get into full swing.

Naval communication facilities will be the theme of a 21 million dollar construction and expansion program at Kodiak, Alaska. A triple-threat project, it will see radio transmitting, radio receiving and radio direction finding facilities being erected. Because of the physical properties of radio waves, the facilities will be located some miles from one another.

The current limited installations in the Kodiak area were built as a World War II project. The new construction, when completed, will help provide communication requirements of

the 17th NavDist and Pacific Fleet units operating in northern waters.

A 16 million dollar construction program will expand existing facilities at the Hastings Neb., Naval Ammunition Depot. The bulk of the funds will be allotted for the erection of special type storehouses and magazines.

This new construction will ease an existing shortage of storage facilities for naval ammunition and ammunition components.

Manual for COM Ashore Ready

Activities ashore which operate commissioned officers' messes will soon receive the new *Manual for Commissioned Officers' Messes Ashore, 1952* (NavPers 15847). The new publication cancels and supersedes *Bureau of Naval Personnel Regulation for Commissioned Officers' and Warrant Officers' Messes Ashore, 1951* (NavPers 15782).

It sets forth the basic policies, regulations, and procedures for operation of officers' messes ashore. The new manuals are distributed by District Publications and Printing Offices, from which additional copies for official use may be obtained.

New DL Named for Hero

uss *Wilkinson* (DL 5), third in the new series of *Mitscher*-class destroyer leaders, was launched at Quincy, Mass. Named in honor of the late Vice Admiral Theodore Stark Wilkinson, USN, Medal of Honor winner and commander of battleship divisions and amphibious forces in the Pacific during World War II, *Wilkinson* is rated as one of the world's largest destroyers.

The new ship is a sister ship of the previously launched *Willis A. Lee* (DL 4) and *uss Mitscher* (DL 2). Actually, however, *Wilkinson* is the fourth DL to become waterborne. The first was *uss Norfolk* (DL 1), a 5,500-tonner. The *Mitschers* displace 3,650 tons.

Wilkinson's propulsion power is over twice that of World War I battleships like *New York* and *Arkansas*, and her 493-foot length exceeds that of some World War I cruisers.

'Copter De-Icing System

All-weather usefulness of the Navy's helicopters is now possible with the development of the first successful de-icing system for the 'copter's rotor blades. The system was proved in a series of tests under extreme natural icing conditions on the 6,000-foot summit of Mt. Washington, N. H.

The de-icing system is operated electrically and consists principally of rubber "boots" (heater-wires embedded in neoprene) running the entire length of the main rotor blades and covering about one-third of the surface.

More than 50 de-icing tests without a failure were run for 30 days in temperatures from 29 above to 14 below degrees Fahrenheit, in freezing rain, snowstorms and in wind up to 80 mph. In every case when ice appeared on the 35½-foot rotor blades of the Navy's small helicopter, the electrothermal equipment caused the ice to disappear.

Pilots reported the installation of de-icing boots caused no adverse effects on the normal flight characteristics.

Oceanographic Research

The Navy is expanding its oceanographic research with construction of a new laboratory at Woods Hole, Mass.

Oceanographic laboratories played an important role in World War II, when knowledge of surf, tides, and interpretations of weather data helped our amphibious forces to make many successful landings.

Navy scientists say the new building will make possible a larger research program and provide closer coordination of Navy research with studies being made by the Woods Hole Oceanographic Institution. The new laboratory, when completed will be a three-story structure of steel and masonry with specially installed equipment. In addition to oceanographic laboratories, the building will house the administration department, lecture room, photographic laboratory and machine shops.

Woods Hole, a private organization, is one of the nation's five research centers where full scale oceanographic studies are conducted in the open ocean.

The laboratory method of predicting tides and conditions—in almost all parts of the world's oceans—was an important factor in determining the time for the Navy's successful amphibious operations at the Inchon landings in Korea.

Present day advances in oceanography, which includes the wartime system of charting shallow water areas by aerial photography, follow the Navy tradition of Commodore Matthew Fontaine Maury who charted winds and ocean currents a century ago. The Navy's extensive oceanographic research, which is being coordinated by the Office of Naval Research, the Bureau of Ships, and the Hydrographic Office, is being applied in practical Fleet operations by the Navy's aerological service.



STUDENT air crewmen at FAIRBETUPac, San Diego, are tops according to sign. Student division officer and the poster's designers display the art work.

Automatic Steering For CV

The first automatic steering system for use in a carrier will soon be installed in *uss Oriskany* (CV 34). This "iron mike", developed to meet BuShips' specifications, will be used in the flattop for evaluation purposes.

One feature of this system is an automatic compensator that "neutralizes the effect of force working against one side of the vessel." This feature could be put to a special use in carriers, going into full play during flight operations.

During these operations, an aircraft carrier steers a course that puts the wind five to ten degrees on the port bow. (This is done to render ineffective the turbulent air streams that build up behind the carrier's island.) As every bluejacket knows, a strong wind on the port bow tends to push the bow to starboard. Hence the value of the compensator.

A similar auto-pilot system was described in *ALL HANDS*, February 1952, p. 47.

Chaplains Drop in from Sky

The Navy has its modern counterparts of the "traveling parsons."

"Sky pilots" in the literal sense of the word, are flying chaplains who have taken to helicopters to make their rounds at sea from one ship to another. When ships of the unit are underway and small boats can't take the chaplain "circuit riding," he turns to his wings and takes to the air in a Navy helicopter. In the Korean theater, for example, the chaplain on board *uss Valley Forge* (CV 45), holds as many as three or four church services every Sunday, visiting the smaller ships of Task Force 77.

On this type of trip where the deck of the craft the chaplain is visiting, is too small for a 'copter landing, he is lowered on a line from the 'copter's cabin from a height of 25 to 40 feet. He is dangling at the end of the line in a boatswain's chair, holding tight to the line with one hand while the other has a firm grip on his suitcase-like portable altar kit.

This dunking-trip was different. As the chaplain was riding his boatswain's chair at the end of the 'copter's line, and was all set to make the usual landing on the small vessel's deck, a wave suddenly moved her out of reach. The water was waiting where the deck had been. He was hauled up on the helicopter's line and on the next try was landed safe but wet—and still holding tightly to his traveling altar kit.

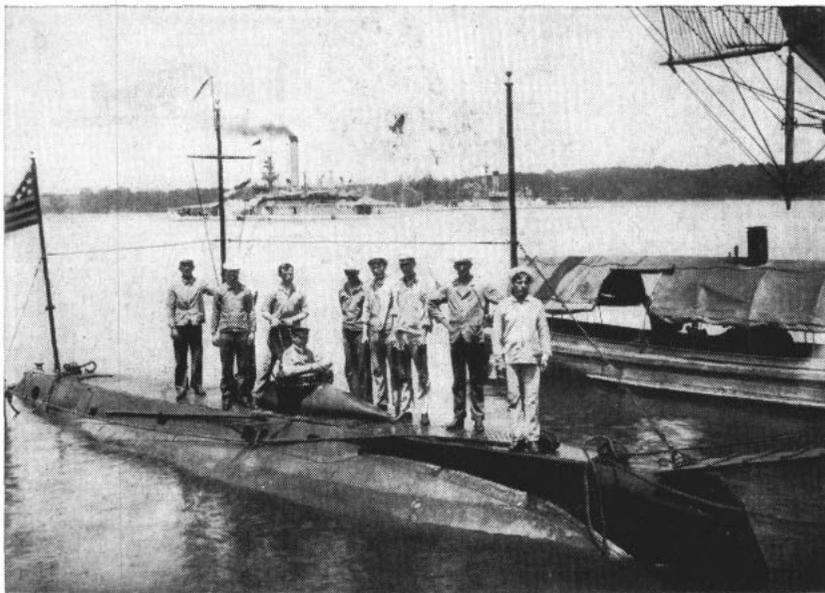
YESTERDAY'S NAVY



Congress created grade of rear admiral for flag officers, 16 July 1862. On 25 July 1866, grade of admiral of navy was created and conferred on Farragut. U.S. fleet destroyed Spanish fleet, Santiago harbor 1898.

JULY 1952

SUN	MON	TUE	WED	THU	FRI	SAT
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27	28	29	30	31		



NINE of the Navy's first submariners are shown on board the Navy's first submarine—USS *Holland*. The 53-foot submarine was commissioned 11 April 1900.

The Navy's First Submarine

Like to hear how it was in the old submarine Navy, sailor? You can get the answers from two of the Navy's oldest submariners—one-time shipmates and now neighbors at Annapolis, Md. One of them is believed to be the only surviving member of the commissioning crew.

Chief Gunner's Mate Harry Wahab, usn (Ret) hoisted the ensign on *uss Holland*, the Navy's first submarine, at her commissioning in 1900. The following year, Chief Electrician (now LT, usn, Ret) Richard O. Williams reported on board, that is, if you report on board a boat. *Holland* was no more than that. She even carried a boat hook alongside the conning tower.

Shorter than many present-day motor launches, *Holland* was 53 feet long, 10 feet wide 'midships, and displaced 74 tons submerged. On the surface she was driven at a speed of six or seven knots by a 50-horse power gasoline engine. Submerged, the batteries took over. These were good for a five-knot top speed.

She carried no deck guns. Instead, a pneumatic "dynamite gun" designed to hurl explosives through the air was mounted in the bow. Its muzzle was flush with the deck. The remainder of the gun projected at an angle of 30 degrees into the sub's hull.

Her "main battery" was a single torpedo tube at the bow. It was then

called an "expulsion tube." She carried three Mark I torpedoes. The fish and tube later formed her only armament as the dynamite gun proved impractical.

Holland's knee-high conning tower was provided with three-inch slits through which the captain peered when the boat ran at the equivalent of today's periscope depth. Her deepest dive was made in Chesapeake Bay, where she leveled off at 60 feet.

It was strictly "smoking lamp is

out" when she ran submerged. The heavy gasoline and acid fumes ruled out open flames. As it was, there was an over-abundance of smoke. The smoky exhaust of the gasoline steering engine discharged inside the boat when it ran submerged. Water pressure was too great to permit operation of an outside valve.

Holland spent her winters at the Naval Academy, taking groups of four midshipmen at a time out for practice dives. Among these passengers were the future Fleet Admirals Chester W. Nimitz, Ernest J. King and William F. Halsey.

Holland was the Navy's first serious experiment with submersibles. She was the first U.S. sub to launch a torpedo. Chief Wahab has the distinction of firing this first fish. Decommissioned in 1910, she had a Navy life of 10 years. In that time, seven more submarines, all "A-boats," joined the Navy's submarine force.

The two old timers, Wahab and Williams, like to recall a distinctive feature of *Holland*. Aft the conning tower was a free valve which would rise when the inside pressure was strong enough—much like the safety valve on a steam tank. When air was escaping into the sea—and it often was—the crew could look through the "lifted" valve. Seeing spuming water rushing by a few inches over their heads never failed to produce a peculiar feeling among the crewmen.



FIFTY-SECOND anniversary of U. S. Submarine Force is celebrated at Pearl Harbor as ComSubPac gets plaque from officers and enlisted men of shipyard.

Ross Trophy Goes to VMF-351

Marine Fighter Squadron 351 of NAS Atlanta, Ga., has been awarded the "Pete" Ross Safety Trophy in competition with 30 Marine Air Reserve Squadrons.

The Ross trophy is awarded annually to the Marine Air Reserve squadron maintaining the best flight safety record in the country. Basis of the award to the busy Reserve unit was an accident-free year of flight operations during which an average of 100.4 hours was flown by each of its pilots.

Second place honors went to VMF-224, NAS Columbus, Ohio, with 74.1 hours per pilot and no accidents.

Navy Aircraft

In view of the rapid pace of aircraft development, certain aircraft designations and names will be unfamiliar to all but the most up-to-date and well-read Navy air enthusiasts. Listed below are the aircraft which are now being produced for the Navy and/or which will be produced for the Navy in the near future. They are listed by type, model designation, popular name (when applicable) and manufacturer.

It should be noted that all Lockheed-made planes now carry the letter "V" as their manufacturers' letter-designator (instead of the letter "O" previously used.)

Fighter

F3D *Skyknight* (Douglas)
 F4D *Skyray* (Douglas)
 F9F-5 *Panther* (Grumman)
 F9F-6 *Cougar* (Grumman)
 F2H-3 *Banshee* (McDonnell)
 F3H *Demon* (McDonnell)
 FJ2 *Fury* (North American)
 F7U3 *Cutlass* (Chance Vought)

Attack

AD *Skyraider* (Douglas)
 AF *Guardian* (Grumman)
 AJ-2 *Savage* (North American)
 AU-1 *Corsair*-modified (Chance Vought)

Patrol

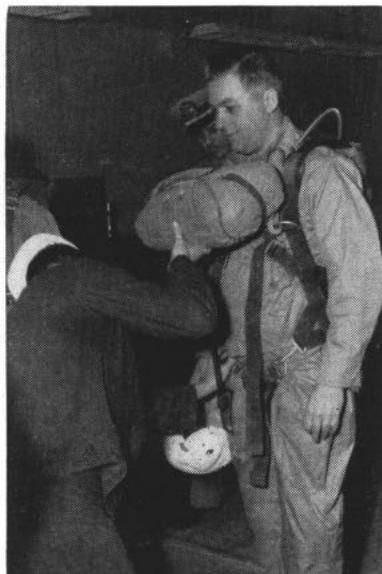
P5M *Marlin* (Martin)
 P2V *Neptune* (Lockheed)

Search

WV-2 (early warning radar) (Lockheed)

Transport

R6D *Liftmaster* (Douglas)
 R7V-1 *Super Constellation* (Lockheed)
 R7V-2 *Super Constellation*, turbo-prop (Lockheed)



'CHUTE harness is adjusted for Assistant SecNav for Air Floberg before making jump. At right: Mr. Floberg in SNJ trainer on board USS *Cabot*

Asst SecNav for Air Makes Carrier Landings, Parajump

John F. Floberg, Assistant Secretary of the Navy for Air, has made a successful parachute jump. He is also checked out in carrier landings.

Mr. Floberg participated in a live jump exercise at the Naval Auxiliary Air Station, El Centro, Calif. On his first jump from 3,000 feet he landed in the center of the limered "jump bullseye."

Parachutist Floberg subjected himself to concentrated periods of training at Pensacola, Fla. Then, flying an SNJ *Texan*, he qualified in

carrier landings at sea. He made seven landings with a check pilot and then three solo landings and take-offs on the flight deck of USS *Cabot* (CVL 28).

Mr. Floberg is a lieutenant commander in the Naval Reserve. During World War II, he was commanding officer of USS SC 770 and of USS *Bivin* (DE 536). Mr. Floberg saw action in both the Atlantic and Pacific theaters. He also participated in the landings at Sicily, Salerno, Lingayen Gulf, Iwo Jima and Okinawa.

R4Q *Packet* (Fairchild)
 R3Y (no name) (ConVAir)

Utility

UF *Albatross* (Grumman)

Trainer

TV-2 *Shooting Star* (Lockheed)

Helicopter

HOK (observation-no name) (Kaman)
 HO5S (observation-no name) (Sikorsky)
 HRS (transport-no name) (Sikorsky)

HTE (training-no name) (Hiller)
 HTL (training-no name) (Bell)
 HUP-2 (utility) *Retriever* (Pia-secki)

Blimp

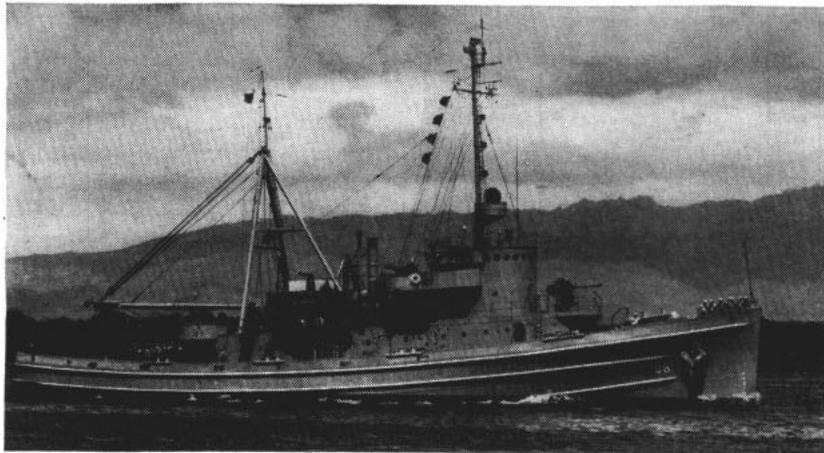
ZP4K (no name) (Goodyear)
 ZP2N (no name) (Goodyear)

USS Monterey Claims a Record

The 6,000th plane catapulted from USS *Monterey* (CVL 26), without a single casualty, is claimed as an all-time record for flattops.

After the war *Monterey* was retired to the mothball fleet at Naval Shipyard Philadelphia, Pa. She was recommissioned January 1951 and assigned to Naval Air Training Command, Pensacola, Fla.

Since her recommissioning *Monterey* has played an integral part in the training of naval aviators, and more than 1800 students have qualified on her flight deck. Following her return to active duty *Monterey* has tallied over 21,000 landings and 1168 planes catapulted.



COMMENDED by CinCPac, fleet ocean tug USS *Abnaki* (ATF 96) steams into Pearl Harbor after months of towing and buoy-planting in Korean Theater.

Next Single-Stage Rocket

Viking No. 8, the Navy's next experimental single-stage rocket will be launched this summer at White Sands Proving Ground, Las Cruces, N. M.

The world's altitude record for single-stage rockets was established last August by the *Viking No. 7*, when it reached a record 135 miles, some 21 miles greater than the previous mark of a German V-2. Number 8 is expected to better the present altitude record by a considerable number of miles.

The new *Viking* will be different in appearance from its predecessors. Naval Research Laboratory scientists who conduct the White Sands Proving Ground experiments, have redesigned Number 8. It will be greater in diameter, slightly shorter and have fins about three-quarters the size of Number 7.

Considerably more fuel of liquid oxygen and alcohol will be carried to provide thrust for a longer period of time. The increase in fuel capacity will enable Number 8 to attain higher speed, which means a greater altitude. Its power plant will generate approximately 20,000 pounds thrust.

The Office of Naval Research has been probing the upper atmosphere since 1946 with single-stage rockets to obtain information on such factors as altitude, speed, temperature, and cosmic ray count. This data is sent by a telemeter installed in the nose section which sends data in the form of coded pulses by a radio link to the ground where the pulses are decoded and recorded in form suitable for analysis.

The aim of the Navy's rocket

launching program is to extend our existing knowledge of the physics of high-energy particles through high-altitude cosmic ray studies, and to study the physical state of the earth's atmosphere at high altitudes, including temperatures, pressures and densities. It is hoped the studies will reveal more information on the ionosphere and radiation.

So far, Navy scientists have measured pressures up to 100 miles from the earth's surface.

Helicopter Flight Decks for AHs

All hospital ships will soon be sporting a helicopter flight deck on their fantails. This addition will be the result of a successful six-week around-the-clock helicopter service between the Korean battle lines and the hospital ship *USS Consolation* (AH 15).

Anchored half a mile off Korea's east coast and more than 10 miles above the 38th parallel, *Consolation* received more than 400 patients from Marine, Army and Air Force helicopters in 23 landings. Only twice during the test period were the helicopters unable to fly, although many times the water was too rough for small boats that would normally have been used to bring patients from the mainland to the floating hospital.

Advantages of this air-to-ship medical service include rapid transportation of medical specialists to the battle-fronts and to other ships to check on unusual cases. During this experiment one neurosurgeon was flown from the ship to many parts of the battle-front to aid in the treatment of soldiers with head injuries.

Hot Thermometer Cooled

Knowledge of air temperatures under extreme conditions is an important factor in the world's expanding theater of operations. The trouble has been to keep the thermometer from getting too hot to measure the true temperature.

To help solve this problem the Naval Research Laboratory of the Office of Naval Research has developed a vortex thermometer which permits correct readings by planes flying at speeds up to 500 mph.

Because of the compression created as an aircraft passes through the air at high speeds, a thermometer extended into the air stream gets hot. To gauge true temperature you must cool the thermometer just enough so that it will read correctly at these high speeds.

The Navy's new thermometer is built into a metal tube which extends from the plane into the air stream. Within the tube, a spiral vane produces a whirling motion of air, or vortex. The center of this vortex is a region of lowered pressure, whose cooling effect just cancels the heating effect of the compression. When the aircraft goes faster, the heating effect is increased, but so is the cooling effect.

The growing need for meteorological data under varying conditions of temperature, pressure, and humidity, resulting from expanding operations by Naval aircraft at higher altitudes and speeds, and in polar regions, places emphasis on research for development of new principles and techniques to meet these conditions.

Chief Goes for 37

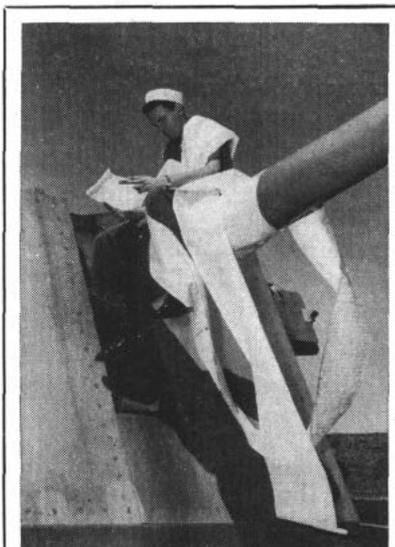
Michael Danko, CSC, USN, likes the Navy. After completing 31 years and two months' continuous active duty, Chief Danko shipped over for six more years.



Chief Danko

Currently serving on board *USS Grand Canyon* (AD 28), Chief Danko has seen duty in virtually every theater. He enlisted in the Navy on 27 Nov 1920 and got his recruit training at the Naval Training Station, Newport, R. I.

ing Station, Newport, R. I.



ALL WRAPPED up in his reading, Kenneth Carney, FT3, USN, gets the word from Stateside.

Mail Call Brings Sailor Letter 35 Feet Long

When Kenneth Carney, FT3, USN, answered mail call on board USS *Tarawa* (CV 40) not so long ago, he was in for a big surprise—a 35-foot letter from the folks back home.

Fifty-one friends and relatives from Massachusetts, New York, Connecticut and Vermont lumped their personal letters together into one king-size job.

Somewhat overwhelmed by the length of his letter, Carney estimates it will take him until 1955 to answer everyone.

Navymen Aid Flood Victims

Flood victims of the Mid-west received "all-out" help from many local naval activities and from Navymen, both Regulars and Reservists.

Reports coming in from the stricken area point up the Navy's effective participation.

At Sioux City, Iowa, for example, the Naval Reserve Training Center has been used by the city's Disaster Committee Center.

All Naval facilities at Omaha, Neb., were placed at the disposal of the local committee there and the Navy helped to house Army engineer personnel who aided in the disaster work.

Other Reservists in the St. Paul and Minneapolis area did emergency work and helped evacuate families. Naval personnel at Kansas City, Mo., and Olathe, Kan., also were alerted.

Food Goes Down in Arctic

Extra food, and plenty of it, is needed by the Navyman on Arctic duty. This need for more calories to replace the energy a man loses in frigid temperatures was proved in tests in the Navy's Micowex-52 exercises last winter in the Northwest Atlantic.

To sustain mental and physical efficiency dissipated by loss of sleep while standing night and day watches in the Arctic, the Navy added approximately 25 per cent more calories per day to the diet of each man during the exercises.

Watchstanders at exposed stations ate two extra meals each day. After a regular breakfast of fresh fruit, milk, eggs, meat and bread, men who stood watch from 0800 to 1200 were fed again at 1000.

One ship alone in the North Atlantic tests, with a crew of 1300, required 18 cooks, six bakers and 60 messmen. They handled 2,500 dozen eggs, 32,000 pounds of meat and 85,000 pounds of dry provisions. The 24-hour galley watch provided hot coffee and soup at all hours to personnel not directly exposed to the weather.

Whirlwind I Works Wonders

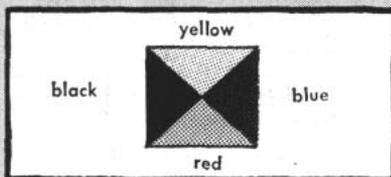
A lightning calculator called Whirlwind I is now in operation. Developed under the sponsorship of the Office of Naval Research, the huge device is the only large-scale computer of its kind in full operation in the U.S.

Whirlwind I can remember, act upon, and deliver arithmetic calculations at the rate of 20,000 times a second. By means of specially designed electrostatic storage tubes, a 16-digit number can be read into or out of the computer in 25 millionths of a second. All in all, Whirlwind I fills two large rooms.

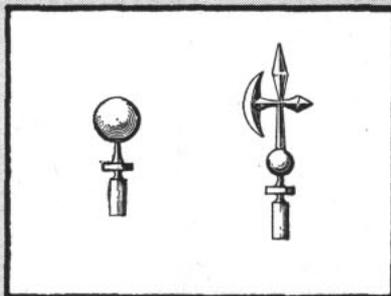
What can such a machine be used for? During its tests, Whirlwind I was used to compute how proposed ultra-high-frequency television channels could best be assigned to various cities in the country. It helped produce instructions for automatic control of large machine tools. A long-range study is now under way to find the most efficient and economical means for pumping oil from subterranean reservoirs. An economy of one percent in oil production could amount to an eventual saving of millions of dollars.

QUIZ AWEIGH

International alphabet flags and numeral pennants are used by the Navy for communicating and signaling by flaghoist. One such flag is pictured below. Can you identify it?



1. The flag is (a) Zebra (b) Charlie (c) Love.
2. When flown from the foretruck, the flag signifies (a) general recall (b) boat recall (c) ship has ready duty.



3. Above are two brass devices for use on boat flagstuffs. The ball at the left is for (a) captains (b) commanders (c) officers below commander.
4. The halberd at the right is for (a) the President and officials accorded 19 or more gun salutes (b) flag officers (c) captains.



5. The radarman's rating badge specialty mark (left) is composed of an arrow over which is superimposed a (a) PPI scope (b) B scope (c) A scope.
6. The sonarman's mark (right) also has an arrow and superimposed over it is a (a) projector domes connector (b) pair of earphones (c) range indicator terminals.

ANSWERS TO QUIZ ON PAGE 53

SERVICSCOPE

Brief news items about other branches of the armed services.

★ ★ ★

PACKING PARACHUTES at the rate of one every two minutes, day and night, is the all-time record claimed by an airborne unit during a 15-month period of combat duty, when they packed a total of 300,000 'chutes in the Korean theater.

Members of the Army Quartermaster Parachute Maintenance Department, attached to the 187th Airborne Combat Team in Korea, not only carried out its original mission—packing and maintaining the 'chutes used by the combat team—but the maintenance unit has participated in combat jumps twice with the 187th. They also packed all of the cargo 'chutes necessary for the Army's wide-spread aerial supply of the mountainous battle zone.

The record total of parachutes packed would carry safely more than 90,000,000 pounds, approximately equal to the weight of a battleship like the *Missouri*.

★ ★ ★

A "CHAIN" RADAR SYSTEM is now in use for tracking guided missiles at the Army's proving grounds at White Sands, N.M.

Developed by the Army Signal Corps, the radar system consists of several radar stations spaced along the vast guided missile range. Master stations, located at the major missile launching areas, initiate signals when a missile is launched. As the missile travels along the course, information from the master station is relayed to the first relay station where it automatically brings the radar set "on-target" so that the set begins tracking the missile as soon as it zooms into range. This process is repeated from station to station—a sort of "passing the word along."

Information from all stations is also automatically and instantaneously relayed back to the master station where the missile's flight characteristics are observed and recorded. In addition, photographic records are made of the various radar dials and scopes.

At the terminal end of the missile's flight, radar automatically trains cameras with telescopic lenses on the missile as it plunges into the target. Records are thus made of the pay-off phase of the missile's flight.

SLEEPING BAGS STUFFED with chicken feathers will be keeping soldiers warm soon, reports the Army's Quartermaster Corps.

The new sleeping bag—which can double as a blanket for barracks use—will replace the more expensive wool sleeping bags now in use. The wool bag requires a water-repellent cover when used out-of-doors. The chicken feather insulated bag has no wool in its construction. Its outer cotton cover is wind-resistant and water-repellent. Tests show that it affords twice the warmth of a wool bag.

In field support areas, the combination device can be formed into a sleeping bag by means of a slide fastener closure.

Chicken feathers—long considered largely as waste material—are made usable by new methods for extracting the small feathers and for treating the feathers to remove odors and yet retain natural resiliency.

★ ★ ★

OPERATION SKYWATCH is the code name for an important part of America's air defense which makes use of 150,000 civilian volunteers organized in 36 States under the supervision of the U.S. Air Force.

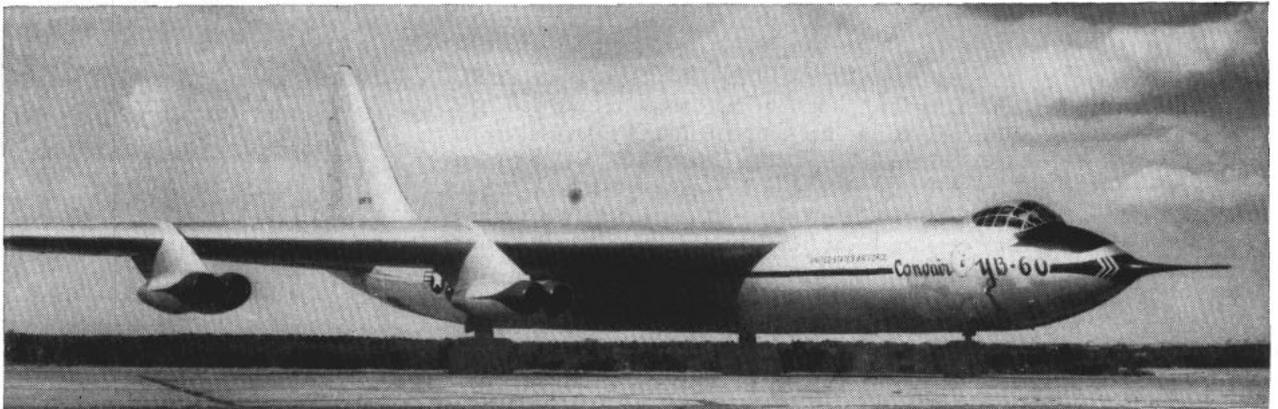
Known as the Ground Observers Corps, the volunteer organization is now operating in 27 States on a 24-hour basis. But additional volunteers—civilians and inactive Reservists of the armed forces—are needed to bring the organization up to the desired strength of 500,000. At present it has 30 per cent of that number.

Aircraft sighted by GOC volunteers are reported by telephone to filter centers where the tracks of approaching planes are plotted and passed on to the nearest Air Defense Control Center. From this information, coupled with that received from radar, Air Force personnel track all aircraft in a specified area.

★ ★ ★

AN EIGHT-JET HEAVY BOMBER, the U. S. Air Force's new YB-60 has completed successfully its first flight test at Carswell Air Force Base, Texas. Details of the giant bomber and its performance are classified.

Only one photograph, shown here, has been released to the public, and further tests will not be made public because of security restrictions. The YB-60 is equipped with eight J-57-type turbo jet engines.



EIGHT-JET ENGINE heavy bomber, YB-60, is one of the newest planes to join Air Force. Details are classified.

SALVAGED from the battlefields of Korea, 17,600 miles of critically needed cable and wire, enough to gird two-thirds of the globe, have been recovered since April 1951 by the Army's Signal Corps. The recovery of the material from the rugged Korean terrain means a saving of \$2,000,000.

After the military situation became stabilized enough to permit the recovery of lines running to former positions, reclamation was undertaken by 11-man teams working in mine fields with the aid of map overlays charting mine positions. Much of the success of the operation was attributed by the Army to a system of assigning the recovery job to the same men who laid the field wires.

The project included recovery of field wire used for telephone, telegraph and teletype lines. Some has been restored to local service and the remainder shipped to Japan for rehabilitation or salvage.

* * *

UTILIZING THE HOT-PATCH principle of vulcanizing the inner-tube of a flat tire, the Army's Quartermaster Corps has found an idea easily transplanted to the Army chow line.

Used as flameless fuel to heat canned rations for infantrymen in the front lines, the "hot-patch" heating unit is wrapped around each can of food and ignited with a match. In a few minutes the contents of the can is heated to proper temperature. The new method, according to initial tests, is effective even if the content of the can is frozen solid.

Before development of this system, the Quartermaster Corps experimented with a variety of "fuel-tablets" for heating the soldier's combat rations. One disadvantage of the tablets was that, the flame had to be sheltered from the wind and, another, it did not always develop enough heat, especially if the ration was frozen. Also, the tablet's visual flame, smoke and combustion odors sometimes revealed the soldier's position.

* * *

HYDRAZINE, a new chemical compound, has two important uses: as a rocket propellant, and as a drug in the treatment of tuberculosis.

When hydrazine was discovered in 1946 to be highly effective as a rocket propellant, the Army-sponsored

large-scale manufacture of the compound for rocket experiments and practically all production went to the rocket research program.

The availability of the compound in large quantities has been a boon to medical researchers. Scientists working on new chemical agents to combat tuberculosis have since discovered that hydrazine, used in a new anti-tuberculosis drug, brought dramatic improvement in patients. Almost all test-patients showed improvement.

While the new drug is not considered a cure for tuberculosis, the Army's voluntary release of additional quantities of the compound into commercial channels will assure continuation of the medical researchers' experiments.

* * *

AN F-84 THUNDERJET, marking the three millionth measurement ton of military equipment for delivery under the Mutual Defense Assistance Program was hoisted on board *uss Tripoli* (TCVE 64) at Port Newark, N. J.

The Military Sea Transportation Service escort aircraft carrier was loaded with a cargo of F-84 jets consigned to Belgium and The Netherlands to bolster the strength of the North Atlantic Treaty Organization.

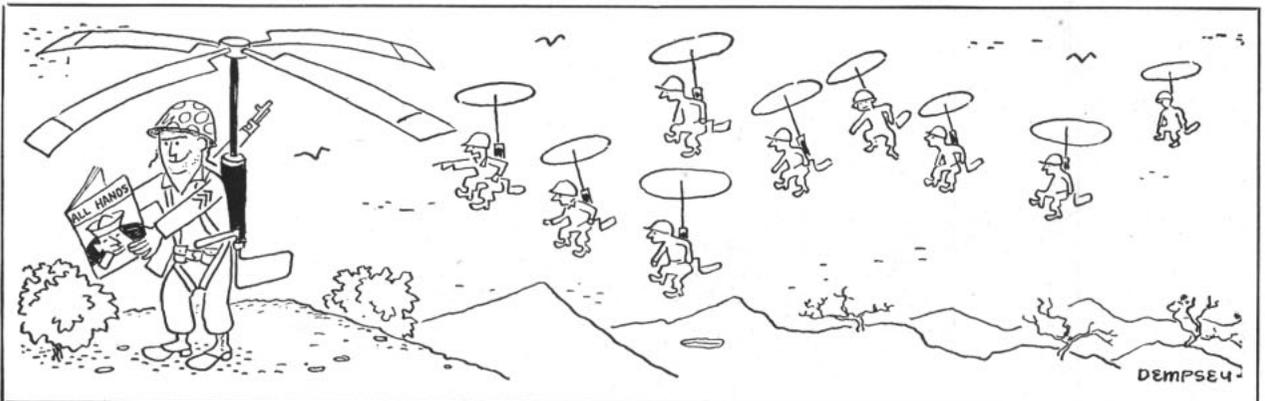
Since initiation of military shipments began in March 1950 more than 9,000 tanks and combat vehicles, 35,000 motor vehicles, 800,000 small arms and machine guns, 12,000 pieces of artillery and some 300,000 rounds of ammunition have been supplied to NATO and other friendly countries.

* * *

A TINY, EARRING-LIKE DEVICE attached to one's ear may end a pilot's worries about lack of oxygen. The unique warning device was developed by the Air Force's Aviation Medicine Branch.

Operating on an electric eye principle, the warning device uses the ear lobe as a light filter. It is activated by the slightest change in the oxygen content of the blood since blood lacking in oxygen changes to dark red.

The device is connected by wire to the plane's instrument panel. When a photoelectric eye detects the blood's color change, a red light flashes brightly on the instrument panel, warning the pilot of impending danger and the possibility of passing out.



PASS THIS COPY ALONG—If you don't, nine other guys will be kept up in the air about what's going on.

THE BULLETIN BOARD

Enlistments Involuntarily Extended for Nine Months By New Alnav, 11-52

Enlistments of certain members of the Regular Navy and Marine Corps and their Reserve components have been involuntarily extended for a nine-month period pursuant to Presidential Executive Order issued in accordance with an Act of Congress of 27 July 1950, as amended. Details of these extensions are contained in Alnav 11-52 (NDB, 30 Apr 1952).

Personnel subject to this action are EMs whose enlistments were scheduled to expire between 1 July 1952 and 1 July 1953.

Persons exempted from the above extensions are:

- Those whose enlistments were voluntarily extended under conditions where the effective date of the voluntary extension is on or after 28 July 1950.
- USNEV and USMCV.
- Those who have once been involuntarily extended.

This new involuntary extension will not apply to those who voluntarily extend or reenlist. Such persons are governed by BuPers Circ. Ltr. 84-51 (NDB, January-June 1951), which provides for reenlistments of four and six years and voluntary extensions of one, two, three and four years.

Those persons who voluntarily reenlist or extend the enlistments, moreover, may be paid the usual reenlistment allowance or bonus, mileage, and lump-sum payment for unused leave, provided they are entitled to such payments and allowances. Full information on reenlistments and voluntary extensions, along with a table of payments and benefits, is contained in BuPers Circ. Ltr. 84-51. This letter is discussed in ALL HANDS, September 1951, pp. 54 and 55.

Personnel who are otherwise subject to the involuntary extension of enlistment and choose to reenlist under the provisions of Circ. Ltr. 84-51 may be granted reenlistment leave at the convenience of the com-



"The ship's mascot just got transferred!"

mands to which they are attached. Under present provisions, however, personnel are authorized to reenlist on board only. Therefore, they may not be transferred for reenlistment leave (with permission to report upon completion of leave to the receiving station nearest their leave address).

Members of the USN, USNR, USMC, and USMCR, who are not qualified in all respects for reenlistment may not reenlist or voluntarily extend their enlistment. They will, however, be involuntarily extended under the terms of Alnav 11-52.

NROTC Main Source of Regular Navy Officers

The major source of Regular Navy officers today is not the Naval Academy—as is commonly believed—but the NROTC program.

The NROTC program, on the other hand, is not the Navy's major source of Reserve officers today. That distinction goes to the Navy's OCS program. A detailed explanation of these programs and the opportunities they offer enlisted personnel is contained in ALL HANDS, February 1952, pages 6 to 11.

More than 400 enlisted men on active duty with the Navy, Marine Corps, and their Reserve components, were selected during February for further processing for the Naval Reserve Officers Training Corps four-year college program; 200 of

Air Parcel Post Limited To Two Pounds, 30 Inches In Both Length and Girth

The size and weight of air parcel post packages addressed to military and civilian personnel overseas have been drastically reduced because of the heavy volume of such parcels and the lack of space in military and civil aircraft.

A backlog of over 300,000 pounds of air parcels has accumulated in recent months, with the result that ship-borne parcel post has reached men in foreign service more quickly—in many instances than parcels routed by air.

Effective 15 March, packages must not exceed two pounds in weight and 30 inches in length and girth combined. Formerly, packages weighing up to 70 pounds and with a combined length and girth of 100 inches could be sent abroad by air.

The restrictions apply to all parcels to be sent via air parcel post to Navy and Marine Corps units, in care of Fleet Post Offices at New York and San Francisco and to Navy numbers in care of the Postmaster, Seattle, Wash.

The limitations will not apply to parcels shipped via surface vessels. There will be no change in the dispatch of air letter mail to overseas personnel.

this group will be appointed under USNR and finally be sent to college. This program leads to commission in the Regular Navy or Marine Corps.

NROTC also operates a "contract student" program which offers reserve commissions in the Navy or Marine Corps.

The Naval Academy program for enrollees in this year's class moved ahead last month when qualified USNA candidates (including enlisted men on active and inactive duty) participated in competitive examinations designed to select those most qualified to enroll in the Naval Academy.

Here's Latest Information on Discharge or Release of Enlisted Personnel

Separation schedules for enlisted members of the Regular Navy and Naval Reserve veterans (as defined by Alnav 37-51) now on active duty are contained in a new directive, Alnav 12-52 (NDB, 30 Apr 1952).

These schedules reduce somewhat the obligated active service of certain Regular Navy enlisted personnel whose periods of enlistment were involuntarily extended for 12 months under the provisions of Alnav 66-

51 or will be extended for 9 months under the provisions of Alnav 11-52.

Alnav 12-52 also provides for the rephasing of certain veteran Naval Reservists from 16 to 12 months for those in a non-drill pay status, and from 22 to 18 months for those in a drill pay status.

Listed below are the schedules for the three categories of enlisted personnel whom the latest Alnav concerns:

Regular Navy Enlisted Personnel

<i>Month of Normal Expiration of Enlistment</i>	<i>Month Eligible for Separation</i>
Prior 1 March 1952	(In Accordance schedule para. 3, Alnav 62-51)
March 1952	February 1953
April 1952	March 1953
May 1952	March 1953
June 1952	April 1953
July 1952	April 1953
August 1952	May 1953
September 1952	June 1953
October 1952	June 1953
November 1952	June 1953
December 1952 through June 1953	July 1953

Naval Reserve Veterans Not Receiving Drill Pay At Time of Receipt of Orders to Active Duty

<i>Month Placed on Active Duty</i>	<i>Month Eligible for Separation</i>
Prior 1 September 1951	(In Accordance schedule para. 1, Alnav 73-51)
September 1951	December 1952
October 1951	December 1952
November 1951	December 1952
December 1951 and thereafter	After 12 months' service on active duty

Naval Reserve Veterans Receiving Drill Pay at Time of Receipt of Orders to Active Duty

<i>Month Placed on Active Duty</i>	<i>Month Eligible for Separation</i>
Prior 1 July 1951	(In Accordance schedule para. 2, Alnav 73-51)
July 1951	April 1953
August 1951	April 1953
September 1951	May 1953
October 1951	May 1953
November 1951	June 1953
December and thereafter	After 18 months' service on active duty

Enlisted personnel in categories other than those listed above are to be separated in accordance with schedules contained in Alnav 62, 69, 73 and 109—each of 1951.

Here is a brief rundown of certain classes of personnel subject to

one or more of the above four Alnavs:

- Fleet Reserve EMs are to be separated on the date they complete 24 months' active duty as a Fleet Reservist since 25 June 1950 unless they become eligible for separation

at an earlier date due to transfer to the Retired List.

- Regular Navy and Fleet Reserve EMs in receipt of an authorization to transfer to the Retired List are to be separated on the date preceding the date of transfer to the Retired List.

- Naval Reserve class V-13 EMs are to be separated on the date they complete 24 months' active duty since 25 June 1950.

- Enlisted Reservists who were on continuous active duty in the Reserve program on 25 June 1950 and while so serving were subsequently transferred to active duty in the Regular establishment are to be separated on the date they complete 24 months' continuous active duty. Time is computed from 1 July 1949 or from the date they were placed on continuous active duty in the Reserve program — whichever is later. However, veteran personnel in this category who were not receiving drill pay at the time of receipt of orders to active duty in the Reserve program are to be separated in accordance with the phasing schedule outlined above for veterans in a non drill pay status.

- Non-veterans who were receiving drill pay at the time of receipt of orders to active duty will continue to serve on active duty for a period of 24 months.

- Non-veterans who were not receiving drill pay at time of receipt



"Need a few men to clean the bilges out—think you can get 'em?"

of orders to active duty will continue to serve on active duty for a period of 22 months.

• Enlisted Reservists eligible for separation by reasons other than expiration of enlistment who, subject to approval of the commanding officer, voluntarily execute requests to remain on active duty for a specified period of time (or until their ship returns to the continental U.S.) may be continued on active duty and retained on board provided they have sufficient obligated service. Those not having sufficient obligated service and who desire to remain on active duty must reenlist or voluntarily extend their enlistments in the Naval Reserve. In this event they shall be retained on active duty for an additional minimum period of one year.

In any event, separation dates enumerated above do not apply to personnel who voluntarily remain on active duty, are hospitalized or are otherwise undergoing medical treatment or who are in a disciplinary status.

(Alnavs 62, 69 and 73 of 1951 were covered in ALL HANDS, September 1951, pp. 42 and 43. Alnav 109 was discussed in ALL HANDS, December 1951, p. 41.)

Alnavs and BuPers circular letters pertaining to separation of enlisted personnel are being consolidated and, where necessary, revised. These revised instructions will be ready for promulgation in the near future.

Motion Pictures Available to Ships, Overseas Bases Listed for Distribution

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn 1, N.Y., is published for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in April.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

Room for One More (855): Comedy; Cary Grant, Betsy Drake.

I'll Never Forget You (856)(T): Melodrama; Tyrone Power, Ann Blyth.

Scandal Sheet (857): Melodrama; John Derek, Broderick Crawford.

On Dangerous Ground (858): Melodrama; Ida Lupino, Robert Ryan.

Another Man's Poison (859): Drama; Bette Davis, Gary Merrill.

Boots Malone (860): Drama; William Holden, Johnnie Stewart.

Japanese War Bride (861): Drama; Don Taylor, Shirley Yamaguchi.

A Girl in Every Port (862): Comedy; Marie Wilson, Groucho Marx.

This Woman is Dangerous (863): Melodrama; Joan Crawford, Dennis Morgan.

Woman in the Dark (864): Melodrama; Penny Edwards, Ross Elliott.

Drums in the Deep South (865): Drama; James Craig, Barbara Payton.

Phone Call from a Stranger (866):

Drama; Gary Merrill, Shelley Winters. *The Invitation* (867): Drama; Van Johnson, Dorothy McGuire.

Cloudburst (868): Melodrama; Robert Preston, Liz Sellers.

Indian Uprising (869): Western; George Montgomery, Audrey Long.

With a Song in My Heart (870)(T): Musical; Susan Hayward, Rory Calhoun.

Seven Days to Noon (871): Melodrama; Barry Jones, Olive Sloane.

Slaughter Trail (872): Western; Brian Donlevy, Virginia Grey.

Return of the Texan (874): Melodrama; Dale Robertson, Joanne Dru.

Hold That Line (875): Comedy; Leo Gorcey, Huntz Hall.

Viva Zapata (876): Drama; Marlon Brando, Jean Peters.

The First Time (878): Comedy; Robert Cummings, Barbara Hale.

A Tale of Five Women (879): Drama; Bonar Colleano, Gina Lollobrigida.

Something to Live For (880): Drama; Ray Milland, Joan Fontaine.

Las Vegas Story (881): Drama; Jane Russell, Victor Mature.

The Big Trees (882) (T): Melodrama; Kirk Douglas, Patrice Wymore.

Red Skies of Montana (883) (T): Drama; Richard Widmark, Constance Smith.

Retreat Hell (884): Drama; Frank Lovejoy, Richard Carlson.

Man Bait (885): Drama; George Brent, Marguerite Chapman.

Aladdin and His Lamp (886): Adventure; Patricia Medina, John Sands.

Pride of St. Louis (893): Melodrama; Dan Dailey, Joanne Dru.

When in Rome (894): Drama; Van Johnson, Paul Douglas.

My Six Convicts (895): Drama; John Beal, Milland Mitchell.

African Queen (896) (T): Adventure; Humphrey Bogart, Katherine Hepburn.

Flesh and Fury (897): Melodrama; Tony Curtis, Jan Sterling.

Talk About a Stranger (898): Melodrama; George Murphy, Nancy Davis.

Rose of Cimarron (899): Melodrama; Jack Buetel, Mala Powers.

Bugles in the Afternoon (900) (T): Melodrama; Ray Milland, Helena Carter.

Anything Can Happen (901): Comedy; Jose Ferrer, Kim Hunter.

Lydia Bailey (902) (T): Melodrama; Dale Robertson, Anne Francis.

Weekend With Father (903): Comedy; Van Heflin, Pat Neal.

The Girl in White (904); Drama; June Allyson, Arthur Kennedy.

Geisha Girl (905): Melodrama; Bill Andrews, Archer McDonald.

Steel Town (906): Melodrama; Ann Sheridan, John Lund.

Highline Transfer Works for Appendicitis Victim

When the hospital corpsman of frigate *uss Everett* (PF 8) passed the word that John D. Banghart, FN, USN, was suffering from a severe attack of appendicitis, there was concern among many of his shipmates. *Everett* was a long way from land, they realized, and even longer from the nearest hospital.

But the older Navy hands were thinking in other terms: "Where is the nearest doctor-carrying ship?"

In the pilot house the commanding officer of this ship was determining just that. A three-hour run at full speed would put his ship alongside *uss Valley Forge* (CV 45).

Although it was a cold and overcast day, the sea was slight-to-moderate and the full speed run didn't shake up the patient. As the frigate steamed in position off "Happy Valley's" starboard quarter, the deck forces of the two ships prepared to rig for a highline transfer.

Minutes later a sturdy highline spanned the two ships. This line supported an elaborate boatswain's chair. Banghart was secured in the chair and started on his way. On board the carrier he was taken to the operating table where skilled hands quickly removed the troublesome vermiform appendix.

BuPers Announces List of Advancements to Acting Chief Petty Officer

Advancement of 2,642 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

The first class POs selected for advancement were those with the highest multiple standings in their respective ratings, as compiled from the scores in the Navy-wide competitive examinations conducted last January.

BuPers Circ. Ltr. 71-52 (NDB, 30 Apr 1952), which lists the names, service numbers and respective standings of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects qualified and eligible. Such advancements were to be effective not earlier than 16 June 1952, nor later than 16 Aug 1952.

All the advancements are temporary and subject to the provisions of BuPers Circ. Ltr. 181-50 (NDB, July-December 1950).

Naval Reservists, indicated on the list by the letter "R" after their service number, will be advanced to the appropriate emergency service rating in which they are serving.

Besides the 2,642 advancements, there were approximately 5,500 other candidates who successfully passed the examinations but who could not be selected due to budgetary and pay grade limitations. Further advancements may be authorized from this group, however, when future conditions permit. Those of this group whose advancements are not authorized prior to the next examination for pay grade E-7, will be required to re-compete for advancement.

Regular Navy personnel who competed successfully and whose final multiple was high enough to be advanced to pay grade E-7 under the provisions of BuPers Circ. Ltr. (NDB, 31 Jan 1951), are included in the promotion list. Included in this category are those who reenlisted in the Regular Navy in a pay grade lower than the pay grade in which they were discharged. Also, personnel of this category now in pay grade E-5 or lower who passed, but failed to stand high enough for selection within the established quotas for pay grade E-7, will be

Going up! Who can Make it 100 Per Cent

Off-duty study for advancement in rating paid off for 87.5 per cent of all candidates on board USS *Eversole* (DD 789) who went up for the January examinations.

In spite of seven months' tour of combat duty with Task Forces 77 and 95 in the Korean conflict, the 105 men in *Eversole* who made the extra effort to find time to study for higher pay grades were rewarded with promotions.

authorized by individual letters to commanding officers, to be advanced to pay grade E-6.

Listed below are the number of men advanced in each E-7 acting appointment (temporary) rating:

Aviation Boatswain's Mate,	
AB	28
Air Controlman, AC	30
Aviation Machinist's Mate, AD ..	74
Aviation Electrician's Mate, AE ..	56
Aviation Photographer's Mate,	
AF	3
Aerographer's Mate, AG	12
Aviation Storekeeper, AK	29
Aviation Electronicsman, AL	42
Aviation Structural Mechanic,	
AM	29
Aviation Ordnanceman, AO	20
Aviation Electronics Tech, AT	90
Boatswain's Mate, BM	187
Boilerman, BT	25
Builder, BU	9
Driver, CD	16
Construction Elec Mate, CE	7
Mechanic, CM	9
Commissaryman, CS	42
Communications Technician,	
CT	84
Damage Controlman, DC	29
Disbursing Clerk, DK	14
Draftsman, DM	3
Dental Technician, DT	16
Electrician's Mate, EM	130
Engineman, EN	117
Electronics Technician, ET	117
Fire Controlman, FC	19
Pipefitter, FP	13
Fire Control Technician, FT	22
Gunner's Mate, GM	104
Hospital Corpsman, HM	124
I. C. Electrician, IC	12
Instrumentman, IM	2
Journalist, JO	3

Lithographer, LI	4
Machine Accountant, MA	12
Metalsmith, ME	15
Molder, ML	1
Machinist's Mate, MM	89
Mineman, MN	12
Machinery Repairman, MR	10
Musician, MU	7
Opticalman, OM	1
Photographer's Mate, PH	16
Printer, PI	1
Patternmaker, PM	1
Personnel Man, PN	51
Parachute Rigger, PR	9
Quartermaster, QM	325
Radarman, RD	35
Radioman, RM	111
Steward, SD	33
Ship's Serviceman, SH	21
Storekeeper, SK	120
Sonarman, SO	28
Surveyor, SV	None
Steelworker, SW	3
Tradesman, TD	10
Teleman, TE	49
Torpedoman's Mate, TM	16
Utilities Man, UT	3
Yeoman, YN	142

Marks attained by personnel who competed but whose names do not appear on the list may be obtained by submitting requests to the Chief of Naval Personnel (Attn: Pers-E3b). However, such requests must be made in letter-form as prescribed by Enclosure "B" of the circular letter. Information as to whether the candidate passed or failed the examination will be indicated by the letters "P" or "F", and failure of one or more operational tests, where applicable, will also be indicated.



"Where have you been, Snerd—I've been looking all over for you?"

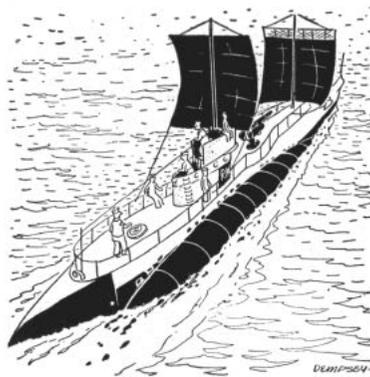
WAY BACK WHEN

Sailboat Submarine

When the Navy, in the spring of 1921, received word of a tugboat missing in the Pacific, the submarine USS R-14 was dispatched to the area. While conducting an exhaustive search far at sea, R-14 ran out of fuel. This would pose somewhat of a predicament even in the face of modern methods and facilities for dealing with such a situation, but in our Navy of some 30 years ago necessity often became the parent of ingenuity. So it was with the officers and men of R-14.

Following a brief consultation of all hands, the crew went to work breaking out an odd assortment of gear including blankets, hammocks, bunks, curtain rods from the officers' quarters, and a ramrod of a 3-inch gun. In short order, the sub was transformed into a veritable windjammer.

With the radio mast serving as a mainmast, and the torpedo loading davit as a foremast, a dozen hammocks were rigged as a foresail. Five bunks formed the tip boom, and the ramrod the lower boom. Eight blankets were rigged as a mainsail, with the one-inch curtain rods serving as



top and lower booms. Miscellaneous sections of pipe completed the strange but, as it proved, practical array.

R-14, with blankets and hammocks flapping in the moderate breeze, managed to average about two knots over better than a 100-mile course into Hilo Bay, Hawaii, where the weird-looking craft was greeted with wondering eyes.—E. J. Jeffrey, JOC, USN.

Responsibility of Claimants for Dependent Travel Cited

Regulations on filing claims for reimbursement for travel expenses of dependents have been revised in BuPers-BuSandA joint letter of 11 Mar 1952 (NDB, 31 Mar 1952).

The purpose of the new regulations, which became effective 1 May, is to prevent improper claims and discourage claims of doubtful validity.

Naval personnel applying for reimbursement must now sign a certified statement showing full address of dependents at the time orders for change of permanent duty station were received. Also, the statement must show the full address of dependents at new duty station and the date of their arrival.

Upon signing the Voucher for Reimbursement for Expenses Incident to Dependents Travel (Nav. S. and A. Form 912 and 913), applicants will be advised that they become legally responsible for the accuracy of their statements. Disbursing offi-

cers will not accept a claim form signed in blank.

Claims for travel of dependents of members who are discharged or released to inactive duty will be forwarded to the Bureau of Naval Personnel for approval. Settlement of claims for dependents' travel will not be effected by local disbursing officers when such claims are submitted by members who are no longer on active duty.

Local commands will from time to time select claims for the purpose of verifying the accuracy of the member's certification of locations and dates on which the dependents' travel was actually performed. Also, the Navy will continue to review copies of paid claims periodically to assure that all the requirements of law and regulations have been met.

All other provisions for claims of dependents' travel as outlined in *Naval Travel Instructions*, paragraphs 8152-4 and 5, and the member's responsibility as outlined in BuPers Circ. Ltr. 162-51 (NDB, 30 Sept 1951), remain in effect.

Naval Academy Candidates To Take Examinations for Preparatory School 7 July

Qualified enlisted personnel may now be nominated by their commanding officers to participate in the Navy-wide examination for entrance to the U. S. Naval Preparatory School as candidates for appointment to the Naval Academy by the Secretary of the Navy. The examinations will be held 7 July 1952.

Enlisted men of the Regular Navy and Marine Corps, and members of the Reserve components who are serving on active duty (except training duty) at the time of the July examination, are eligible for consideration for nomination, according to BuPers-MarCorps Joint Ltr. of 3 Apr 1952 (NDB, 15 Apr 1952). Candidates will be selected and examined in accordance with the provisions of *BuPers Manual* Articles C-1203, D-2308 and D-2309, and Marine Corps General Order 40.

Transfer to the Preparatory School can not be effected unless the candidate has obligated service to at least 1 July 1953. To qualify, a man may extend his enlistment for a minimum of one year in accordance with BuPers Circ. Ltr. 84-51 (NDB, January-June 1951), or *MarCorps Manual* para. 5550.

This year's class at the Preparatory School will begin about the first week in September. The course of instruction will last 28 weeks. At the end of the course the top 160 graduates will be appointed to the Naval Academy by SecNav.

The candidates' application forms (NavPers 675) with the examination grades should be forwarded by commanding officers via air mail to the Chief of Naval Personnel (Attn: Pers-C1214) in accordance with *BuPers Manual*, Art. D-2309 (3). The examinations should be forwarded via regular mail as soon as possible after 7 July in order to expedite processing by the Bureau of Naval Personnel.

There are several recommended texts obtainable from naval sources which are useful in preparing for the preliminary exams. These are listed in BuPers Circ. Ltr. 14-52 (NDB 31 Jan 1952).

Enlistment or Reenlistment In the Regular Navy May Mean Advancement in Rate

Personnel who enlist or reenlist in the Regular Navy under continuous active service conditions may be considered for advancement to rates for which they qualified through service-wide competitive examinations during their previous USN enlistment or USNR tour of active duty.

In accordance with BuPers Circ. Ltr. 15-52 (NDB, 31 Jan 1952), personnel who reenlist in the Regular Navy under the continuous active service conditions, may now be considered for advancement provided they meet certain requirements.

Former USN personnel must:

- Reenlist in the Regular Navy within three months from date of discharge from the preceding USN enlistment, and;

- Have passed all phases of service-wide competitive examinations for appropriate general service rates in the previous Regular Navy enlistment, and,

- Have been included among those whose advancements were authorized, but who were transferred for discharge prior to the date on which advancement could be effected, and otherwise have maintained full eligibility for advancement except for the intervening transfer to a separation activity for discharge.

Former members of the Naval Reserve must:

- Enlist in the Regular Navy within three months from date of separation from a tour of not less than one year of active duty. (Qualifying service includes both active naval service in the regular establishment and continuous active duty (CAD) in an Active Naval Reserve (ANR) billet.)

- In addition, the former Reservist must have been fully eligible for enlistment in the pay grade of his permanent rate and for advancement to pay grade of the temporary rate held at time of separation from the prior tour of active duty. This includes completion of substantiating examination required by BuPers Circ. Ltr. 8-51 (NDB, Jan.-June 1951).

Eligible candidates must submit their requests for advancement within three months from the date of

Latest on Submitting New Officer Data Card

New instructions covering the Officer Data Card (NavPers 340-Rev. 10-51) have been set forth in BuPers Circ. Ltr. 32-52 (NDB 29 Feb 1952.) The revised card now contains spaces for additional information required from naval aviator and aviation pilots. Also, in the section of the card where next duty desired is to be listed, the term "Advance Base" has been changed to "Foreign Shore Duty."

Instructions specify that the data cards are required of all officers, commissioned and warrant, and from aviation pilots; that the cards should be submitted to BuPers directly, with the exception of aviation controlled officers and aviation pilots who submit directly to DCNO (Air). Two copies are to be submitted by aviation and submarine personnel, while one copy only is to be submitted by all other officers.

(Although aviation pilots have been requested for some time to submit data cards, the limited number of cards submitted indicates that many APs have been unaware of this requirement.)

A space for an AP to list his date of expiration of enlistment is also contained on the revised card.

The additional information to be listed by Naval Aviators and APs comes under the heading of "Approximate Pilot Hours Last Five Years." Spaces are here for listing type of plane, number of hours, total Navy pilot hours, civilian pilot hours, service group and instrument card.

In the spaces listed as "Foreign Shore Duty," all officers should in-

dicating preference for shore duty outside the U.S. which for rotational purposes is countable as sea duty.

In this connection, the BuPers Manual (Article C-5102) states that "for rotational purposes foreign-shore duty is divided into two classes: (a) Desirable locations are considered the same as shore duty in the U.S.; (b) Other locations are designated as foreign-shore duty and may be combined with sea duty in one cruise for rotational purposes."

A standing list of locations constituting "foreign shore duty" (as duty for rotational purposes) has not been disseminated. Such a list would continually be changing—brought about by varying sea-and-shore rotational balances not only for the various staff corps and the line, but also for the different grades within the various staff corps and the line. In short, what for one officer would "rotationally" be considered "foreign shore duty" would, for another officer, "rotationally" be considered the same as stateside shore duty.

In the "Sea Duty" column on the reverse side of the card, all officers will continue to include all duty served ashore outside the U.S. regardless of whether it is considered shore or sea duty for rotational purposes.

The new directive invites attention to Article B-2205, BuPers Manual, which points out the value to individual personnel of submitting the Officer Data Card to BuPers annually and when significant changes occur, since the cards are used in determining future duty.

their enlistment or reenlistment in the Regular Navy. The commanding officer's endorsement on the request must verify that the candidate has maintained his eligibility for the requested advancement, except for the intervening transfer for separation from active duty and in so far as practicable the other required information.

Requests should be forwarded via the commanding officer to the Chief

of Naval Personnel (attn: Pers-B223).

If within pay grade and rating structure limitations which then may be in effect, advancements to the appropriate pay grade may be authorized by BuPers through the procedures of Circular Letter 15-52, but advancement to E-5 and above will be temporary advancements as prescribed in BuPers Circ. Ltr. 181-50 (NDB, January-June 1950).

Navy's Policy of Ordering Released Personnel to Active Duty Restated

Can Reserve officers and enlisted personnel who have been released to inactive duty be ordered again to active duty?

The Navy Department's basic policy regarding the ordering to active duty of Naval Reservists who have been released to inactive duty is established for three categories of Reservists by BuPers Circ. Ltr. 58-

52 (NDB, 15 Apr 1952).

An exception to the following categories is that in time of war or a national emergency, which has been *declared by Congress*, as provided by Section 21 of the Universal Military Training and Selective Service Act of Public Law 51 (82nd Congress), any Reservist can be called to the colors. It should be noted, however, that the present state of national emergency was declared by the President and not by Congress.

- Category 1 — Reservists who are *veterans* of World War II and who have served 17 months or more active duty since 25 June 1950 *will not again* be ordered to active duty for periods in excess of 30 days without their consent.

The definition of a *veteran* in this category, according to Public Law 51, is "any member of the inactive or volunteer Reserve who has served on active duty for a period of 12 months or more in any branch of the armed forces between the period 7 Dec 1941 and 2 Sept 1945."

- Category 2 — Included in this category are those non-veterans who were released or discharged from continuous active duty as Regular or Reserve members in any branch of the armed forces since 25 June 1950 under the current separation instructions of the armed forces. The Navy's announced policy concerning personnel in this category is that although there are no similar legal restrictions on the involuntary ordering to active duty of other categories of Naval Reservists, it is the current policy of the Navy Department *not* to involuntarily order to active duty for periods in excess of 30 days any Naval Reservist who was released or discharged from continuous active duty as a Regular or Reserve member since 25 June 1950.

- Category 3 — Regular and Reserve personnel who were released or discharged from continuous active duty since 25 June 1950 and who become members of the Organized Reserve will not be ordered to active duty without their consent.

Those in each of the above categories, it should be noted, *are*, however, subject to orders to active duty in the event of a national emergency declared by Congress.

Protect Your Dependents by Having Correct Record of Emergency Data on File

As a result of recent legislation the Record of Emergency Data (DD Form 93-1 Jan 1950) has been revised. The revision was made to enable servicemen to furnish the Navy Department with certain information that is required by law should the Navy be called upon to pay death benefits to your dependents.

The new form is known as DD Form 93 (1 Feb 1952). It is one of the most important pages of your service record, and it should, at all times, contain up-to-date and correct information if your dependents are to receive quick service in the event of an emergency.

Your DD Form 93 should be *corrected without delay* when a major change in your status occurs, such as dependent's change of *permanent* address, marriage, births, divorce, promotion from enlisted rating to officer rank, reenlistment, or upon reporting for active duty.

If there has been *no change* in your status since DD Form 93 (1 Jan 1950) was completed, the revised form of 1 Feb 1952, should *not* be filled out.

Unfortunately, some naval personnel who became casualties were careless and negligent in keeping this Emergency Data up-to-date. As a result their dependents were needless victims of delay.

Here are some of the important facts you should know about the data to be furnished on your Emergency Data DD Form 93:

- Your wife's name and permanent address must be shown even though you may be divorced or legally separated when you are required to pay alimony or support.

- If your dependent and/or beneficiary is in the class of guardian, you are required to indicate whether step-parent, foster parent, "in loco parentis," guardian or adopted parent.

- If you do not wish to designate a beneficiary to receive the six months' pay death gratuity, you should state in your own handwriting the following: "I decline to designate any person to receive this payment." Only your relatives, desig-

SONGS OF THE SEA



Blow The Man Down

Oh, blow the man down, boys, blow the man down,
Way ay, blow the man down!
Oh, blow the man down in Liverpool town,
Give me some time to blow the man down!

As I was walking down Paradise Street,
A brass-bound policeman I happened to meet.

Says he, "You're a Black Baller by the cut of your hair,
I know you're a Black Baller by the clothes that you wear."

"Oh policeman, policeman, you do me great wrong,
I'm a Flying Fish sailor just in from Hong Kong."

They gave me three months in Walton Gaol,
Way, ay, blow the man down!
For booting and kicking and blowing him down,
Give me some time to blow the man down!
—Old Sea Chantey.

nated by you, are eligible to receive payment without proof of dependency.

It is advisable to study the Emergency Data Form DD 93 (1 Feb 1952) and the instructions on the reverse side. For additional details and instructions for proper execution of the revised form, BuPers Circ. Ltr. 47-52 (NDB, 31 Mar 1952) provides procedures for office and enlisted personnel of all categories. Another source of information for Navymen will be found in *BuPers Manual*, Art. B-2312, and for marines, refer to *MarCorps Manual*, Para. 11223. It is *your responsibility* to maintain a complete and accurate Emergency Data form.

New Pamphlet Lists Pubs Essential to Advancement

As every EM knows, one of the requirements for advancement in rating is the successful completion of Navy Training Course, if there is one available pertaining to your rate. In addition, there are various miscellaneous training publications which also are valuable in preparing for advancement.

These various training courses and training publications — all of which are used as source material for professional and military advancement in rating exams—are listed by title in a new pamphlet. The title of the pamphlet is *Training Courses and Publications for General Service Ratings* (NavPers 10052).

Wide distribution is being given this guide. It is now going to practically the same naval addresses as ALL HANDS at the rate of one for every 25 EMs.

This pamphlet serves a two-fold purpose. It helps a person select the most appropriate training publications for use in preparing for advancement in rating. It also specifies the Navy Training Courses which Enlisted Personnel must complete before advancement to a higher rate.

Issuance of the new pamphlet is announced in BuPers Circ. Ltr. 54-52 (NDB, 30 Apr 1952). The list of training courses and publications it contains supersedes the previous list (which was contained in ALL HANDS, January 1950, pp. 52-53.)

HOW DID IT START

Loran

The art of navigation was born when primitive man first observed that certain objects would float without sinking. Heavenly bodies undoubtedly were the sole guide of early sailors who dared venture beyond sight of land. In the 12th century the mariner's compass, though crude, was introduced. Later came the perfection of the compass as an exact instrument. Coast lines were mapped. Depths and shallows of the seas were sounded. Astronomical tables became more accurate. Mechanical aids such as the sextant came into being. And so on down through the centuries navigational equipment and systems have developed into the almost magical aids available to the present day mariner.

Of modern navigational devices, perhaps the most dependable and efficient is the system known as loran. Developed during World War II, loran, simply, is a method enabling navigators to establish the position of their ships or aircraft by determining a "fix" based on the reception and plotting of special radio signals from transmitting stations of known position.



The word loran is formed by combining the initial letters of LONG RANGE Navigation. Loran's great advantage over all other aids to navigation is that the system is operative day and night regardless of clouds, storms, or other weather conditions which might prevent position finding by sighting landmarks or shooting the sun or stars.

Disabled Personnel May Buy Special Form of Insurance

Navymen who are released from active duty on or after 25 Apr 1951 and who are suffering from service-connected disabilities may now apply for a special form of National Service Life Insurance.

To be eligible to purchase the new type NSLI policy the veteran suffering with a service-connected disability must have been discharged under conditions other than dishonorable and be found by Veterans Administration to be suffering from a disability which would entitle him to compensation of 10 per cent or more in degree.

This special insurance is a form of NSLI available on the following plans: Five-Year Level Premium Term, Ordinary Life, 30-Payment Life, 20-Payment Life, 20-Year Endowment, Endowment at Age 60 and Endowment at Age 65. The selected plan may be bought in amounts from \$1,000 to \$10,000. However, if the veteran is found

by the VA to be totally disabled, he cannot purchase the endowment plans. If he is carrying a standard policy of less than \$10,000, he may purchase the new type policy, but the total of insurance can not exceed \$10,000.

Applications for this insurance must be made within one year from the date the Veterans Administration determines the applicant's disability to be service-connected. The policy selected will be issued upon the same terms as the standard NSLI except for certain differences in premium rates, and cash, loan, paid-up and extended values.

The same privileges of designating or changing beneficiaries and of selecting or changing the optional settlements are allowed in the new type policies as exist in the older standard forms of NSLI.

The VA pamphlet No. 9-8 gives the nonparticipating premium rates for the new policies. Additional details of the new NSLI plan are contained in BuPersMarCorps Joint Ltr. of 9 Apr 1952 (NDB, 15 Apr 1952).

Circumstances May Require Junior to Leave Car Before Senior

The special feature in the March 1952 issue of ALL HANDS (*Naval Courtesy-Ashore and Afloat*) has raised a question calling for clarification on the subject of juniors and seniors entering and leaving vehicles.

A drawing on page 26 of the March issue shows a lieutenant (junior grade) and a captain entering and leaving an automobile. The caption beneath it reads: "Enter and leave car in same order as boat (junior first in, last out.)"

This rule of courtesy is based on *Navy Regulations*, Article 2112, which states in part: "Officers shall enter boats and automobiles in inverse order of rank and shall leave them in order of rank, unless there is special reason to the contrary. The seniors shall be accorded the more desirable seats." Another rule is that the seat on the right hand side



"Relax, Rollinson! I'm only changing the water."

of an automobile, being the seat of honor, is traditionally occupied by the senior officer. When entering a car from the right, both rules of courtesy may be observed without awkwardness. However, there are times when a car is parked in such a way that the senior must enter a car from the left hand side.

This situation sometimes occurs at ceremonies. It is also a common situation at overseas' locations where cars drive and park on the left hand side of the road. In such cases the senior would enter the car first to take the right hand seat and thus avoid an awkward entry and stumbling over the junior officer; the junior would leave the car first.

The above situations, coming under the "special reason to the contrary" provision of Article 2112, would reverse the usual order of entering and leaving vehicles.

Requests are Desired From Officers and EM For Duty with NAMTUs

Officer and enlisted personnel who complete 18 months' "on the road" duty in Naval Air Mobile Training Units and who make three or more moves during that time are now eligible for 24 months' additional shore duty, according to a directive issued by the Chief of Naval Personnel.

Requests are desired from qualified personnel in aviation ratings who want duty as instructors with Aircraft Maintenance; Aircraft Crash, Fire and Rescue; Munitions, Ordnance and Re-arming; and Mobile Operational Flight trainer units.

Personnel assigned to NAMTUs are attached to the Naval Air Technical Training Center, Memphis, Tenn. Each man assigned to a trainer is screened by a board located at Memphis and is selected on the basis of required ability, skill, rating, service requirements, personal problems and proper character traits.

The nature of this duty usually involves frequent movement on TAD, and normally, a man is not assigned duty in a Trainer unless he is temperamentally adapted and willing to perform duty for long periods of time away from his home.

Personnel interested in such duty may submit requests for instruction duty to the chief of Naval Personnel (Attn: B212) in accordance with the provisions of BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

Skyriding Skyraider Piloted By 'Chief' of Indian Tribe

The Navy's first American Indian to make 1,000 aircraft carrier landings is Lieutenant Nicholas T, "Chief" Redeye, USNR. He was returning from a combat mission over North Korea when he set his record with an AD-4 Skyraider on board *uss Boxer* (CV 21).

Lieutenant Redeye, a full-blooded Cayuga Indian, is an old hand at carrier flying. During World War II he won three Air Medals and a Navy Unit Citation. He flew torpedo bombers first from *uss Intrepid* (CV 11) until she was damaged by Japanese kamikaze planes, and then from the flight deck of *uss Hoggatt Bay* (CVE 75) in the battle for Okinawa. Later he and his shipmates helped to liberate POWs in Japan.

After his release to inactive duty in September 1946, "Chief" Redeye continued his flying activities with the Naval Air Reserve at Olathe, Kans., while attending the University of Kansas. He was ordered to active duty 22 Oct 1951 with attack Squadron 65 and later joined *Boxer*.

Requests for Recruiting Duty Desired by BuPers

Requests for assignment to recruiting duty are desired from men who are eligible for shore duty and who meet the qualifications outlined in Article C-5208, *BuPers Manual*.

In addition to the rates indicated in Article C-5208, BuPers also wants requests for recruiting duty from qualified men of the following rates: YN2, YN3, PN2, PN3 and HM2. Requests from qualified enlisted women, in pay grades E-7, E-6 and E-5, are also desired.

Individual requests from enlisted men and women may be submitted

to the Chief of Naval Personnel (Attn: Pers-B61), via commanding officers.

Personnel with less than three years' obligated service remaining must include a statement of intention to extend enlistment or reenlist prior to actual transfer to recruiting duty.

Three choices of duty, indicating city and state, should be submitted. It should be noted, however, that Waves are assigned only to Main Navy Recruiting Stations and not substations.

Further details will be found in BuPers Circ. Ltr. 42-52 (NDB, 15 Mar 1952).

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 7—Temporarily promotes second lieutenants of the Marine Corps and Marine Corps Reserve on extended active duty in excess of 30 days, with dates of rank between 1 April and 1 Oct 1950. Second lieutenants on extended active duty with date of rank on or after 2 Oct are promoted after 18 months in grade.

No. 8—Outlines certain changes in the *Marine Corps Manual*.

No. 9—Concerns expenditure of appropriated funds by commands.

No. 10—Restricts use by the Navy of dried milk manufactured by a certain producer.

No. 11—Involuntarily extends for nine months enlistments of certain members of the Regular Navy, Marine Corps, Naval Reserve and Marine Corps Reserve whose enlistments would normally expire on or after 1 July 1952 and before 1 July 1953. (See story this issue).

No. 12—Gives schedule for re-

lease from active duty of Regular and Reserve enlisted personnel.

No. 13—Directs commands to eliminate non-essential operations that consume petroleum products during oil strike.

NavActs

No. 4—Established 18 April 1952 as date for receipt of applications from Navy officers, lieutenant through captain, for postgraduate study in operations analysis.

BuPers Circular Letters

No. 58—Outlines the Navy's policy regarding ordering Naval Reservists to active duty after they have been released to inactive duty following service in excess of 30 days after 25 June 1950.

No. 59—Calls attention of commanding officers to the importance of the Navy job classification code for enlisted personnel.

No. 60—Pertains to unauthorized absenteeism and discusses the means to reduce it.

No. 61—States the eligibility of Reserve officers on active duty for assignment to duty under instruction of courses of four months to three years' duration.

No. 62—Consolidates directives concerning the release to inactive duty of Reserve officers.

No. 63—Announces eligibility for promotion to lieutenant (junior grade) for Regular Navy ensigns of the line and staff with dates of rank in calendar 1949.

No. 64—Lists the requirements for officers desiring to enroll for language courses at the U. S. Naval School (Naval Intelligence).

No. 65—Announces nine-month course of instruction at U. S. Naval School, Freight Transportation, for Supply Corps officers and a limited number of line officers.

No. 66—Announces publication of a new manual for commissioned officers' messes ashore.

No. 67—Outlines the consolidation into one rating, FT, of fire control man and fire control technician ratings.

No. 68—Cites the policy for the employment of Navy bands and orchestras.

No. 69—Announces issuance of revised *U. S. Navy Uniform Regulations*.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 41

1. (a) Zebra. (Under the new *International Civil Aviation Organization phonetic alphabet system*, the word Zebra has been changed to Zulu. The flag name remains unchanged.)
2. (a) General recall. All personnel, boats and aircraft are to return to the ship.
3. (a) Captains.
4. (b) Flag officers.
5. (c) A scope (oscilloscope). The design is a facsimile of an electronic beam appearing on an A scope screen. The A or scan scope often is referred to as a range scope. Its primary purpose is to give the range of an object, target or other ship from the projecting ship.
6. (b) Pair of earphones (worn by sonar gear operator).

The Navyman who finds himself detailed to duty in a minesweeping force vessel can expect duty in any one of several different types of craft. The more numerous types (in active service) include the *high speed mine*



sweeper (DMS), minesweeping boat (MSB), auxiliary motor minesweeper (AMS) and the simply-named mine sweeper (AM). Largest of these are the DMSs, 2,200-ton ships. Smallest are the motor-launch-size MSBs.

* * *

Most numerous of the mine sweeping vessels is the wooden-hulled AMS. More than 50 of these 136-footers are in active service. Listed at 270 tons,



they are the Navy's largest wooden vessels. Use of wood in their construction tends to reduce the "trigger action" of magnetic influence mines.

* * *

Battle reports from the Korean theater speak in high terms of "sweepers" and their crews. They cleared the way for the Wonsan amphibious landings and opened the sea passage to Chinnampo, to name just a couple of their accomplishments. All the Navy's ship losses in Korean waters have been



sweepers. Four of these hard-working vessels were sunk in the performance of their vital jobs of clearing the coastal lanes. The four sunken ships are: *Pirate* (AM 275), *Pledge* (AM 277), *Magpie* (AMS 25) and *Partridge* (AMS 31).

Action On Current Legislation of Special Interest to Naval Personnel

Here is a roundup of the latest legislation during the second session of the 82nd Congress of interest to naval personnel.

This summary includes new bills introduced and any changes in status of other bills previously reported in this section. As usual, the summary includes congressional action covering generally the four-week period immediately preceding the date this issue goes to press. For information on other legislation of interest, concerning which no major changes in status have occurred, see previous reports in ALL HANDS. The last legislative roundup appeared in the May 1952 issue, page 54.

Military Pay Increase—Public Law 346 (evolving H.R. 5715); the new pay law for the armed services provides for a four per cent increase in base pay as well as a fourteen per cent increase in allowances. A Conference Committee of the Senate and House deleted a provision for combat pay, however, which was included in the original bill (see below for additional legislation on combat pay). Full details of the new pay law will be carried in ALL HANDS next month.

Korean Combat Pay—H. R. 7557: introduced; related bills previously introduced are H. R. 1753, H. R.

5948 and S. 579. H. R. 7557 would provide additional compensation for members of the uniformed services during periods of combat duty at the rate of \$50 per month for officers and enlisted personnel alike. To be eligible, a member would have to be "engaged in actual combat" or "subjected to hostile fire or explosion" for at least six days out of any month, or be injured in action or be captured or reported missing in action during that month.

Voting in the Armed Forces — S. 3091 and H. R. 7571: introduced; would permit all members of the armed forces to vote in any national election and would eliminate any poll tax required of such personnel for a national election.

Attaches Reimbursement — Public Law 312 (evolving from H. R. 2737 and S. 935); authorizes the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions abroad.

Free Postage — H. R. 7515: introduced; to provide free postage on letters mailed by any members of the armed forces on active duty to any point in the U. S. or its territories and possessions. A bill previously introduced, H. R. 6595, authorizes such free postage for men injured in

Korea and hospitalized outside the U. S.

Income Tax Exemption—H.R. 7402: introduced; to provide that all compensation except pensions and retired pay of enlisted personnel in the armed forces shall be excluded from gross income for income tax purposes, and that the first \$200 per month of officers' pay shall also be excluded.

Extension of Patents—H. R. 7394: introduced (a related bill was previously introduced as H. R. 7552); to amend the Act of June 30, 1950, to provide for the extension of the term of certain patents of members of the armed forces who served during World War II.

Hazardous Duty Pay—S. 3033: introduced; to amend the Career Compensation Act of 1949 by reducing and equalizing incentive pay for hazardous duty for members of the uniformed services at \$50 per month instead of the present \$50 for enlisted men and \$100 for officers.

Flight, Submarine Pay — S. 3036: introduced; to amend the Career Compensation Act of 1949 by reducing and equalizing the monthly rates for flight pay and submarine pay for members of the uniformed services at \$30 per month instead of the present varying rates ranging from \$30 to \$240 per month.

Special Pay for Doctors — S. 3019: reported by committee; would extend the application of special pay for doctors and dentists in the armed forces until June 1953. Another bill, S. 3035 has been introduced and would amend the Career Compensation Act of 1949 by abolishing such special pay of \$100 per month for physicians and dentists in the uniformed services. No action has been taken on this latter bill.

Station Allowance — S. 3034; to amend the Career Compensation Act of 1949 by reducing the foreign per diem rates now in effect by 50 per cent.

Veteran's Benefits—H. R. 7642: introduced; to provide readjustment benefits to certain persons who served in the armed forces on or after 27 June, 1950. Another bill, H. R. 7656, would provide vocational readjustment and restore lost educational opportunities to such veterans.

WHAT'S IN A NAME

Fork in the Beam

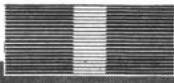


In the old British Navy, when the midshipmen's berth accommodated men of over 40 years of age as well as boys of 11 and 12, a code of words was arranged to prevent the youngsters from seeing or hearing that which was not considered good for their morals. Hence were derived expressions such as "Fork in the Beam."

When a fork was stuck in the beam, it signified that the gunroom seniors wished to be left alone, and the "lads" were to leave the mess—an order which had to be obeyed with alacrity.

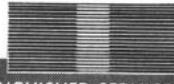
Other expressions included "Fishbones," the verbal order for junior members of the gunroom to shut their eyes; "Breadcrumbs," to stop their ears; and "Matchboxes," to shut their mouths and maintain strict silence.

DECORATIONS & CITATIONS



NAVY CROSS

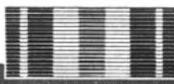
★**DRAGASTIN, Marion T., LTJG, USNR** (posthumously): As pilot of a fighter plane in Fighter Squadron 884, attached to *uss Boxer* (CV 21) during a close support action against enemy forces in North Korea, LTJG Dragastin unselfishly risked his life to save that of another. Assuming leadership of the flight immediately after his division leader was wounded, LTJG Dragastin directed the disabled plane toward friendly territory, and when the stricken airman was forced to bail out over a strongly contested area, remained close to the descending parachute, maintaining effective fighter cover. While engaged in keeping the hostile forces at bay by repeated tree-top level strafing attacks, LTJG Dragastin was fatally hit by enemy fire.



DISTINGUISHED SERVICE MEDAL

First award:

★**MARTIN, Harold M., VADM, USN:** As Commander United States Seventh Fleet during operations against enemy forces in Korea from March 1951 to February 1952, VADM Martin maintained his command at a high level of fighting readiness. He directed the surface and air units of the naval forces under his control and employed new methods to meet the challenge of the ever-changing combat situation. Proficient in deploying the elements of his command for maximum striking power, VADM Martin was directly responsible for the success of close air support activities, bombardment of enemy shore installations, blockading of strategic ports, and vital minesweeping operations.

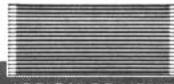


SILVER STAR MEDAL

★**LANE, Monty J., HN, USN** (posthumously): Corpsman with a Marine Rifle Company during action against enemy forces in Korea on 15 Mar 1951.
★**McILVAINE, Aubrey L., LTJG, USNR** (Ret.): Safety officer at the three-inch gun on board *uss Pledge* (AM 277) in action against enemy forces off Wonsan, Korea, on 12 Oct 1950.

★**McMULLEN, Cornelius E., LCDR, USN:** CO of *uss Pirate* (AM 275) in action against enemy forces in Korea from 10 to 12 Oct 1950.

★**MERZ, Oliver J. Jr., RD3, USN:** Sternhook of an LCM, attached to *uss Henrico* (APA 45) in action against enemy forces during the amphibious assault at Inchon, Korea, on 15 Sept 1950.



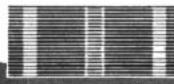
LEGION OF MERIT

First award:

★**McELWAIN, Harry Wm., CDR, USN:** Intelligence officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

★**RYON, William M., CAPT, USN:** Executive officer of *uss Leyte* (CV 32) during operations against enemy forces in the Korea theater from 8 Oct 1950 to 19 Jan 1951.

★**WIGGIN, Bruce E., CDR, USN:** Planning and tactical officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea and during the redeployment of our forces at Hungnam, from 1 August to 26 Dec 1950.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★**THOMAS, Alfred Wm. C., LT, USNR** (posthumously): Pilot of a fighter plane in Fighter Squadron 874 in action against enemy forces in Korea on 18 Apr 1951.

First award:

★**KOCH, Fred L., LT, USNR** (missing-in-action): Pilot of a fighter plane in Fighter Squadron 874 in action against enemy forces in Korea on 13 July 1951.

★**HAWKINS, Horace M., LT, USNR** (posthumously): Pilot of a fighter bomber plane in Fighter Squadron 871, attached to *uss Princeton* (CV 37) during operations against enemy forces in Korea, on 18 May 1951.

★**MOODY, John P., Jr., ENS, USNR** (posthumously): Pilot of a fighter bomber aircraft in Fighter Squadron 871, attached to *uss Princeton* (CV 37) dur-

ing operations against enemy forces in Korea, from 3 June to 22 July 1951.

★**PATTON, William E., ENS, USNR** (missing-in-action): Pilot of a fighter plane in Fighter Squadron 192 during operations against enemy forces in the Korea area on 10 Mar 1951.

★**SAVAGE, James A., LT, USNR** (posthumously): Pilot in Attack Squadron 923, attached to *uss Bon Homme Richard* (CV 31) in action against enemy forces in the Korean area on 3 June 1951.

★**VENES, James J., LT, USNR** (missing-in-action): Section leader and pilot in Carrier Air Group 102, attached to *uss Bon Homme Richard* (CV 31) in action against enemy forces in the Korean area on 11 July 1951.

★**YOUNG, Robert S., LT, USN:** Pilot of a helicopter attached to Helicopter Squadron One, embarked on *uss Rochester* (CA 124) during operations against enemy forces in the Korean theater from 29 November to 1 Dec 1950.



NAVY AND MARINE CORPS MEDAL

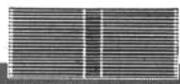
First award:

★**BRYANT, Clyde A., AB3, USN:** Assisted in the rescue of two men from a burning aircraft at U.S. Naval Station, Kodiak, Alaska, 15 June 1951.

★**NUGENT, Michael J., ME2, USN:** Prevented a serious fire on board *uss Boxer* (CV 21) at Pearl Harbor, T.H., on 6 Nov 1950.

★**RAPPOLD, Charles B., Jr., AN, USN:** Assisted in the rescue of two men from a burning aircraft at U.S. Naval Station, Kodiak, Alaska, 15 June 1951.

★**REYNOLDS, Edmond E., MACH, USN** (posthumously): Rescued a shipmate from a carbon-monoxide filled storeroom on board *uss Los Angeles* (CA 135) at anchor in Sasebo, Japan, on 31 July 1951.



BRONZE STAR MEDAL

Gold star in lieu of third award:

★**GIBSON, Robert G., LCDR, USN:** Gunnery officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950, to 19 Jan 1951.

★**STOUT, Richard F., RADM, USN:** CO of *uss Toledo* (CA 133) during opera-

★ DECORATIONS

tions against enemy forces in Korea from 13 to 15 Sept 1950.

Gold star in lieu of second award:

★ ADAIR, Noah, Jr., CAPT, USN; CO of *uss Fort Marion* (LSD 22), a unit of the advance Attack Group, during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

★ BASSETT, Leonard F., CDR, USN: Gunnery officer of *uss Rochester* (CA 124) during operations against enemy forces in the Korean theater from 21 Aug 1950 to 17 Jan 1951.

★ GURNETTE, Byron L., CAPT, USN: Commander Destroyer Division 72 and Screen Commander of Task Group 96.8 during operations against enemy forces in Korea from 26 Aug 1950 to 15 Jan 1951.

★ RICE, Lester K., CAPT, USN: CO of *uss Valley Forge* (CV 45) during operations against enemy forces in the invasion and capture of Inchon, Korea, 13 to 15 Sept 1950.

★ TINSLEY, Leland LT, USN: CO of *uss LST 859* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ TRAPP, Robert I., LT, USN: CO of *uss LST 973* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ VOGELEY, Theodore R., CDR, USN: Executive officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

First award:

★ ALLMON, Clyde E., LCDR, USN: Control officer and commander control group on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea, and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.



"Oh Sam, you look so handsome in that Marine uniform."



"All I did was pull the voting lever, and . . ."

★ ALLSOPP, Charles A., LCDR, USN: Engineer officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ ARIOLI, Peter E., Jr., LT, MC, USNR (posthumously): while serving with a Marine infantry battalion in action against enemy forces in Korea on 3 Dec 1950.

★ BARRON, Charles R., LT, USN: Aerologist on the Staff, Commander Amphibious Group One, during the planning and execution of the amphibious operations against enemy forces at Pohang, Inchon, and Wonsan, Korea, from 1 July to 20 Nov 1950.

★ BECKLEY, Robert M., LT, USN: CO of *uss LST 898* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ BERTAIN, Robert E., RDI, USNR (posthumously): Leader of a CIC Bombardment Team attached to *uss Walke* (DD 723) during operations against enemy forces in Korea from 23 Jan to 11 June 1951.

★ BLANKENSHIP, Merlin M., QMC, USN: Chief quartermaster in charge of the signal bridge on board *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ BODMER, Richard V., LTJG, USN: Officer of the deck on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 October to 5 Dec 1950.

★ BOUTWELL, Emmett B., LT, USN: Landing signal officer of Carrier Air Group Five, attached to *uss Valley Forge* (CV 45) during operations against enemy forces in Korea from 3 July to 19 Nov 1950.

★ BRIDGEMAN, Henry, Jr., GMC, USN: Five-inch battery control officer on board *uss LSMR 401* during operations against enemy forces in the amphibious assault on Inchon, Korea, on 15 Sept 1950.

★ CLARK, Theodore B., LT, USN: Control officer and assistant operations officer in Transport Division 12 during the planning and execution of amphibious operations against enemy forces at Inchon, Korea, 15 Sept 1950.

★ COGBORN, Jeffery L., HM2, USN: Corpsman serving with a Marine Infantry Company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 18 Sept 1950.

★ DEACON, William, III, LT, USN: CO of *uss LSMR 404* in action against enemy forces during the support of the amphibious assault on Wolmi-do and Inchon, Korea, on 15 Sept 1950.

★ DEWEY, Irving D., CDR, USN: Navigating officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ DOUCETTE, Lawrence J., HA, USN (posthumously): Ambulance driver serving with a Marine Medical Battalion during operations against enemy forces in Korea on 24 Sept 1950.

★ GILLESPIE, Robert, HN, USN (posthumously): Platoon corpsman serving with a Marine Infantry Company during action against enemy forces in Korea on 15 Sept 1951.

★ GOODNEY, Willard K., CAPT, USN; CO of *uss Philippine Sea* (CV 47) during operations against enemy forces in the invasion and capture of Inchon, Korea, 13 to 15 Sept 1950.

★ HARER, Arnold W., LT, USN: CO of *uss LST 975* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ HERENDEEN, William R., HM3, USN: Company corpsman attached to a Marine Infantry Company, First Marine Division, during operations against enemy forces in Korea on 21 Sept 1950.

★ HOLZHAUS, Ralph L., LT, USN: CO of *uss LST 914* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ HORSTMAN, Herbert J., BMC, USN: Officer-in-charge of *LSU 608* during the redeployment of allied forces from Hungnam, Korea.

★ HOUSTON, Trumond E., LT, USN: CO of *uss LST 799* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ HOWLE, James M., LCDR, USN: Main propulsion assistant of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ JOHNSON, Edward G., LT, USN: Catapult and arresting gear officer on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 Oct 1950 to 19 Jan 1951.

★ JONES, Charles R., ENFN, USN, serving in *uss LSMR 403* during assault on Inchon, 15 Sept 1950.

★KESTNER, Jesse J., SN, USNR (posthumously): Coxswain of an LCVP attached to *uss Noble* (APA 218) during the redeployment of friendly forces from Hungnam, Korea, on 24 Dec 1950.

★LEE, Curtis J., CDR, USN: Supply officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950 to 19 Jan 1951.

★LOWENTROUT, Jack L., LCDR, USN: Assistant operations officer, employment officer and beachmaster on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

★MACEY, Irving F., LCDR, SC, USN: Supply officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea from 7 Sept to 20 Nov 1950.

★MACONIE, Robert T., LTJG, USN: Air controller and CIC watch officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★MARSHALL, Charles R., HM3, USN: Corpsman attached to a Marine Engineer Platoon in the First Engineer Battalion, First Marine Division, Reinforced, during operations against enemy forces in Korea on 26 Sept 1950.

★MILLER, Charles M., LT, USN: CO of *uss LST 883* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★MIX, Leroy R., LT, USN: Landing signal officer of Carrier Air Group Five attached to *uss Valley Forge* (CV 45) during operations against enemy forces in Korea from 3 July to 19 Nov 1950.

★MOORE, Theophilus H., CDR, USN: Commander Tactical Air Control Squadron One and Tactical Air Commander on the Staff, Commander Amphibious Group One, during the planning and execution of amphibious operations against enemy forces at Pohang, Inchon, and Wonsan, Korea, from 12 July to 28 Oct 1950.

★NOTTER, George C., QMC, USN: Assistant to the navigator of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★PERRY, Louis R., RDC, USN: CIC watch officer and CIC chief petty officer serving on board *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★RAY, Alan, CDR, USN: CO of *uss Horace A. Bass* (APD 124) during op-

erations against enemy forces in the coastal waters of enemy-held Korea, from 12 to 25 Aug 1950, and from 1 to 22 Nov 1950.

★ROTHENAY, Edward F., BM3, USN: Assault boat coxswain of *uss Wantuck's* (APD 125) landing craft on the night of 7 Oct 1950, on the east coast of Korea, at beaches more than 150 miles behind enemy lines.

★RUFF, Olin R., LT, USN: Flight deck officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950 to 19 Jan 1951.

★SCHETTINO, Frank G., LT, USN: CO of *uss LSMR 403* during operations against enemy forces in the amphibious assault on Inchon, Korea, on 15 Sept 1950.

★SHARP, Ralph H., LT, USN: Damage control assistant of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★SHEFFIELD, Fletcher L., Jr., CDR, USN: CO of *uss Brush* (DD 745) during operations against enemy forces in Korea on 26 Sept 1950.

★SHEPARD, George M., Jr., SA, USN: Member of a motor whale boat crew during the evacuation of Korean troops from an enemy-held beachhead at Changsa-dong, Korea, 19 Sept 1950.

★STODDARD, Gerald Wm., LT, USN: Boat officer of *uss Wantuck* (APD 125) during operations against enemy forces on the nights of 6 and 7 Oct 1950, on the east coast of Korea, at beaches more than 150 miles behind enemy lines.

★SUTTON, Merle E., HN, USN, (posthumously), attached to the First Marine Division, 7 Feb 1951.

★SWEENEY, William L., Jr., LT, USN: CIC officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★TAYLOR, Donald C., SN, USN: Assault boat coxswain of *uss Wantuck's* (APD 125) landing craft on the nights of 6 and 7 Oct 1950, at beaches more than 150 miles behind enemy lines.

★TAYLOR, Robert M., MM3, USN, attached to *uss Henrico* (APA 45), 15 Sept 1950.

★THORNTON, John W., LTJG, USNR: Pilot of a helicopter in action against enemy forces in the Korean area on 13 Jan 1951.

★TOPPER, James R., CAPT, USN, commanding officer of *uss Piedmont* (AD 17), 25 June to 22 Oct 1950.

★TOPPING, Thomas R., LT, USNR: Officer of the deck on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 Oct 1950 to 19 Jan 1951.

★VARNEY, Robert L., BM2, USN, attached to Naval Beach Group One, 15 Sept 1950.

★WAGNER, John E., LTJG, USNR: Assisted in the evacuation of Korean troops from an enemy-held beachhead at Changsa-dong, Korea, 19 Sept 1950.

★WEATHERLY, Joseph E., Jr., LTJG, USN: Officer of the deck on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 Oct 1950 to 19 Jan 1951.

★WEIDEMEYER, Dick, LT, USN: CO of *uss LST 857* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★WEIR, Benjamin, Jr., HN, USN, attached to First Marine Division, 25 Sept 1950.

★WENDOLOVSKE, Francis J., HM3, USN, attached to First Marine Division, 16 to 29 Sept 1950.

★WHOOLELY, Lawrence A., LCDR, MC, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

★WICHMANN, Charles J., LCDR, USN, serving in *uss Capapon* (AO 52), 1 August to 28 Dec 1950.

★WILSON, Theodore, H., Jr., LT, USN: Medical officer of *uss Rochester* (CA 124) during operations against enemy forces in the Korean area from 26 June 1950 to 17 Jan 1951.

★YOUNG, Ernest, R., SN, USN: Signalman during the evacuation of Korean troops from an enemy-held beachhead at Changsa-dong, Korea, on 19 Sept 1950.



BOOKS: ADVENTURE; HISTORICAL AND FICTIONAL ON LIST

HISTORICAL NOVELS, a book on vagabond sailing and a mystery yarn are among the books selected for summer reading at ship and station libraries by the BuPers library staff. Here are reviews of some of the latest:

• *Sailboat Tramp*, by Tom Crichton; Norton and Company.

While playing a waiting game in a Japanese prison camp during World War II, Tom Crichton decided that when he got out he would take a long, lazy vacation knocking about Europe in a sailboat.

After the war ended, Crichton saved up a little cash, went to Europe and purchased a sailboat which he renamed "Rozinante"—after the fabled stallion of Don Quixote.

There follows Crichton's odyssey through Sweden, Denmark, Germany, France, Belgium, Holland, Italy, Greece and other points European. On the way he faces such obstacles as customs red-tape, poor sailing weather, and the idiosyncrasies of various nationalities. He meets such interesting characters as journalist-singer Ove, troubadour Gerard, British Ronnie and Janine. And a few unsavory ones, like Joe, appear from time to time.

This is a well-written, interesting and entertaining book which can

be highly recommended for light summer reading.

* * *

• *The Strange Brigade*, by John Jennings; Little, Brown and Company.

In the early 1800s, landowners in the Scotch Highlands turned out many of their tenants so that "the land could be thrown together and turned back to pasture for the sheep." This is the story of a group of Scotch DPs—farmers turned out of their homes—who journeyed to the distant land of Canada to seek a new home. It is the story of Lord Selkirk's Red River Colony and of the conflict between the Hudson Bay Company and the North West Company.

The difficulties experienced by the "exiles" in their effort to get passage to Canada make up the first portion of the book. The reader will get to know schoolteacher Malcolm, who is chosen as leader and recruiter of the movement, Jeannie—a "gey, sonsie lass," Jamie Gordon and many others.

Once in Canada, the settlers' struggles against the elements, sickness and somewhat hostile surroundings are clearly delineated. Adjustments have to be made—even to such trifling matters as "pemmican"—the staple made "out o' buffalo meat an' fat pounded together wi' sugar an' summerberries added." And there is the long, drawn-out struggle with the North West Company.

This is a first-class historical novel, carefully written and well-grounded with authenticity. You'll enjoy it.

* * *

• *Incident at Sun Mountain*, by Todhunter Ballard; Houghton Mifflin Company.

Here's a western—but not a cowboys and Indians western. Set in the period just before the Civil War, it is the story of the "Golden Circle"—a secret group of southern sympathizers which planned to gain control of the Utah mines in the event of war.

Ken English, a troubleshooter, is

sent to Sun Mountain by Senato. Seward to make sure that the rich mine would be added to the Union side of the ledger. Ken manages to pass himself off as a member of the secret organization for a time. The book's climax is reached as the war between the states breaks out—a bloody battle between Ken and Max Crawford, leader of the secret group.

In a brief preface to the volume, Ballard sketches in the historical background on which his work is based.

This is a pretty good story, full of action, adventure and intrigue. It, too, should make for good June reading.

* * *

• *The King is Dead*, by Ellery Queen; Little, Brown and Company.

This month's mystery tale is the latest in the series of popular Ellery Queen adventures.

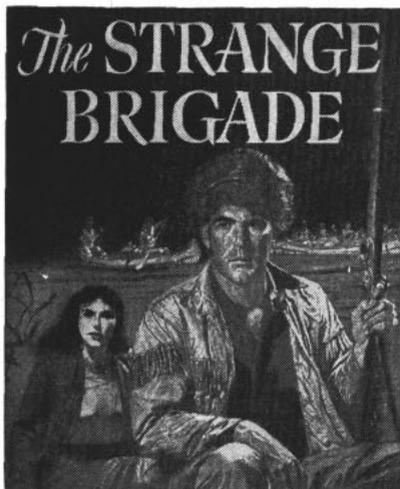
In *The King is Dead*, Ellery and his venerable father, Inspector Queen, are asked to investigate a series of threatening letters being sent to King Bendigo, munitions magnate.

The investigation takes them to Bendigo Island, a mysterious spot where Bendigo rules his employees like a real king. It soon becomes apparent that the letters are being sent by Judah Bendigo, King's alcoholic half-brother. Judah admits this and says he actually intends to kill his brother. His letters spell out the precise date and time: "Thursday, June 21, at Exactly 12:00 o'clock midnight."

At the appointed hour, King Bendigo and his wife are sealed in a vault-like "confidential room" where they work on secret documents. Judah, across the hall in another room with Ellery, raises a pistol (which has been emptied of its cartridges by Ellery), aims it in the direction of his brother and squeezes the trigger. Click. Moments later, Ellery and the inspector open the sealed room. King Bendigo is slumped over his desk, a bullet in his chest. But the king is not yet dead.

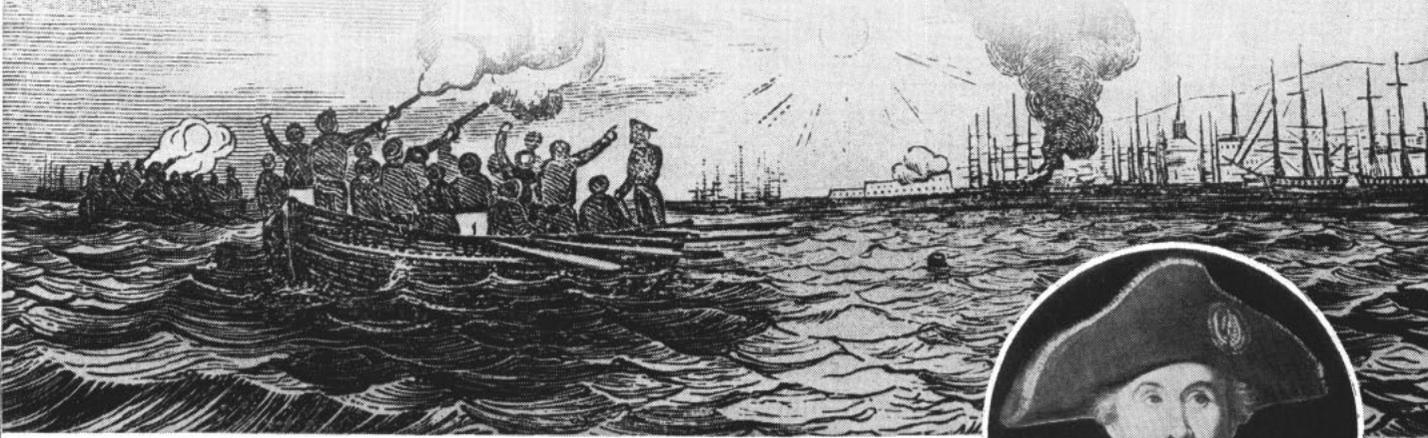
You'll have to read the book to learn how this "impossible" feat of shooting a man with an empty weapon through a steel wall was accomplished.

This yarn should appeal to all Ellery Queen fans.



MALCOLM and Jeannie head the group of hardy Scotch highlanders seeking a new life in wilds of Canada.

JOHN PAUL JONES GENTLEMAN-COMMANDO



ENGLAND'S WEST COAST—SPRING, 1778

In command of the Continental sloop-of-war *Ranger*, John Paul Jones made two daring "commando" raids on British soil during the Spring of 1778, then met and vanquished Britain's man-of-war *Drake* which had been sent to stop him. This episode is recounted in his own words in the "Memoirs of Paul Jones."



In April 1778, the sloop-of-war *Ranger*, flying for the first time the Continental flag of the youthful United States, sailed out of the harbor of Brest, France, with a mission. Under the command of Captain John Paul Jones, *Ranger* had a two-fold aim: to make known the potentialities of the American Navy and to disprove the invincibility of the British coastal defense.

When John Paul Jones and his ship returned to Brest—just 28 days later—he could feel that he had accomplished his mission highly successfully. During this brief period he had landed a small force on British soil fired enemy shipping in the harbor of Whitehaven on the west coast of England. There he landed a force on St. Mary's Isle with the intention of capturing Lord Selkirk, friend of the King of England, as a retaliatory measure against the capture of Americans and the burning of their homes by British troops in the United States.

During the rest of the four-week period he was sailing up and down the British coast, capturing or sinking

ships of all types, ranging from coasting schooners to the proud man-of-war *Drake*.

Jones' reputation—as a naval tactician, as a formidable antagonist, and as a gentleman—was founded on such events as occurred in the Spring of 1778. When he took his crew ashore at Whitehaven he himself led a party through the town on a scouting expedition. Later, as his men were returning in their boats to *Ranger* and some 1500 angry citizens were descending on the docks of Whitehaven, John Paul Jones singlehandedly faced them with his flint-lock pistol. The mob came within 20 paces of him—and stopped.

The famous battle of *Ranger* and *Drake*, within view of the British, coastline, is recounted briefly and matter-of-factly by Jones himself, showing him not only a brilliant naval fighter but a man of modesty.

Finally, the famous letter to Lady Selkirk, in which Jones apologizes for the necessity of taking some of the "plate" from her household and promises to return it to her when circumstances permit, shows John Paul Jones as the prototype of the "naval officer and gentleman."

The following book supplement, in the Commodore's own words, is taken from the "Memoirs of Paul Jones," compiled from his original journals and correspondence, and including an account of his later services as a rear admiral in the Russian service under Prince Potemkin.



I SAILED FROM BREST the 10th of April [1778]. My plan was extensive, I therefore did not at the beginning wish to encumber myself with prisoners.

On the 14th I took a brigantine between Scilly and

JOHN PAUL JONES

Cape Clear, bound for Ostend, with a cargo of flax-seed for Ireland—sunk her, and proceeded into St. George's Channel.

On the 17th I took the ship *Lord Chatham*, bound from London to Dublin, with a cargo consisting of porter, and a variety of merchandise, and almost within sight of her port; this ship I manned and ordered for Brest.

Towards the evening of the day following, the weather had a promising appearance, and, the wind being favorable, I stood over from the Isle of Man with an intention to make a descent at Whitehaven [on the North West coast of England].

At ten I was off the harbour with a party of volunteers, and had every thing in readiness to land. Before eleven the wind greatly increased and shifted, so as to blow directly upon the shore. The sea increased of course, and it became impossible to effect a landing. This obliged me to carry all possible sail so as to clear the land, and to await a more favourable opportunity.

On the 18th, in Glentinebay, on the south coast of Scotland, I met with a revenue wherry. It being the common practice of these vessels to board merchant ships, the *Ranger* then having no external appearance of war, it was expected that this rover would have come alongside; I was, however, mistaken, for though the men were at their quarters, yet this vessel out-sailed the *Ranger*, and got clear in spite of a severe cannonade.

The next morning, off the Mull of Galloway, I found myself so near a Scotch coasting schooner, loaded with barley, that I could not avoid sinking her.

Understanding that there were ten or twelve sail of merchant ships, besides a Tender brigantine, with a number of impressed [Americans] on board, at anchor in Lochryan, in Scotland, I thought this an enterprise worthy my attention. But the wind, which at the first

would have served equally well to have sailed in or out of the Loch, shifted in a hard squall, so as to blow almost directly in, with an appearance of bad weather. I was therefore obliged to abandon my project.

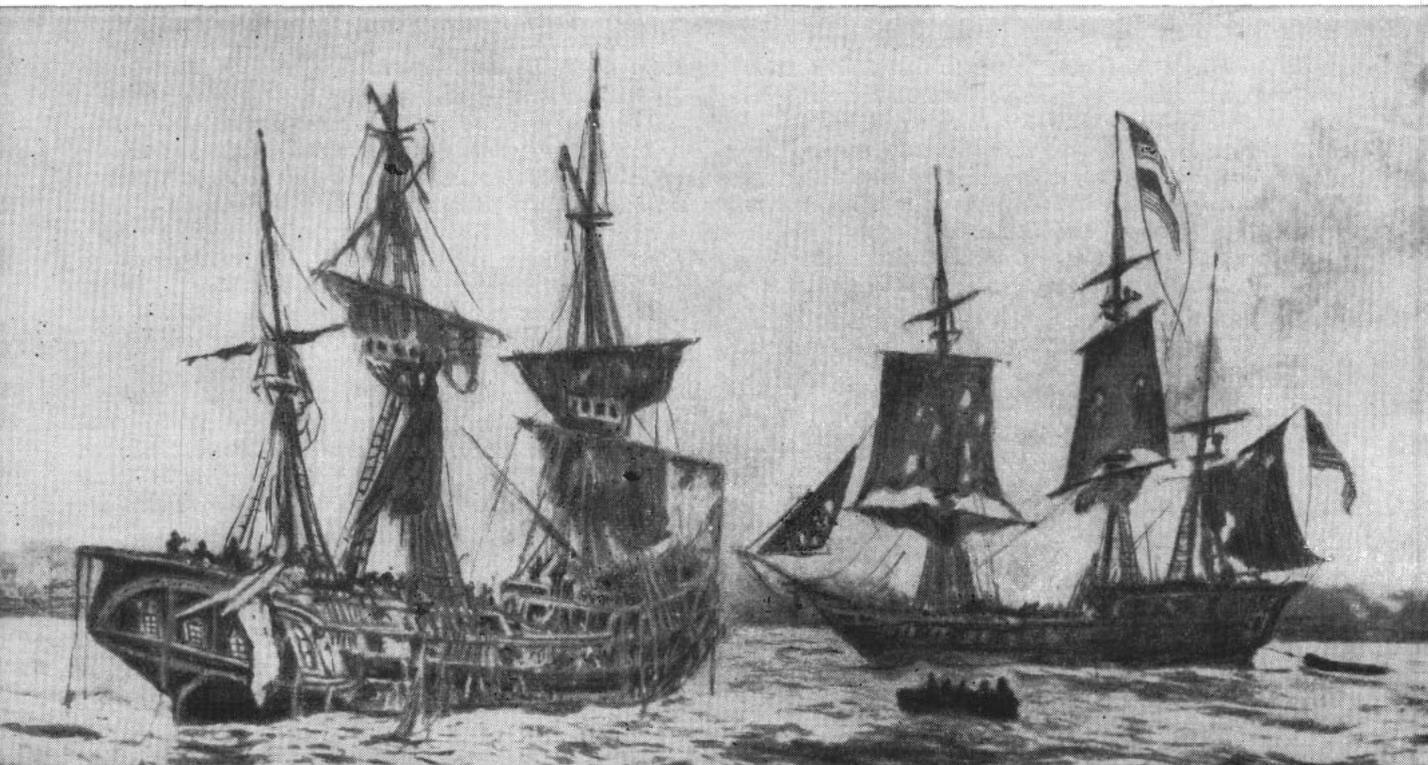
Seeing a cutter off the lee-bow steering for the Clyde, I gave chase, in hopes of cutting her off; but finding my endeavours ineffectual, I pursued no farther. In the evening I fell in with a sloop from Dublin, which I sunk, to prevent intelligence.

The next day, the 21st, being near Carrickfergus [in northern Ireland], a fishing boat came off, which I detained. I saw a ship at anchor in the road, which I was informed by the fishermen was the British ship-of-war *Drake*, of twenty guns. I determined to attack her in the night. My plan was to overlay her cable, and to fall upon her bow, so as to have all her decks open and exposed to our musquetry, &c. At the same time, it was my intention to have secured the enemy by grapplings, so that, had they cut their cables, they would not thereby have attained an advantage. The wind was high, and unfortunately the anchor was not let go as soon as the order was given, so that the *Ranger* was brought to upon the enemy's quarter at the distance of half a cable's length.

We had made no warlike appearance, of course had given no alarm. This determined me to cut immediately, which might appear as if the cable had parted, and at the same time enable me, after making a tack out of the Loch, to return with the same prospect of advantage which I had at the first. I was, however, prevented from returning, as I with difficulty weathered the light-house on the lee-side of the Loch, and as the gale increased. The weather now became so very stormy and severe, and the sea ran so high, that I was obliged to take shelter under the south shore of Scotland.

The 22nd introduced fair weather, though the three kingdoms were, as far as the eye could reach, covered with snow. I now resolved once more to attempt White-

BATTLE at sunset ended in defeat for British man-o'-war, *Drake*. At right is *Ranger*, John Paul Jones' 18-gun vessel.



haven; but the wind became very light, so that the ship would not in proper time approach so near as I had intended.

At midnight I left the ship with two boats and thirty-one volunteers.

When we reached the outer pier the day began to dawn. I would not, however, abandon my enterprise, but despatched one boat under the direction of Mr. Hill and Lieutenant Wallingsford, with the necessary combustibles to set fire to the shipping on the north side of the harbour.

I went with the other party to attempt the south side.

I was successful in scaling the walls and spiking up all the cannon on the first fort. Finding the sentinels shut up in the guard-house, they were secured without being hurt.

Having fixed sentinels, I now took with me one man only, (Mr. Green,) and spiked up all the cannon on the southern fort, distant from the other a quarter of a mile.

On my return from this business, I naturally expected to see the fire of the ships on the north side, as well as to find my own party with everything in readiness to set fire to the shipping on the south. Instead of this, I found the boat under the direction of Mr. Hill and Mr. Wallingsford returned, and the party in some confusion, their light having burnt out at the instant when it became necessary [to fire the ships.]

By the strangest fatality, my own party were in the same situation, the candles being all burnt out.

The day too came on apace, yet I would by no means retreat while any hopes of success remained.

Having again placed sentinels, a light was obtained at a house disjoined from the town, and fire was kindled in the steerage of a large ship, which was surrounded by at least an hundred and fifty others, chiefly from two to four hundred tons, and lying side by side, aground, unsurrounded by the water.

There were, besides, from seventy to an hundred large ships in the north arm of the harbour, aground, clear of the water, and divided from the rest only by a stone pier of a ship's height.

I should have kindled fires in other places if the time had permitted; as it did not, our care was to prevent the one kindled from being easily extinguished. After some search, a barrel of tar was found, and poured into the flames, which now ascended from all the hatchways.

The inhabitants began to appear in thousands, and individuals ran hastily towards us.

I stood between them and the ship on fire, with a pistol in my hand, and ordered them to retire, which they did with precipitation.

The flames had already caught the rigging, and began to ascend the main-mast; the sun was a full hour's march above the horizon, and as sleep no longer ruled the world, it was time to retire.

We re-embarked without opposition, having released a number of prisoners, as our boats could not carry them.

After all my people had embarked, I stood upon the pier for a considerable space, yet no person advanced. I saw all the eminences round the town covered with the amazed inhabitants.

When we had rowed to a considerable distance from



the shore, the English began to run in vast numbers to their forts.

Their disappointment may easily be imagined when they found, I suppose, at least thirty heavy cannon (the instruments of their vengeance) rendered useless. At length, however, they began to fire, having, as I apprehend, either brought down ship's guns, or used one or two cannon which lay on the beach at the foot of the walls, dismounted, and which had not been spiked.

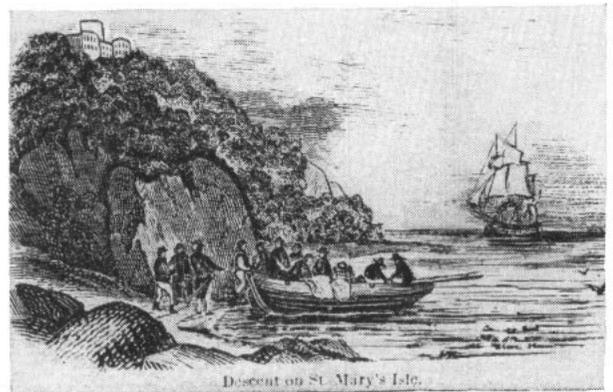
They fired with no direction, and the shot falling short of the boats, instead of doing us any damage, afforded some diversion, which my people could not help showing, by discharging their pistols, &c. in return of the salute.

Had it been possible to have landed a few hours sooner, success would have been complete; not a single ship out of more than two hundred could possibly have escaped, and all the world would not have been able to save the town.

What was done, however, is sufficient to show that not all their boasted navy can protect their own coasts, and that the scenes of distress which they have occasioned in America may soon be brought home to their own doors. One of my people was missing, and must, I fear, have fallen into the enemy's hands after our departure. [In the Ranger's log-book this man is named David Smith. He is probably the same person who, under the name of Freeman, gave information at several houses in a street adjoining the piers, that fire had been set to a ship, and afterwards other information that appears substantially correct. He must have remained on shore voluntarily.]

I was pleased that in this business we neither killed nor wounded. I brought off three prisoners as a sample.

We now stood over for the Scotch shore, and landed at noon on St. Mary's Isle, with one boat only, and a very small party, (twelve men.) The motives which



JOHN PAUL JONES

induced me to land there [to capture Lord Selkirk and hold him hostage against the mistreatment of Americans by British troops] are explained in the copy of a letter which I have written to the Countess of Selkirk.

On the morning of the 24th I was again off Carrickfergus, and would have gone in had I not seen the *Drake* preparing to come out. It was very moderate, and the *Drake's* boat was sent out to reconnoitre the *Ranger*.

As the boat advanced I kept the ship's stern directly towards her, and, though they had a spy-glass in the boat, they came on within hail, and alongside.

When the officer came on the quarter-deck, he was greatly surprised to find himself a prisoner!—although an express had arrived from Whitehaven the night before. I now understood what I had before imagined, that the *Drake* came out in consequence of this information with volunteers against the *Ranger*. The officer told me also, that they had taken up the *Ranger's* anchor.

The *Drake* was attended by five small vessels full of people, who were led by motives of curiosity to see an engagement; but when they discovered the *Drake's* boat at the *Ranger's* stern they wisely put back.

Alarm-smokes now appeared in great abundance, extending along both sides of the channel. The tide was unfavourable, so that the *Drake* worked out but slowly. This obliged me to run down several times, and to lay with courses up, and main topsail to the mast.

At length the *Drake* weathered the point, and having led her out to about mid-channel, I suffered her to come within hail. The *Drake* hoisted English colours, and at the same instant the American stars were displayed on board the *Ranger*. I expected that preface had been now at an end.

The enemy hailed, demanding what ship it was.

I directed the master to answer: *The American Con-*

tinental Ship Ranger [and] that we waited for them, and desired they would come on.

The sun was now little more than an hour from setting, it was therefore time to begin. The *Drake* being rather astern of the *Ranger*, I ordered the helm up, and gave her the first broadside.

The action was warm, close, and obstinate. It lasted an hour and five minutes, when the enemy called for quarters, her fore and main-top-sail yards being both cut away, and down on the cap; the fore-top-gallant-yard and mizengaff both hanging up and down along the mast; the second ensign which they had hoisted shot away, and hanging over the quarter-gallery, in the water; the jib shot away, and hanging into the water; her sails and rigging entirely cut to pieces, her masts and yards all wounded, and her hull also very much galled.

I lost only Lieutenant Wallingsford, and one seaman (John Dongal) killed, and six wounded, among whom are the gunner, (Mr. Falls,) and Mr. Powers, a midshipman, who lost his arm. One of the wounded (Nathaniel Wills) is since dead; the rest will recover.

The loss of the enemy in killed and wounded was far greater. All the prisoners allow that they came out with a number not less than an hundred and sixty men, and many of them affirm that they amounted to an hundred and ninety; the medium may perhaps be the most exact account, and by that it will appear that they lost in killed and wounded forty-two men.

The captain and lieutenant were among the wounded; the former, having received a musketball in the head the minute before they called for quarters, lived and was sensible for some time after my people boarded the prize; the lieutenant survived two days. They were buried with the honours due to their rank, and with the respect due to their memory.

The night, and almost the whole day after the action, being moderate, greatly facilitated the refitting of the ships. A large brigantine ran so near the *Drake* in the afternoon, that I was obliged to bring her to: she belonged to Whitehaven, and was bound to Norway.

I had thoughts of returning by the south channel, but the wind shifting, I determined to pass by the north, and round the west coast of Ireland: this brought me once more off Belfast Loch on the evening of the day after the engagement.

It was now time to release the honest Irishmen whom I took here on the 21st; and as the poor fellows had lost their boat, she having sunk in the late stormy weather, I was happy in having it in my power to give them the necessary sum to purchase every thing new which they had lost; I gave them also a good boat to transport themselves ashore, and sent with them two infirm men, on whom I had bestowed the last guinea in my possession, to defray their travelling expenses to their proper home at Dublin. They took with them one of the *Drake's* sails, which would sufficiently explain what had happened to the volunteers. The grateful Irishmen were enraptured, and expressed their joy in three huzzas as they passed the *Ranger's* quarter.

* * *

(On the 8th May Captain Jones re-entered Brest roads, having been absent only twenty-eight days. The American plenipotentiaries were gratified by the success of this



Jones restores Lord Selkirk's plate.

expedition and the Court of Versailles was still more delighted. The first leisure of Captain Jones on arriving at Brest was employed in writing his celebrated letter to the Countess of Selkirk. The letter, which was entrusted to Franklin for delivery, follows:)

Ranger, Brest, 8th May, 1778.

Madam,

... On the 23rd of April last, I landed on St. Mary's Isle. Knowing Lord Selkirk's interest with the King, and esteeming, as I do, his private character, I wished to make him the happy instrument of alleviating the horrors of hopeless captivity, when the brave are overpowered and made prisoners of war.

It was, perhaps, fortunate for you, Madam, that he was from home; for it was my intention to have taken him on board the *Ranger*, and to have detained him, until, through his means, a general and fair exchange of prisoners, as well in Europe as in America, had been effected. When I was informed by some men whom I met at landing, that his Lordship was absent, I walked back to my boat, determined to leave the island.

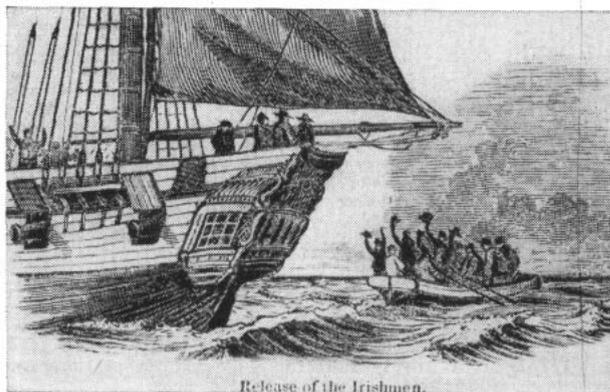
By the way, however, some officers, who were with men, could not forbear expressing their discontent, observing that, in America, no delicacy was shown by the English, who took away all sorts of moveable property, setting fire, not only to towns and to the houses of the rich, without distinction, but not even sparing the wretched hamlets and milch-cows of the poor and helpless, at the approach of an inclement winter.

The party had been with me the same morning at Whitehaven; some complaisance, therefore, was their due. I had but a moment to think how I might gratify them, and at the same time do your Ladyship least injury. I charged the officers to permit none of the seamen to enter the house, or to hurt anything about it; to treat you, Madam, with the utmost respect; to accept of the plate which was offered, and to come away without making a search, or demanding anything else.

I am induced to believe that I was punctually obeyed. . . . I have gratified my men; and, when the plate is sold, I shall become the purchaser, and will gratify my own feelings by restoring it to you by such conveyance as you shall please to direct.

Had the Earl been on board the *Ranger* the following evening, he would have seen the awful pomp and dreadful carnage of a sea-engagement. . .

The British ship of war *Drake*, mounting twenty guns, with more than her full complement of officers



Release of the Irishmen.

J. P. Jones Had a Pay Problem

When John Paul Jones had a problem concerning his Navy pay, he couldn't turn the matter to the disbursing officer in his ship, or write to BuSandA. He had to go to Congress. Following is a copy of a 171-year-old document, in the form of a bill submitted by Captain Jones to the Continental Congress.

In referring to himself as Chevalier, Jones is using the title conferred upon him by the King of France as a Chevalier of the Legion of Honor.

The amount of the bill, coming to £1,400, equals the sum of approximately \$3,732. The bill covers the total time that Jones served in the American Navy, advancing from the rank of Lieutenant to Captain. The date begins, coincidentally, with 7 December, an otherwise historic date in our history. The bill reads:

The Honorable Board of Admiralty of the United States of America—

To the Chevalier Paul Jones—

Dr. for pay in the Navy as follow—Viz.

To pay as senior first lieutenant of the Navy a 20 dollars per month from the 7th of December 1775 to the 10 of May 1776.

5 months & 3 days, being then promoted by right of service and succession to the rank and command of captain in the Navy —£39 —

To pay as Captain in the Navy at 60 dollars per month from 10th of May 1776 to the 26 of June 1781. 60 months and 15 days then elected by Congress command the America£1361 - 5

£1400 - 5

Pennsylvania currency

Philadelphia 28, June 1781

(Signed) The Chev Paul-Jones

and men, was our opponent. The ships met, and the advantage was disputed with great fortitude on each side for an hour and four minutes, when the gallant commander of the *Drake* fell, and victory declared in favour of the *Ranger*.

Though I have drawn my sword in the present generous struggle for the rights of men, yet I am not in arms as an American, nor am I in pursuit of riches. My fortune is liberal enough, having no wife nor family, and having lived long enough to know that riches cannot ensure happiness. I profess myself a citizen of the world. . .

I am ready to sacrifice my life with cheerfulness, if that forfeiture could restore peace and good-will among mankind. . . .

Let me entreat you, Madam, to use your persuasive art with your husband's to endeavour to stop this cruel and destructive war, in which Britain can never succeed.

I hope this cruel contest will soon be closed; but should it continue, I wage no war with the fair. . . .

I wish to know exactly the behaviour of my people, as I am determined to punish them if they have exceeded their liberty. I have the honour to be, with much esteem and with profound respect, Madam, &c. &c.

JOHN PAUL JONES.

TAFFRAIL TALK

SMILING BROADLY, the Navy petty officer stepped up to take command of the aircraft carrier. Graciously, the ship's former CO, who was himself a petty officer, turned his ship over to its new boss.

As you've probably guessed, the ship was a model carrier, *uss North Island* (CV 1), a model built at NAS San Diego, back in '47 by a group of spare-time civilians and sailors as a showpiece for the station.

The carrier's new skipper is Don McCracken, TD2, USN. He replaces Al Gunderson, AD 3, USN, who was CO for 10 months.

* * *

The French Foreign Legion, forsaking their sand-bound oases, the *Quartier Caspah*, and the desert fortresses of Africa, came on board the flattop *uss Tarawa* (CV 40) to welcome Navymen to the port of Oran, Algeria.

Instead of living up to their Hollywood reputation as a band of men with aliases and hidden pasts, the legionnaires boarding the carrier turned out to be another kind of band—musicians, and they promptly gave a concert.

Later the ship's crew made a visit to the Legion's headquarters and training camp at Sidi-bel-Abbes. This rugged international outfit is made up of wholesome young men of 62 different nationalities. Upon enlisting, they swear allegiance to no country, but pledge themselves to uphold the traditions of the Legion and its motto, "Honneur et Fidelitie."

* * *

ALL HANDS staff writer Ernest Jeffrey, JOC, has a nose for names. In addition to covering the sports scene for the magazine, he makes it a pastime to collect unusual Navy names. His collection includes one Constantine A. Navy, of Youngstown, Ohio, who has lived up to his name by joining the Fleet. . . . Only a few weeks before, the chief points out, Lieutenant Commander, a Reserve officer of Fort Worth, Tex., became Commander Commander. . . . But neither of these could match the rank of a Navyman signed up at Fargo, N. D. His handle: Admiral John Christman, airman recruit.

The Marines have their odd names too. Like Corporal General, a leatherneck who directs planes on a Korean airstrip or the two eager students at Aviation Electrician's Mate's School at Jacksonville, Fla., whose names are Sparks and Watts!

* * *

"Pennies from Heaven" is no idle phrase to George Hodgdon, a boatswain's mate first class who earns his keep at the Navy's big submarine base at New London, Conn.

Twice now he has had to retrieve someone else's hard-earned cash and return it to its slippery fingered owner. The first time it was a wallet stuffed full of \$100-worth of bills that he found outside the main gate. And just the other day it was a \$20 bill spotted lying on the lawn. Both were returned, after some difficulty in finding the losers.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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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: Three men make an eye splice in a 10-inch hawser on board destroyer tender USS Yosemite (AD 19), under the watchful eyes of Harry H. Sample, BMC, USN. ➔



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