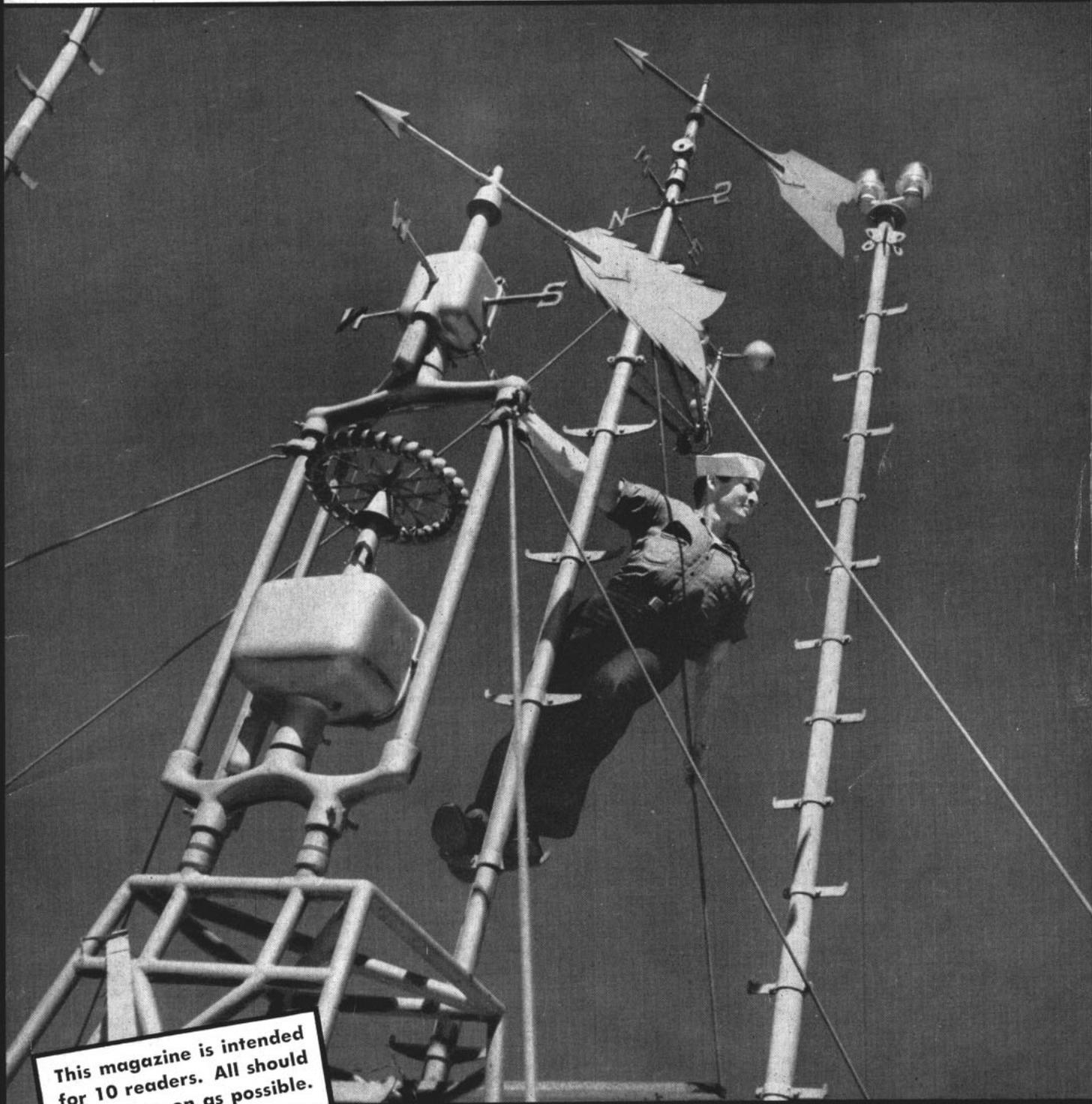


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
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APRIL 1954



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1954

Navpers-O

NUMBER 446

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The Chief of Naval Personnel

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● **FRONT COVER:** SAILOR checks over aerological equipment atop the control tower at NAS Alameda, Calif.

**AT LEFT:** TASK FORCE provides effective backdrop for this trio of F9F 'Panthers' returning to their carrier 'homes' after completing a mission.

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



SUPPORTED by members of crew of USS Halsey Powell (DD 686), LT Prouhet is helped aboard the rescue vessel.

## 'SOS—Crew Seven Ditching'

In the early days of January 1953, a Navy patrol plane flying on the Formosa Straits patrol became the victim of antiaircraft fire from Communist Chinese guns. Minutes later the pilot ditched his burning plane in the rough South China Sea. This is the story of that incident, and what followed, a vivid I-was-there account by LT Clement R. (Bob) Prouhet, USN, as told to LCDR Dale Cox, USN.

With patrol plane commander Prouhet on this flight was a 12-man crew: LT Verl Varney, USNR, copilot; ENS Dwight Angell, USNR, navigator; Daniel J. Ballenger, AD1, USN, plane captain; Lloyd Smith, Jr., AD2, USN, 2nd mechanic; Paul A. Morley, AT3, USN, 1st radar technician; Clifford R. Byars, ATAN, USN, 2nd radar technician; Robert L. French, AL1, USN 1st radioman; Ronald A. Beahm, ALAN, USN, 2nd radioman; Cecil H. Brown, AO3, USN, 1st ordnanceman; Roy Ludena, AOAN, USN, 2nd ordnanceman; Wallace L. MacDonald, AFC,

USN, 1st photographer; William F. McClure, Jr., PH1, USN, 2nd photographer.

Throughout the account runs a double theme for the Navy reader. First of all, quick and proper action under emergency conditions, the result of Navy training and discipline, greatly reduces the number and extent of casualties. Secondly, the account illustrates the team work of the armed services and the heroism of the serviceman in going to the rescue of his fellowmen at sea.

SUNDAY, January 18, 1953 started as a normal patrol day for Crew 7 of Navy Patrol Squadron 22. We were flying our P2V Neptune plane at about 1,000 feet altitude on a routine flight in the South China Sea. About one o'clock in the afternoon we were off the China coast opposite the city of Swatow headed in a northerly direction toward the Formosa Straits.

The crewmen were at their stations and all hands were starting to think seriously about food in the form

of the usual cold box lunches. I was checking the power settings of the engines to make certain we weren't burning too much gas.

Suddenly one of the crew reported seeing flashes of gunfire from a small island off our port beam. Seconds later the plane bucked and a burst of flame shot through the flight compartment behind the cockpit. I immediately wrapped the plane into a turn and, jamming on power, climbed the airplane into some low-hanging clouds.

My plane captain, Dan Ballenger, who sits just behind the pilots, reported that Byars, the radar operator was hit. By this time we were in the protection of the clouds, flying on instruments. I asked all stations to report battle damage. The top crown turret reported two gaping holes in the vertical stabilizer. Checking the controls, I noticed no effect on the maneuverability of the plane. Further reports revealed the radar out of commission, the fuel gages flipping rapidly from zero to

the normal reading, and smoke coming from the starboard engine. All these reports over the plane's intercommunication system were made in a matter of moments while we were flying on instruments.

LT Verl Varney, who was copilot, and I decided the best course to follow would be to attempt to fly to a friendly field in Formosa. Then a loud banging noise was heard from the starboard engine. The after station, registering considerable concern in his voice, reported the two doors covering the retracted main landing gear wheel had broken off. I still had good control of the airplane and the engines were running fine. We finished drafting a message to our home base: "Fired up by shore batteries. Moderate damage. Amplifying report to follow. Latitude 23° North, Longitude 117° 30' East."

After the message went out I turned the controls over to LT Varney, and headed aft to check casualties among our 13-man crew, and damage to the plane. I found that Byars, the radar technician, had been knocked out of his seat by the explosion. He had a four-inch cut on his neck and a piece of shrapnel through his shoulder. Plane captain Ballenger had administered first aid by sprinkling sulfa powder on his wounds. Byars, though not unconscious, was suffering from shock.

While inspecting the flight deck, I saw a sheet of flame shoot out of

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## Daring Rescues at Sea Dramatize Value of Training and Teamwork

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the port engine. I jumped back into the pilot's seat in short order. Up to now the port engine had been our good engine. Pushing the propeller feathering button, I shut down the engine and engaged the emergency disconnect valves stopping all fuel, oil, hydraulic fluid and alcohol from being supplied to the engine. These emergency procedures did not stop the fire.

Over the intercom now came the report that the wing was in danger of dropping off due to the intensity of the flames. We were still on instruments flying in the "soup" at about 2500 feet with one engine out and the other smoking.

I ordered French, the radioman, to send "SOS-DITCHING" and our position report. After the message was out he tied the transmitter key down in case any direction-finder stations were taking bearings on us.

So far, about 15 minutes had elapsed since that first jolt of the AA shell—it was a fast 15 minutes for Crew 7 from that initial shot of adrenalin after the hit to the present frantic preparations to ditch. Each crew member has an assigned station for ditching; each man pro-

vides a specific piece of equipment and has a designated escape route after the plane stops in the water. There was no hesitation—every man knew from repeated drills what to do and was ready and eager to get out of that burning plane.

Varney and I were still flying on instruments with an engine feathered and the fire burning briskly. Heading the plane in a northerly direction we began letting down rapidly. Just under 900 feet we broke out of the clouds and spotted two small islands northwest about twenty miles away. As usual the seas in the Formosa Straits were very rough—waves 10 to 15 feet high. Should we head for the islands and thereby increase our chances of making a successful ditch? The relatively calmer seas nearer the island would make it easier to survive in a rubber life raft, but the islands could belong to the unfriendly comrades who had just shot up our airplane.

Just as we decided to head for the islands, the radioman reported desperately that he had been burned on the face and hands when he jettisoned the port waist escape hatch. Flames from the burning wing engine were being sucked into the after station spreading fire to that area. Men in the after station reported that the wing or engine might burn off. There was no doubt now—we would have to ditch here.

Flaps full down, power on our good engine, nose high, I established

**STUNNED SURVIVORS** of 'double dip' in the icy waters wait their turn to be hauled aboard the destroyer.





FOUR METHODS OF RESCUE—Left: By ship and lifeboat. Right: Wartime submarine rescue of downed airmen.

a slow rate of descent heading nearly into the wind. We touched down on the rough water and decelerated abruptly to a stop.

The yoke bounced around considerably but there were no severe bumps. The shock was great enough to tear equipment out of the hands of the men still at their ditching stations. Co-pilot Varney was hit in the forehead by a piece of flying glass from a crack in the windshield and Chief MacDonald, our photographer, was struck in the head by flying debris.

Fortunately, these were our only immediate casualties on ditching. I scrambled out through the pilot's escape hatch as water was filling the cockpit. That Formosa Straits water is cold! I started swimming to get clear of a possible explosion, but the plane came floating down upon me. My arms went into high gear, and I swam the fastest 50-foot dash I've ever logged to get clear of that still burning wing and engine.

Clear of the wing tip, I inflated my Mae West life jacket and looked around for the rest of the crew. No one was in sight—until a big wave picked me up on its crest and I spotted heads and the uninflated life raft nearby. I paddled over to help inflate the seven-man life raft.

As we unfolded the eight-foot raft our hearts took a nose dive when we saw charred and burned areas in one end. Pulling the CO<sub>2</sub> inflation bottle, we were relieved to find that two of the three compartments in the raft were filling. Byars was the most seriously injured man so we put him aboard while the rest of us clung to the sides.

I counted 11 noses; we were missing two men: Smith, the second mechanic, and McClure, the photographer. They had been seen down wind of the raft, Smith with his Mae West inflated and McClure calling for help to get his jacket inflated. These two men were not seen nor heard from again. It was almost impossible for them to swim up wind to the rest of us against the 15-foot swells. We searched as best we could, but in vain.

A short time later two paddles and several exposure suits came drifting by; rescuing this equipment we decided to try rowing and kicking the raft toward the two small islands I had observed from the air. While underway, plane captain Ballinger climbed on the raft to try on one of the exposure suits. It is watertight if donned before one gets into the water, but Ballinger got into the suit accompanied by quantities

of cold water. He left the suit on but the rest of us decided it wasn't such a hot idea. (I believe now we all should have put them on since they were some protection).

The next hour passed rather quickly while we took turns climbing in the half submerged raft and paddling toward the islands to the west. As about every fifth wave broke over us, it was impossible to bail out the raft and those taking turns resting were almost as wet as those in the water.

Byars was resting as comfortably as is possible in a water-logged life raft. Varney and MacDonald, who had superficial cuts on the forehead, were both in good shape. Checking back over those last frantic minutes in the plane, we believed the "SOS—DITCHING" message had gone out so we were expecting help eventually. Morale was good; everyone was cold.

The most wonderful sight we could hope to see was our Squadron's Number 3 plane when it appeared on the horizon headed for us. Crew 3 had been flying a patrol east of Formosa about 300 miles away. When they intercepted our first damage report they turned around and headed for our position in order to escort us. Although they



SEA-TO-AIR RESCUES—Navy helicopter 'rescues' sailor during drill. Right: Blimp lifts survivor out of the ocean.

had not received our SOS, they had heard our transmitter key when it was tied down.

As they passed nearby our co-pilot fired a life jacket flare. Miraculously, the Crew 3 radioman sighted the flare and the big blue plane wheeled around to come help us. Immediately they radioed our plight to home base and proceeded to drop one of their two life rafts. Unfortunately, the drop was too far away and because of the high swells we could do nothing to rescue it. Our shipmates continued circling and we settled back to our wet existence in and out of the raft.

Another clammy hour passed, but now we were buoyed by hope as well as stiff Mae Wests. Far away we heard a new sound of engines and finally spotted a PBM seaplane approaching our position. Even though we didn't believe the plane could land in the rough seas, our spirits soared once again.

The plane was overhead and we identified it as a Coast Guard Air-Sea Rescue aircraft from the Naval Station at Sangley Point in the Philippines. We hoped the PBM could drop us a new lift raft and keep us in sight until surface vessels arrived.

To our amazement the plane

circled once and then executed a beautiful open-sea landing. We felt that we had it made; our damp spirits started drying out. We didn't know the trouble that lay ahead.

Despite the heavy seas the PBM landed alongside, reversed propellers to stop, and taxied over to pick us up in a neat exhibition of airmanship and seamanship. Their after station crew threw us a line and started pulling our craft toward the flying boat. Unexpectedly the line parted.

Our raft commenced floating strait for a still whirling propeller, and all of us made like submarines as we went under the prop. Just as we cleared the propeller stopped. Now as we were drifting apart, the pilot re-started his engines and began another approach for our bobbing raft. On this pass the line missed the raft by 20 feet. Our plane captain swam over to bring us the line but, instead, the PBM crew pulled him into the plane. The pilot taxied out for a third try to get a line to our raft. These approaches were extremely difficult because of the churning seas, 25 to 30 knots of wind, and our inability to aid by maneuvering our half submerged craft.

On the third approach the plane

made contact and drew the raft alongside. We clambered and fell aboard the plane—exhausted and suffering from five hours exposure in the cold waters. The crew of the PBM wrapped us in blankets; the more exhausted men were put to bed in the after station. I, and seven others, were huddled forward on bunks.

The pilot of the PBM questioned me about our two missing shipmates and then taxied around looking for them. The other planes, airborne overhead, were given the word and joined in the search.

As darkness came, LT Vukic, Patrol Plane Commander of the PBM, decided that our condition warranted an open-sea take-off and a quick trip to nearby Hong Kong for medical treatment.

Lining his plane up with the swells he added power to his engines; the big plane skimmed between the trough of two waves in a slightly downwind direction. At 50 knots he cut in his JATO bottles for jet assistance in the take-off.

Seconds later Vukic felt his port engine fail; he cut back his starboard engine to stop the take-off, but the thrust from the JATO bottles and an upsurge from the sea picked the plane up.

With a sickening crunch the PBM capsized and exploded.

During these brief seconds, we were still huddled in the bunk compartment. We heard the engines roar into life, felt the acceleration from the JATO bottles, felt a sudden swerve to port and heard the starboard engine cut back. None of us remember anything after that.

My next recollection was being under water and struggling toward the surface. I felt pieces of metal and debris pulling me down, but then shortly my head broke surface. All around me were pieces of burning aircraft; great billows of black smoke were being whipped skyward by the wind. A mattress from a bunk bobbed into view and I swam toward it.

My first coherent thought was, "How long can this stuff go on!" I quickly realized there were four others clutching at the same mattress for want of something better.

In a matter of minutes the debris had sunk and the fire burned itself out. Once again I was in the water watching aircraft circle overhead. Now there were two planes from our squadron with Crews 4 and 8, and one Air Force Albatross rescue plane from Clark Field.

The circling planes dropped two rafts immediately; two other survivors in life jackets reached the life raft, and then the five of us, clinging to the mattress and kicking for all we were worth, made it.

Seven of us in a seven-man life raft filled that craft completely. To make matters worse the rough sea was getting rougher and now every third wave broke over the raft. We

battered down to keep ourselves floating and surviving. Our morale was zero; lightning had struck twice in the same spot; darkness was upon us.

I checked and found that of the seven men in the raft, six of us were injured. Both of my knees were throbbing painfully. Since two men were crammed against me, I couldn't move my knees enough to check the reason. Just before it became completely dark we sighted a few other survivors. My plane captain was holding on the tip float from the PBM and two others were in a raft. The churning waters were too rough for us to join the groups together; all we could do was wait.

While waiting we checked the flares in the kit of the life raft and those attached to our life jackets. As the night became inky black under the low overcast, the planes circling dropped flares to keep our position marked. Also, each of the three planes on station attempted to pass over and illuminate us with their landing lights. One of the planes dropped a circle of flares with our raft in the center, but this didn't work out; we were drifting too rapidly in a southerly direction. Periodically we fired off a flare of our own to keep the planes advised of our latest position. Because of many flares and our periodic disappearance into rain squalls, the situation was highly confused.

We felt that surface vessels were probably on the way to the scene of the accident, but even so we didn't believe they could rescue us until morning in such heavy seas. To cloud the situation further the

squalls which had moved into the area were making flying for the planes on station dangerous at their low altitudes.

With the second crash I lost all sense of time and direction. Several times we mistook aircraft flares for a surface ship's running lights. Hope glimmered on these occasions only to be sloshed back down again by another wave breaking over the raft. But at least we were alive and had no major injuries.

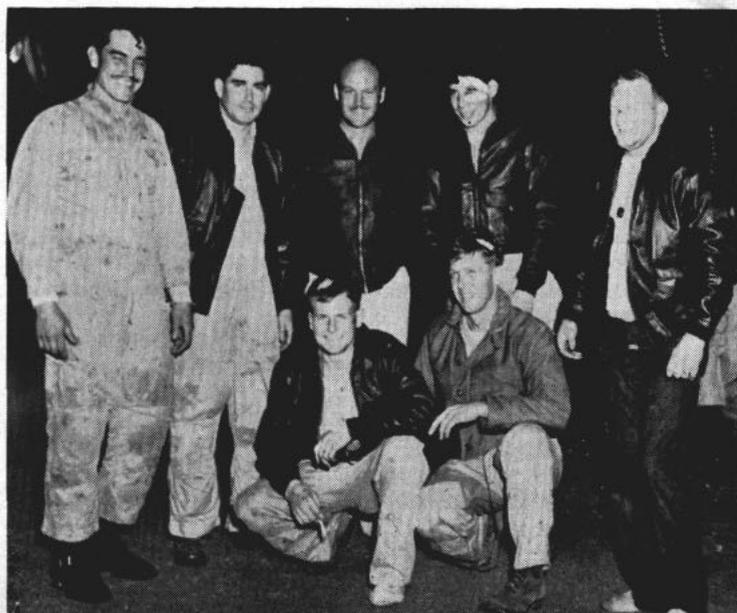
After several hours of this frozen sodden existence, we sighted still another light on the horizon; we finally identified this as the steady white mast light of a ship. Our hope zoomed; the pros and cons of night rescue at sea became the top topic of conversation.

It took the destroyer—for it turned out to be *uss Halsey Powell* (DD 686)—about a half hour to reach our immediate vicinity. We guided her approach by shooting off flares and blowing whistles. Finally the ship illuminated us with their searchlight and we knew that our chances of rescue were markedly improved.

On the first attempt to bring us alongside, *Halsey Powell* and our raft approached each other slowly, but then seemed to glide apart with great rapidity. With the failure the destroyer added power and steamed away. On the life raft we all thought the ship had given up and was leaving.

But the ship circled around for a second attempt. This time they again misjudged the seas but two swimmers with plenty of courage went over the side with lines to try and reach us. These men, however,

MEMBER of Coast Guard plane crew is helped aboard destroyer. Right: Crew, survivors grin happily after rescue.



couldn't make any headway against the high swells, and so were pulled back to the ship, and another attempt commenced.

The third approach was unusual. The ship backed down, threw a line to us over the fantail and then pulled the raft amidship. We had it made!

French, the radioman, had passed out from severe head wounds and sheer exhaustion. The rest of us were in slightly better condition. For myself I could feel nothing in my knees as they were completely numb from pain and their cramped position.

One man from the ship jumped into the water beside the raft and helped put a line around the unconscious French. After this each of us tied a line around his chest and was pulled aboard.

A feeling of unbelief mixed with relief at this miraculous turn of events bounced around in my brain. My mind was in low gear and I kept thinking, "This can't be you, Bob Prouhet, this can't be you!" That steel deck felt pleasant but strange underfoot; two sailors held me under the arms as my knees kept buckling.

USS *Halsey Powell* was the most wonderful ship I have ever been aboard. Everyone did his best to make the seven of us comfortable. I was carried down to the Chief Petty Officers' Mess, stripped of sopping clothes and put into dry blankets. Hot coffee returned my vocal chords to a more normal state, a hot shower renewed the circulation of my red corpuscles and medicinal brandy rallied my senses from hibernation. I started thinking about the other survivors and the planes still circling overhead. The doctor ordered a round of sedatives for all survivors to help us get some needed sleep.

Concerned over the welfare of the other survivors, I asked that I be allowed to give all the information possible to aid in the rescue. After talking to the skipper of the destroyer, Commander Freeman, and passing on all the pertinent details I could think of, I also retired.

The search continued. The three aircraft flying guard over us had been in the air for nine or 10 hours, and so were relieved by fresh crews and planes. These planes were flying mostly under instrument conditions in and out of rain squalls with a solid overcast at 700 feet. The



QUICK THINKING, fast action and good seamanship enabled *USS Halsey Powell* to rescue survivors of the two plane crashes in the South China Sea.

lowest planes were at 300-500 feet altitude navigating with inaccurate charts but searching the area thoroughly and illuminating all possible targets with flares and landing lights.

At the same time other surface units were on their way.

At 2200 a search plane from VP-22 flown by Crew 11 sighted a flare fired by other survivors. *Halsey Powell* proceeded toward the position promptly.

Suddenly I felt the ship shudder and heard in the background the engines and screws burst into action. I sat up in my bunk fearing the worst; was the jinx still with Crew 7? Did we go aground? But in a few moments I realized the ship was backing down and that we weren't aground.

As the destroyer steamed toward the reported survivors, they searched ahead with their searchlight. Approaching the position lookouts spotted a raft with three men.

As the ship proceeded cautiously the water unexpectedly shallowed! A reef was sighted close aboard.

The ship backed emergency full to clear the reef, leaving the survivors on the other side of a shallow coral breakwater.

Then the captain of *Halsey Powell* made a hard decision. He took his ship toward the coast of China.

He was looking for a break in the reef. When he found the break he maneuvered his 2100-ton command behind the reef, steamed back and picked up three exhausted men from the raft. This feat of seamanship was accomplished in poor visibility on a murky night using charts of doubtful accuracy. It took courage.

Early the next day a fleet of five destroyers and seven aircraft continued the intensive search. Just before dawn several aircraft reported they were under attack by fighters, undoubtedly Chinese Communist aircraft. Tracer bullets were seen by members of VP-22's Crew 9; Crew 2 had fighters follow them for several miles as they departed the area. During this day more aircraft and destroyers were fired upon by Red Chinese shore batteries from nearby islands. Toward evening after a thorough search the operation was halted. It was believed that by now any survivors would have drifted ashore on one of the islands or possibly have been picked up by a junk or sampan fishing in the general area.

Shortly after, seven members of our original 13-man Crew 7 returned to the squadron's home base on Okinawa, having survived the ordeal of two crashes in one day. Four of our shipmates, Ensign Angell, Morley, Byars, and Beahm, who had escaped from the ditching of No. 7 plane, were missing after the PBM explosion. We still hoped that Smith and McClure, the two men missing from the original ditching of No. 7, and survivors from the PBM crash might have been picked up or drifted ashore.

Crew No. 7 is now back at business-as-usual status at Okinawa. Our experience was rough, but there were numerous men in Korea with a grimmer tale to relate. For my money, though, the cold war was plenty hot for Crew 7 on that January Sunday in the South China Sea.—By LT Bob Prouhet, as told to LCDR Dale Cox, USN.



'SURVIVORS' cut wood for fire after setting up 'paratepees.' Above right: Smoke signals, flares and radar reflectors are used to contact rescuers.



## Survival

**W**HY should sailors — who live most of the time at sea — learn how to survive in mountains, swamps, forests, jungles? Isn't knowledge of survival at sea techniques sufficient?

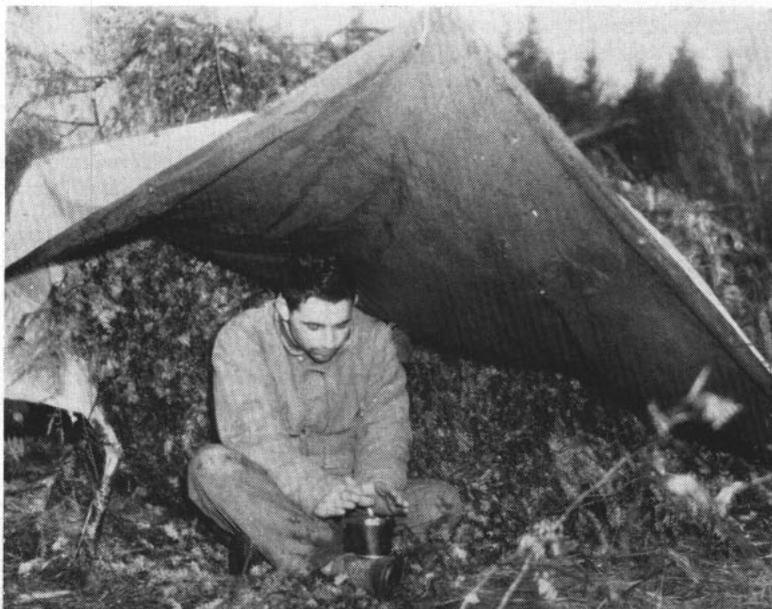
Survival on land has become increasingly important for Navymen to know in recent years.

If you are forced to abandon ship or plane in out-of-the-way, uninhabited areas, or in enemy territory, survival training pays off. In such cases, Navymen will need to know a lot more than how to handle a liferaft and use signal flares. When emergency rations dwindle, "living off the land" becomes a vital necessity. At the same time, you'll need to know a lot about building shelters, utilizing the terrain and the like.

The Navy has several training programs underway to acquaint men with land survival techniques. At



TREES provide natural shelter. Below: "Radiant heat" from single candle helps a lot in small shelter. Right: Emergency rations come in handy.





## On Land

NAS Quonset Point, R. I., for example, pilots have undergone several treks in the rugged terrain of the "Great Swamp" as part of a "stay alive" test project.

Equipped only with "bare essentials" the pilots spent several days in the swamp, setting up camp and actually living off the land. They caught fish through holes in the ice.

Similar training programs, for both officer and enlisted personnel, are in operation at Naval activities from NAS Whidbey Island, Wash., and Kodiak, Alaska, to Pensacola, Fla.

Men have learned how to construct lean-tos, "paratepees," tree shelters; how to make stretchers for wounded or injured men; how to signal for aid; how to forage for food—in short they've learned how to make nature work for, rather than against, them.

SAILORS make stretcher out of poles and foul-weather jackets. Below: Lean-to shelter, covered with 'chutes, tarpaulins, will accommodate six men.



SMALL-GAME snare (below left) is made from parachute shroud-line and sapling. Men learn to spear fish, using poles tipped with parachute rigging pins.



# THE WORD

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

• **UNIFORM CHANGES**—Samples of a dungaree rating badge and a new style neckerchief have been sent to the operating forces for test and comment.

The new dungaree rating badge shows only the military rate of the petty officer. The specialty mark is omitted but the "crow" and stripes are the same size as regular rating badges used on blues and whites.

Another innovation in connection with the rating badge is the fact that it will go on the dungaree shirts without sewing. A special backing enables it to be pressed to the shirt with a hot iron.

The neckerchief sent out for evaluation will be much like the one in use today, except that it will come already rolled. The same length as the one now in use, it will, in effect, be a rolled tie with two open ends.

Neither of these are official uniform changes, but it is possible they may be adopted at some future date.

• **ALIEN REGISTRATION** — Members of the U. S. Navy who are not citizens of the U. S. are reminded that they must report their address to the nearest Immigration and Naturalization Service office within 10 days of the time they enter the U. S.

The only exception to this rule is a person who fulfills *all three* of the following requirements:

(1) Is in the uniform of, or who bears documents, identifying him

as a member of the U. S. Armed Forces.

(2) Has not already been lawfully admitted to the U. S. for permanent residence.

(3) Is in the process of making application for admission under official orders or permit of the armed forces.

Incidentally, citizens of the Philippine Republic now serving in the U. S. Navy who since 27 Jan 1953 have been recruited by the Commander, U. S. Naval Forces, Philippines, pursuant to the special treaty negotiated between the U. S. and the Philippine government meet all three of the requirements outlined above and therefore need not report their address.

All other aliens, however, including dependents of naval personnel who cannot fulfill *all three* of the above conditions must not only register with the Immigration and Naturalization Service within 10 days of entry into the U. S. but must also once a year (in January) make out an "Alien Address Report Card." (Cards are obtainable at any U. S. post office or immigration office).

The card requires each alien to note his nationality, place and date of entry into the U.S., place and date of birth and alien registration number. This number appears on his alien registration receipt card which he is required to have in his possession at all times.

• **LAST CHANCE DEADLINE**—Officers and enlisted men who have 18 year (or more) service are reminded that the deadline for indicating whether they intend to participate in the Annuity Plan (Uniformed Services Contingency Option Act) is 30 April 1954.

Whether or not you choose to enter the plan, you will have to fill out a form, select an option or options, or indicate you do not want to participate.

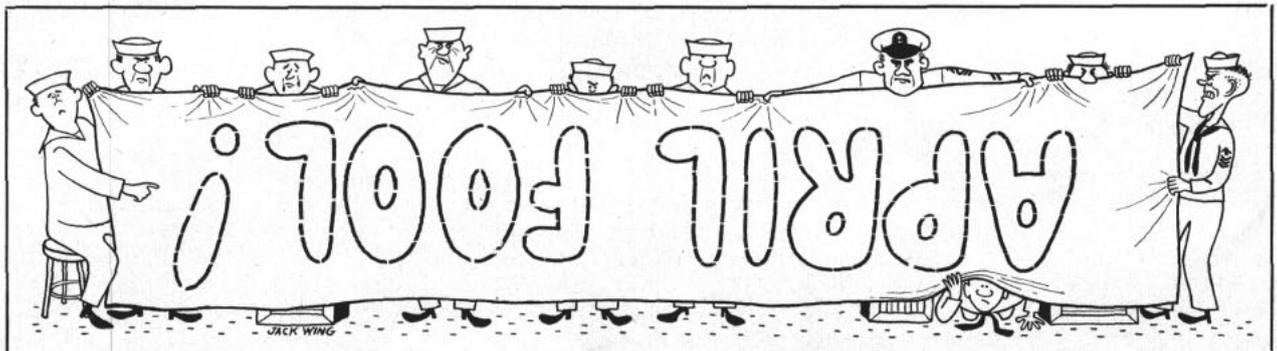
Personnel in the Fleet Reserve who are presently on active duty also have only until 30 April 1954 to elect participation or state their desire not to participate. By now, they should have received the necessary forms and information from the Chief of Field Branch, Special Payment Division (USCO), Bureau of Supplies and Accounts, Cleveland, Ohio.

Regular Navy retired and USN Fleet Reserve personnel on active duty who have not received individual notification from BuSanda, Cleveland, Ohio, are directed to so advise that activity.

Regular Navymen transferred to Fleet Reserve status after 1 Mar 1954 and prior to 1 May 1954 should be advised that their election under the act must be postmarked not later than 30 April 1954 to be effective.

For detailed information on the annuity plan, see *ALL HANDS*, September 1953, p. 46, and December 1953, p. 43.

• **NEW YARDSTICK FOR OCS** — A change has been made in the educational requirements for USN enlisted personnel seeking a commission under the Regular Navy Integration Program. Candidates who have not completed a minimum of two years (four semesters) work toward a degree at an accredited college or university, must now show that they have a GCT or ARI score of 60 in



PASS THIS COPY ALONG—Don't fool your shipmates. This copy of *ALL HANDS* is intended for 10 readers.

## Correction

In the March 1954 issue of ALL HANDS (page 9) a brief article appeared concerning a new program for awarding active duty agreements to members of the Reserve components of the armed forces.

It is regretted that the opening paragraph of this article was erroneous and misleading for it indicated that reserve officers and enlisted men would only serve on active duty beyond obligated service if under a contract agreement. As a matter of fact, active duty agreements may be issued. The number of such agreements will depend on the needs of the service and will be determined by the Secretary of the Navy.

order to be eligible to apply. Those whose applications are accepted will be given an officer's selection test.

Formerly, the USAFI educational qualification test 2CX could be substituted for the formal education, But the 2CX test was withdrawn on 1 Jan 1954 and the GCT or ARI score has been substituted.

The Regular Navy Integration Program, which began in September 1952, opens up a greater opportunity to potential officer candidates from the ranks of the Regular Navy commissioned warrant officers, warrant officers and enlisted members of all pay grades who through it can be appointed to permanent commissioned grade as ensign in the Regular Navy.

The plan calls for selection of enlisted personnel who possess outstanding qualifications and a "sincere motivation" for a naval career. Complete details on this plan are contained in BuPers Inst. 1120.7A.

• **MONEY EXCHANGE** — Ships going to and from Far Eastern waters will welcome the news that green money may now be exchanged by disbursing officers for Military Payment Certificates (MPCs), or may be reconverted, at Pearl Harbor.

Under the old system, a ship on the way west had to wait until it reached a port in Japan before scrip could be procured. This sometimes caused considerable delay as the disbursing officer was required to make a trip from the ship, procure

the scrip ashore and then return to exchange it for the crew.

The new arrangement has made the Navy Regional Accounts Office in Pearl Harbor the source of supply and exchange for MPCs and will allow the ships to draw the scrip on their way to Japan, giving them plenty of time to exchange it aboard ship.

For ships returning to the U. S., the situation will also be improved. The disbursing officer may now wait until the ship is underway for Pearl Harbor before collecting unused scrip, then upon arrival in Pearl exchange it for "Green."

• **SERVICE OBLIGATION**—A film describing the service obligations of Navymen after their release from active duty is now available for use in Navy educational and general information programs.

The film, titled "Your Service Obligation" (FN 9269), explains briefly and illustrates clearly certain rather complicated legal elements of the Universal Military Training and Service Act of 1948 as amended and the Armed Forces Reserve Act of 1952.

Under the provisions of the Universal Military Training and Service Act of 1948, all men who were initially enlisted, inducted, or appointed in the Armed Forces after 19 Jun 1951, and were under 26 years of age when they went in, acquired an obligation to serve on active duty and inactive duty for a total of eight years regardless of any other terms of enlistment.

This law applies to all services, to both officers and enlisted men, to both Regulars and Reservists.

The Armed Forces Reserve Act of 1952 defines certain Reserve statuses and the obligations of men in the Reserves. The act also lists the eligibility rules for a man to transfer from one Reserve status to another.

The film was distributed in January and is available to all commands through the following sources: Naval District training aids sections and libraries; aviation film libraries; Naval Air Reserve training units; Marine Corps training aids libraries; Marine Corps Reserve and recruitment districts; Training aids library, Headquarters, Support Activities, Navy No. 3923; Training aids library, Navy No. 926; and Training aids library, Navy No. 961.

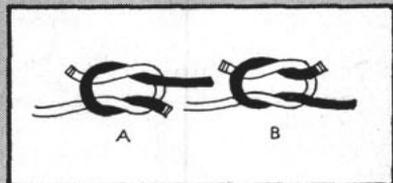
# QUIZ AWEIGH

Allow a point for each correct answer and check your score. Super Salts should get six correct answers, Old Salts five, Young Salts four and Boots three or less.



1. Above is the Navy's new (a) Guided Missile Cruiser, (b) Tactical Command Ship, (c) Hunter Killer Ship.

2. She is (a) USS Norfolk, (b) USS Mitscher, (c) USS Northampton.



3. Can you tell the difference between the two knots above? Figure A is the (a) Granny Knot, (b) Square Knot, (c) Thief Knot.

4. Figure B is the (a) Square Knot, (b) Thief Knot, (c) Granny Knot.



5. One of the Navy's latest type planes is the (a) F9F-6 Cougar, (b) XF2Y-1 Sea Dart, (c) F7U-3 Cutlass.

6. This twin-jet fighter is built to do (a) air combat, (b) escort duties, (c) ground support duties.

ANSWERS TO QUIZ ON  
PAGE 53



GALLONS of foam and water drench vessel's tank deck during drill. Disasters are prevented by repeated drills.

## They Drill for Fire in Oilers

ONE of the Navy's best drill teams never takes the field or marches in a parade. Instead, its members operate on board fleet oilers, drilling night and day, ready to fight the sailor's deadly enemy, fire.

Crewmen of oilers participate regularly in a whole series of life-saving drills. They have their stations and they must know what's required of them during such drills as General Quarters, Fire, Abandon Ship and Man Overboard.

On warships the most serious battle cry is "General Quarters." However, in oilers the dread cry of "fire" has a special meaning to the crews—a gasoline fire can be just as instantly destructive in an oiler as an aerial bomb. That's why they devote a substantial part of their time to fire drill.

Typical of the many oilers (AOs) and gasoline tankers (AOGs) in operation today is uss *Genesee* (AOG 8), which operates out of Pearl Harbor. This ship carries 10 cargo tanks capable of carrying 650,000

gallons of gasoline and 42,000 gallons of oil—enough reason for her crew to be always on the alert.

*Genesee's* 10 tanks could be potential fire pits. To minimize the danger, *Genesee* is fitted with what is considered the newest and latest firefighting equipment. An automatic unit can instantly flood the fuel tank areas with liquid foam. Straddling the tank deck are 14 high velocity fog sprinklers, each equipped with two nozzle heads, and they cascade gallons of fog on the tanks in the event of fire.

In addition, the ship is equipped with 4420 feet of fire hose, 58 portable CO<sub>2</sub> extinguishers, 29 large cylinders of CO<sub>2</sub>, 11 oxygen breathing apparatuses, 34 fire plugs, four chemical foam cylinders, 81 five-gallon cans of mechanical foam and two portable centrifugal fire pumps.

If the crew weren't familiar with all these fire-fighting items, the equipment would be useless. To counter this possibility, drills are held at any time of the day or night,

in port or at sea. Frequent drills ordered by the skipper build men into a precision team as crew members speed to their places in record time, ready for any emergency.

The familiar clang of the ship's bell routs the crew into action. It rings rapidly for five seconds, and is followed by either one, two or three swift strokes. One stroke means forward; two is amidships; and three strokes is the signal that the fire is aft. The word is passed on all circuits, and, within seconds, the ship is instantly protected. Each man knows his fire station, and the repetition of drills has molded him into a slick piece of coordination.

At the scene of the "fire," the executive officer takes charge, assisted by the first lieutenant. The OOD stands by the bridge; the gunnery officer stations his men by ready boxes and magazines, ready to move any explosives from the fire's vicinity. Division officers detail men to stand by all watertight doors and fire plugs.

Fire parties are organized into three sections: the section on watch remains at its post; the section just relieved races to the scene of the fire; the oncoming watch falls in at quarters as a standby section.

This constant drilling at all hours and in any situation paid off in one instance while *Genesee* was tied up in drydock. There was some welding work to be done in the after pump room and one of the crew members left to get an explosion meter, or "sniffer," to test the room before the welding began. (Working in oilers would be difficult without "sniffers"; they either confirm or deny any doubts about lingering gas fumes.)

The shipyard worker, not as experienced with oilers as the crewmen started working before the sailor returned. It was a couple of sniffs too soon.

After they put out the resulting fire, the sniffer gave a reading of four per cent. A reading between one and six per cent spells danger in any circumstance.

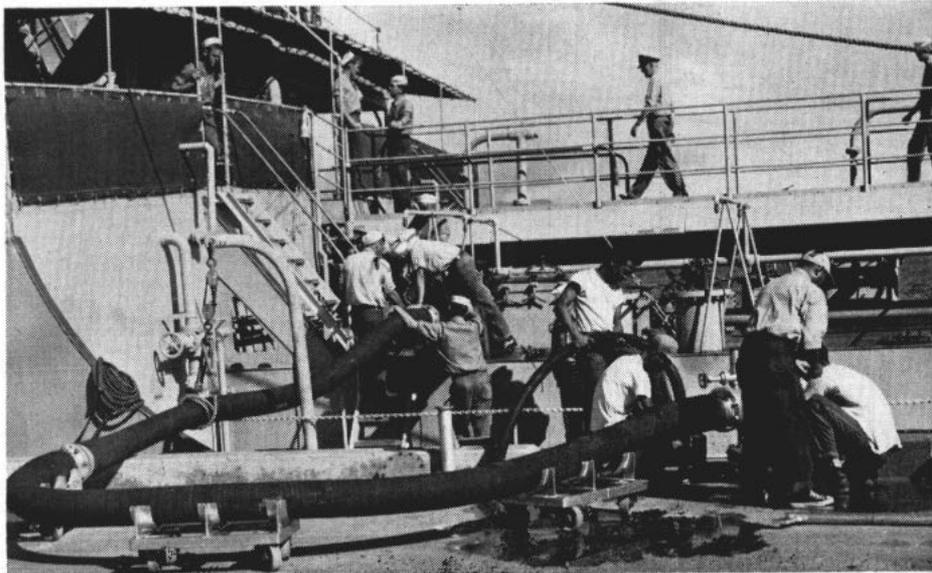
Two men were injured in the needless fire, but fortunately the crew was prepared to smother the flame before it blazed into a major tragedy.

Every man from the engine room "snipe" to the ship's yeoman must be familiar with fire fighting techniques aboard for just such emergencies. As a result all new crew members are required to attend fire fighting courses during their first months aboard.

*Genesee* sends her men to the Pearl Harbor Firefighter School where they learn the latest methods of fire fighting and get practical experience in quelling almost every known type of liquid blaze. With this training under their belt, they can take their places on the precision team when a fire drill sounds or the real thing occurs.

Though the crew smokes probably as much as any other group of mariners, they light up with reservation. The smoking lamp is out throughout the ship during any loading or off-loading operation. While the vessel is at sea, smoking is allowed in restricted areas.

New men who haven't acquired a respect for the ship's cargo learn fast. Soon after reporting aboard, one newcomer remembers that he lit up when he shouldn't have. "I got a lot of extra duty for that, which helped to get the ship painted.



**SAFETY FIRST** is byword at all times when ships take on fuel oil and gasoline. Here, gasoline tanker crewmen handle lines during a loading operation.

I painted all of it, practically, before working off the hours."

No one's afraid of 650,000 gallons of 100/130 aviation gasoline, yet no one is apt to ignore its violent potentialities. To play safe, therefore, galley fires are extinguished while loading or off-loading gas. Fans and ventilation are turned off. No one wears taps or exposed nails on his shoes, and no one carries matches while working on the tank deck.

This simple system of rules helps keep the AOs and AOGs prepared for emergencies, and busy on a 24-hour basis. *Genesee*, for example is one of the most active oilers in the Pacific. She's now steaming into her tenth year of service and, until a non-inflammable, non-combustible, non-explosive fuel appears, she'll continue to drill and improve on the rules for safety, while she transports possibly the most vital cargo of the armed services.

**THEY'LL BE READY**—Fire-fighting training teaches men how to fight boiler room fires, open gas flames and fires resulting from aircraft accidents.





MANPOWER—Strength of Navy rests in its men. Reservists on active and inactive duty play important role.

## What Happens If I Join the Reserve?

"I'VE served my hitch," said Rudy Duggan, usn, not long ago, "and I've had enough. I'm my own man now, and I intend to stay that way. No Naval Reserve for me."

Today, he's not so sure.

Rudy represents a large number of young men who have recently received their discharge from the Navy and are now seriously considering their future. The hypothetical Rudy, for example, joined the Navy soon after he graduated from high school and now, free from the immediate prospect of further military service, is eager to resume his civilian life where he left it four years ago.

He isn't quite sure just what he wants to do. He'd like to take advantage of the GI Bill and complete his education. On the other hand, he'd like to get a job and earn some of the big money he'd heard about while in the Navy.

"Don't get me wrong," says Rudy. "I don't have any real complaint about the Navy. I sort of enjoyed it, but since I'm not planning to make the Navy my career, I couldn't help but feel that I was wasting my time."

"That's why I'm not so sure about the Reserves. It stands to reason that

if you're a Reservist, you'll be more likely to be recalled to active duty than if you had ended all connection with the Navy.

"If I get squared away on a decent job, or if I start going to school, I don't want to stop again just to serve another year or so on active

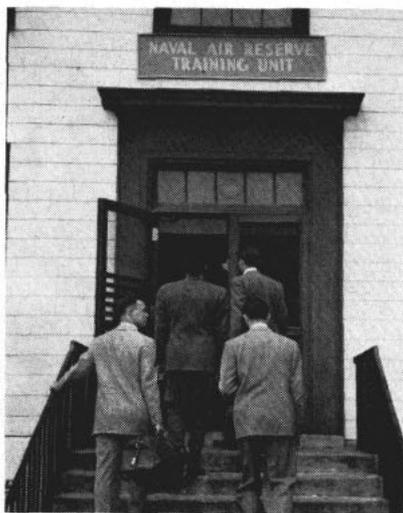
duty. If a shooting war came along, or if I felt I was really needed, that would be different. I'd volunteer for active duty in a minute. But I don't see what joining the Reserves now, has to do with that."

Rudy has sound ideas, but he doesn't have all his facts straight.

In the first place, since he has served four years of active duty and has been honorably discharged, he has no further military obligations at the present time. If he joins the Naval Reserve, he will be obligated for the terms of his enlistment (four years) *in the Naval Reserve*. No more, no less.

This will probably mean four years of inactive duty unless there is a national emergency. It is the present policy of the Navy Department that all naval personnel, either Regular or Reserve, who were separated from active military service (other than active duty for training or temporary active duty) since 25 Jun 1950 will not be involuntarily ordered to active duty under present conditions.

The situation is different for Rudy's friend, Joe. He waited too long and joined the Navy after



AIR RESERVISTS keep active. They can attend weekly training sessions, log in flying time, make cruises.

19 Jun 1951. This means that, after his discharge, he will be required to remain an additional four years, either in the Regular Navy or Naval Reserve, or a combination of both.

There's little possibility that Rudy will be called to active duty in the near future if he joins the Naval Reserve. In fact, because of limits set by service requirements and budgetary restrictions, chances are from fair to good that if he were to request active duty as a Reservist, his offer would be rejected. With certain exceptions, available billets for Naval Reservists are being reserved for officers and enlisted personnel who face induction by Selective Service.

The Navy's policy concerning involuntary active duty has changed several times since 25 Jun 1950, the day which marked the beginning of the invasion of South Korea. The end effects varied a great deal but the Navy's action was consistent—the needs of the service came first.

In this connection, it might be well to remember that, if a war or national emergency is declared in the future by Congress, *any* Reservist can be ordered to active duty until six months after the war or emergency ends. Even Retired Reservists can be ordered to active duty under such circumstances. This, however, is not a new provision.

"I've thought about the possibility of another war," nods Rudy, "and, to tell the truth, that's one of the reasons why I've been seriously considering the Naval Reserve. I don't



ENGINE ROOM machinery gets overhauled by two Naval Reservists on board an LCI. The vessel was assigned to a USNR unit for use in training program.

want to sound like a flag-waving patriot, but I figure that if I *do* get called up again, I want to know what the score is.

"There were a couple of fellows in our outfit who saw service in World War II and then never gave the Navy another thought from the time they got their discharges in '45 until they got their orders for the Korean business. Man, they were pathetic! Seems like everything they knew dated from the Great White Fleet.

"If I were ever to be called back again, I'd want to know my way

around. The only trouble is, I've gotten the impression that the Reserve is kindergarten stuff. If I'm going to put any *time* into it, I don't want any of that."

Again, Rudy's ideas are sound, but his information is not all that it should be.

As might be expected, training efficiency varies from one Naval Reserve Training Center to another, and from program to program. Some subjects lend themselves better to training than others.

Lack of space prevents a fuller discussion of details here but, in general, BuPers has an excellent, realistic training program set up and is trying to make it as effective as possible. However, the usefulness of any training center and program depends upon the caliber of the men responsible for its operation—in this case, principally the commanding officer and the training or education officer. For the most part they are hardworking and experienced men.

As a rule, Rudy will find that the officers and administrative personnel in his training center are remarkably similar to those he encountered while on active duty.

The reason is simple: A short time ago, these men were serving on active duty themselves. They have continued in the Naval Reserve for the same reasons that Rudy is now considering, a genuine affection for the Navy and a sincere belief in the importance of the Naval Reserve.



PARTICIPATION in weekly USNR drills enables Reservists like this QMSN to learn their jobs well. He's sending a message from signal bridge of DE.



TYPICAL of the many Naval Reserve Training Centers is this one located in Chicago. Note various types of training vessels tied up alongside pier.

Commissioned officers and petty officers alike, theirs is a hard, never-ending and apparently thankless job, with more hours devoted to Naval Reserve business than appear on the record. Rudy doesn't realize it at the moment, but it's highly probable that, within a short time after his enlistment in the Naval Reserve, he too, will become one of the men closely responsible for the effectiveness of his Naval Reserve unit.

If Rudy joins a pay unit, he will learn that, although the extra money is always handy, it soon becomes comparatively unimportant. He'll discover that men join the Naval Reserve for many reasons, but few join solely because of the money.

Many sign up because they don't want to sever completely their association with the Navy. They'd probably never admit it, but they like the spirit of comradeship connected with the service.

Others enlist because they follow much the same reasoning as that of Rudy; they want the extra training (it doesn't hurt them in their civilian vocation either). Others, because they think it's their duty. Others follow the example of their friends. At the moment, Rudy laughs at the idea of the retirement benefits, but as time goes on, he will consider this aspect of the Naval Reserve more seriously. After all, the retirement provisions offered by the Naval Reserve is a good deal.

Some like the idea of the two-week training duty. At first, they figure it would be fun to take time out as sea-going sailors again for a couple of weeks during the summer. On their first cruise they are abruptly

awakened to the fact that it isn't all play but after thinking it over for a while, the majority are all the more eager to repeat their experience the following year.

However, these men are in the minority in most training centers. Most Reservists today are in pay grades 1 and 2 and have enlisted for entirely different reasons.

Like Rudy when he graduated from high school, these youngsters know they face military service and training in one form or another. They prefer the Navy to the other services so at some time between the ages of 17 and 18½, they joined the Naval Reserve. (Those are the only ages in which an initial enlistment in the Naval Reserve is now accepted, and enlistments are limited). It means that they can request active duty with the Navy when they receive their orders for induction. Until that time comes, they are acquiring a naval background and preparing themselves for advancement in rate. At present, they will be required to serve not more than 24 months' active duty.

How will Rudy fit into the scheme of things if he decides to enlist in the Naval Reserve? What happens? Where will he stand?

"That's another thing that makes me hesitate," comments Rudy. "I've heard a lot of talk about a day's pay for a two-hour drill one night a week; but I don't know. It's all very nice and I could use the money to help pay for the car I bought with my mustering-out pay, but I'd never join the Reserve just for the money. I'd rather join an outfit I really liked and not get paid."

It's a good thing Rudy feels that

way about a pay unit. He may not find a billet in one. Because the demand is frequently greater than the supply, a recent policy has been established to make sure that these billets go to Reservists who are available for active duty.

"This change was introduced in order to meet the basic mobilization requirements within available funds," says BuPers. "It does not reflect nor anticipate any change in the international situation.

"In general, priority will be given to a qualified Ready Reservist who is serving under an agreement to remain in a Ready status for at least one year or is not yet eligible for transfer to a Standby status."

("Ready" and "Standby" are new terms used in the Naval Reserve. They serve to show relative vulnerability for recall to active duty. You'll find more details below concerning these terms.)

Here are the rules, in case you're interested. A Ready Reservist may be assigned to any billet as a replacement for a Reservist who:

- Is a Standby Reservist who declines to transfer to a Ready status for at least one year, *or*
- Is a Ready Reservist who is eligible because of previous service for transfer to a Standby status and declines to agree to remain in a Ready status for at least one year, *or*
- Has four or more dependents, *or*
- Since 25 Jun 1950, has received a cancellation of orders to active duty because of hardship, dependents or occupation.

However, since Rudy can easily qualify as an instructor, he will probably find a billet in an associate pay or nonpay status.

What's the difference?

Any discussion of the Naval Reserve organization tends to sound technical and confusing, but at the possible risk of oversimplification, here's the general idea: A Naval Reserve unit is assigned a personnel allowance list of ratings allowed for training. Billets established by this list are known as "attached" billets.

In addition, if the commanding officer feels that individual might be of outstanding value to the unit in an administrative or instructional capacity, he may enroll a man like Rudy in an "associate" billet, either in a pay or non-pay status. Only some officers and enlisted personnel in pay grades E-7, E-6, E-5 and E-4 are



**TAKING A BEARING**—Reserve QMSN checks vessel's position. He'll relay his finding to chart room where QMC will plot position on navigational chart.

eligible, plus strikers for yeomen and personnel man ratings.

Incidentally, with the passage of the Armed Forces Reserve Act of 1952, the terms *pay* and *non-pay* have been substituted for *Organized* and *Volunteer* Reserve.

Since experienced men in any rating are in great demand, Rudy can be sure to be welcomed with open arms at any Naval Reserve Training Center he visits. If the quota of available billets in an "attached" or "associate" pay status is filled, Rudy will undoubtedly be placed in an associate non-pay status until a vacancy occurs.

"That brings up another point," says Rudy. "A lot of the fellows are confused between this Ready and Standby Reserve. I've heard all possible versions. What's the word?"

Most of the versions Rudy had heard regarding the Armed Forces Reserve Act and the Ready and Standby Reserves are wrong. The answers are comparatively simple:

In the first place, placement in the Ready and Standby Reserve determines only your vulnerability for recall to active duty. It has nothing to do with the extent of your participation in the Naval Reserve.

If you find yourself in the Ready Reserve, you may assume that you will be ordered to active duty before a man in a similar rating in the Standby Reserve. As in the past, orders to active duty will be based upon the needs of the service. If Rudy is a Standby Reservist at the time Congress declares a state of emergency or war, he will be vulnerable for active duty *after* all available ET3s in the Ready Reserve

have been ordered to active duty, even though some other ratings in the Ready Reserve have not yet been ordered to active duty.

The amount of participation required of a Naval Reservist varies. If, for example, you are placed in the Ready (or Standby) Reserve in the *active status pool* (i.e., not participating in a drilling unit—equivalent to what was formerly known as Class V-6), you will not be required to attend drills or participate in annual training duty.

On the other hand, if you are in a *drill pay status* in a pay unit, you will be required to attend drills and participate in annual training duty as long as you remain a member of your unit.

The number of drills required depends upon the program in which you are enrolled. If, for example, Rudy joins one type of unit, he will be required to attend 48 drills and participate in a two-week training cruise each year. In addition to the electronics program, these requirements have been established for the surface, submarine, aviation, NAVSECGRU, CBs, advanced base and selective service programs. Other programs schedule 12 to 24 drills each year. Two-week annual training duty is required of all members of pay units.

However, membership in a drilling unit, while advantageous to both the Navy and to you, is not compulsory; it can be only accomplished at your request.

"Good enough," says Rudy. "Now, let me see if I've got this straight: I don't have to join the Naval Reserve unless I want to. If I enlist for the

first time after 19 Jun 1951, I do have to—unless I want to reenlist in the Regular Navy.

"If I join the Reserve, it will be for four years. I probably won't be called to active duty, but no one can really say for sure. If I join a unit as an ET, I'll have to attend 48 drills a year and go on two-week training duty, and I may be an instructor. I may get paid, but not right away. If my personal affairs change so that I can't attend drills, I can drop out of the unit, but I'll still be a member of the Naval Reserve until my enlistment is up. If I serve satisfactorily in the Reserves for 16 years, plus the four years I've already put in with the Regular Navy, I'll be eligible for retirement when I'm 60. Is that right?"

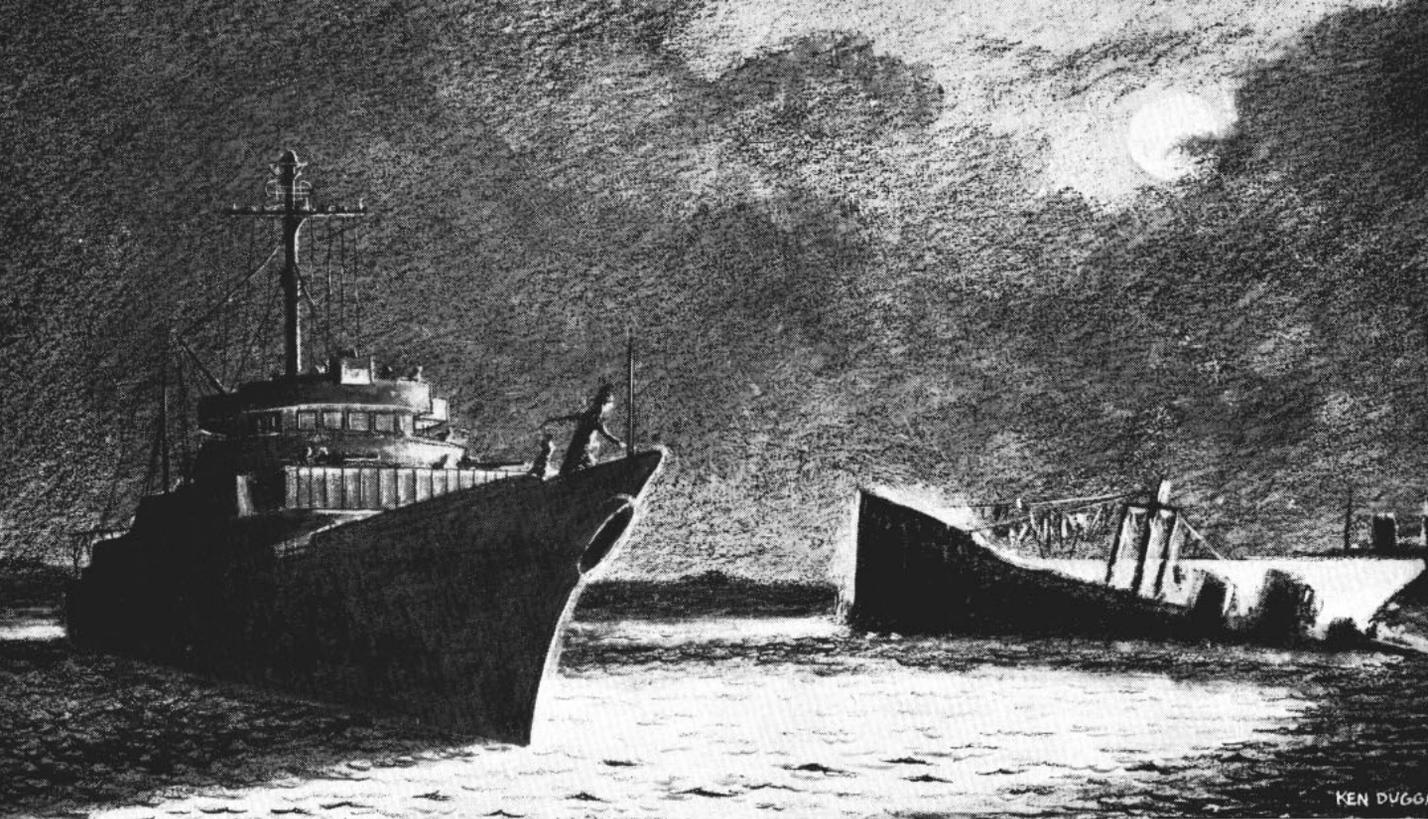
There's more to it than that, but generally speaking, Rudy is right.

"It's worth thinking about. I'm still a little concerned about this active duty business. It seems to me that a Reservist is just asking for trouble if a war comes along. He gets called to active duty and the fellow who served in the Navy at the same time he did, but didn't join the Reserves, isn't recalled. That doesn't seem right."

Stop and think a minute, Rudy. If the country really needs his services, what makes you think he won't be recalled? And who will be in a better position in one, five or ten years from now, you or the other fellow?

**RESERVIST** gets instruction on radar equipment. Electronics training is an important part of USNR program.





KEN DUGG

## The Ghost Ship of Kwajalein

**A** letter sent some time ago to ALL HANDS from a veteran Navyman helped bring to light a story that should qualify as one of the weirdest tales of World War II.

"Our ship, *USS Sumner (AGS 5)*," says the letter from Bill Frederick, HMC, USN, "was anchored in a harbor (I believe it was at Makin Island) with a number of other vessels—auxiliaries, a hospital ship, a cruiser or two and others.

"All hands were at general quarters because we had just been alerted for a possible Japanese air attack.

"Suddenly, it happened. A dark object rose slowly out of the water off our port beam, between us and another ship. We all held our breath. We were sure it was a Japanese submarine—until it rose high enough so we could tell it was some sort of cargo vessel.

"She stayed on the surface for about half an hour, I believe, then dropped beneath the surface again.

"For weeks afterwards on forecastle bull sessions we tossed back and forth our ideas of what could actually have happened. Some said it was a Japanese merchantman that had been previously sunk. Others said it was nothing of the kind, just a sort of mass hypnosis on the part of a bunch of sailors who were under

wartime strain and confused by the moonlight.

"Whatever it was, though, I think it was the closest thing to the 'Flying Dutchman' ever seen in the Pacific. Have you ever heard the story and do you have any explanation for it?"

At the time we received this letter, we hadn't heard of the incident. However, research into some dusty files and some wartime memories gradually filled in the rest of the story. Here it is:

In March of 1944 *USS Sumner (AGS 5)* was a prosaic hydrographic survey ship. She was a workhorse that preceded the big task forces into proposed harbor areas, poking and probing the underwater areas for any underwater obstructions.

At each new harbor, the ship's crew would drag a wire cable across the anchorage area at about 45 feet under the surface to make sure there was plenty of clearance for the deep-draft battleships and carriers.

It wasn't exciting work. The crew fought heat, boredom, and crowding thoughts of home and liberty.

That's the way it was that day in March. Full moon bathed the long line of ships anchored in the harbor at Kwajalein. Occasionally, patches of cloud blocked off the moonlight,

leaving momentary shadows that spread like a drawn curtain across the harbor.

*Sumner* and the fleet of ships seeking sanctuary in the harbor were swinging in a long line abreast on anchor cables that hung listlessly down through their hawsepipes. Their bows pointed in military precision at the ribbon of white beach that made a line between blue water and the darker black of the island's bomb-blasted foliage.

It was nearly midnight, not a hard time to remember. Jap air attacks had consistently used this particular time for their daily attacks.

Aboard *Sumner* the crew stood tense at battle stations searching out the moon for the shadow of Jap planes crossing its bright lit path. All was quiet. The preliminary hush of expectancy. A period of waiting; a bit longer than usual—the Japs were late.

A nervous auxiliary ship swept the water between *Sumner* and itself with a searchlight mounted high on her bridge. Suddenly a finger of yellow light picked out a black blot on the water. The light swept on—then returned! There was something there.

Steel masts were slowly rising above the surface of the harbor. At

their gun stations on *Sumner* and the nearby ships, men stiffened; others lying near stacked ammunition came rigidly to their feet. Was it a Jap submarine? If so they were in a tight spot. The heavier rifles necessary to sink her before she could get off any torpedoes could never depress that low. Besides, there was the danger to other ships anchored close aboard.

Slowly upright steel frames took shape beneath trailing ribbons of seaweed.

The long deck of a ship rose out of the water. No sub—it was too big for that. But what was it?

Seconds dragged by like hours. The moon, which had been blanketed by a passing cloud, suddenly shone through, etching in bright relief the guy wires that hung askew from the masts and stack.

She looked like a merchant ship!

Her decks were completely out of the water now.

But no ghostly crew member came to her rail to shout a challenge to the men of *Sumner*. No sound disturbed the quiet that had fallen over *Sumner* herself. Nothing but the sound of water pouring from the scuppers and down the rust-streaked sides of the looming hulk.

For half an hour she lay that way, a passive visitor in the long line of fighting ships and auxiliaries. Occasionally, she seemed to move with the tide, surging back and forth. Then, gently and quietly, she began to settle stern first back into her watery grave. A few minutes more and she was gone.

Incidentally, there was no air attack that night.

That's the story, as reconstructed from the facts available. Further verification can be found in the Deck

Log of *uss Sumner* of that date which carries a dutiful entry to the effect that "an object was seen to rise out of the water...and settle back again."

What caused it to happen?

The best explanation, one of several plausible theories put forward by experts in underwater salvage work and naval research, is that a small Japanese supply vessel, carrying a load of oxygen and acetylene cylinders, had come to the surface as the result of buoyancy produced by pockets of acetylene and oxygen, which had leaked from the bottles stored in her holds. Once on the surface the gas pockets supporting her had leaked off and the ship had settled back to her watery grave. However, as far as is known, no diver has ever probed the bottom of Kwaj harbor to find out for certain. —Howard Dewey, ENC (SS), USN.

### Strange Case of the Mascot from the Ship Without a Crew

Navy men have a reputation for picking up mascots in odd places and under unusual circumstances but one of the strangest cases to turn up is the story of how an ammunition ship came to adopt a crew member of a "ghost ship."

While *uss Wrangell* (AE 12) was participating in a Mediterranean exercise last year, one of her lookouts sighted a fishing vessel floundering helplessly in heavy seas with a distress signal fluttering from its mainmast. Bringing the ammo ship to a complete stop, *Wrangell's* skipper ordered a five-man detail to leave the ship and investigate.

Upon its barren deck, men of *Wrangell* found no sign of life—at first. Near one of the cabins lay a dead man. By his side was a dog—half-starved, but still alive.

Examination revealed that the

corpse had been dead for about 10 days, but the cause of the death could not be determined pending further medical investigation. Whether or not other crew members had served on the ghost ship also was unknown.

After *Wrangell's* boarding party had made a report of their findings to the commanding officer, it was decided that the "ghost ship" should be towed to the nearest port for detailed investigation. However, because of quarantine regulations, neither the corpse nor the dog could be removed from the vessel.

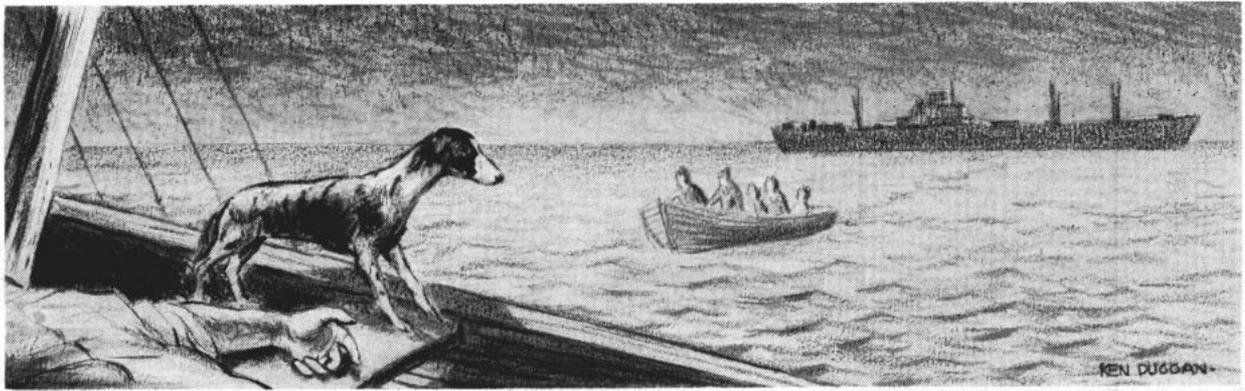
Leaving behind a good supply of food and water for the dog, *Wrangell* took the derelict in tow and began slowly making its way toward the nearest port. The ghost ship, however, was destined never to see land again. It soon began

taking on water and sank suddenly before aid could be given.

The dog, however, seemed to have a charmed life. As the fishing boat went down, personnel of *Wrangell* sighted the pooch struggling in the rough seas.

Immediately the ship's skipper ordered the dog to be rescued. *Wrangell* had to cruise the area for about an hour until the heavy seas subsided and a boat could be put over the side to rescue it.

Later, after the dog was inoculated against infection and rabies by a veterinarian, it was unani- mously adopted as the ship's mascot. To pick a name for the new addition, the crew held a contest. The winning monicker was "Sam." Now "Sam" is a permanent member of *Wrangell's* crew.—Joseph J. Brazan, JO1, USN, ServLant.





SEA-GOING TRAFFIC COPS—Three harbor defense craft streak for outskirts of Tokyo Bay to relieve sister craft.

## 'Pocket Fleet' Keeps Busy on Many Jobs

LOTS of yarns are told about the Navy's "big boys"—the carriers and battleships—and the "small boys"—such as destroyers and DDEs. But you seldom hear about the "pocket-size fleet"—the boats, gigs and other small craft which have a job to do and do it well.

Throughout hundreds of inland ports, channels and other waterways—and even on the high seas—small boats still prove their worth. While some of their jobs have been taken over by the versatile helicopter, there is still plenty for small boat seafarers to do.

Take, for example, the sea-going traffic cops or Harbor Defense Patrol, stationed at Yokosuka, Japan.

The Patrol's primary duty is to prevent sneak attacks and sabotage by keeping close watch for unidenti-

fied submarines and small boats. But they also direct traffic in the various harbors.

The Harbor Defense Unit employs some 14 picket boats. The boats are equipped with twin diesel engines and are capable of carrying twin 50-caliber machine guns, four depth charges and four smoke pots.

The patrols are divided into several categories and receive their orders from the Yokosuka Harbor Entrance Control Post. The inner shore patrol, which stretches all the way from Yokosuka Harbor to Tokyo Bay, commences at 1800 nightly and secures at 0600 the next morning. This is one of the busiest patrols, since a constant lookout must be kept for security violators and small fishing craft.

An inner-range patrol runs as a

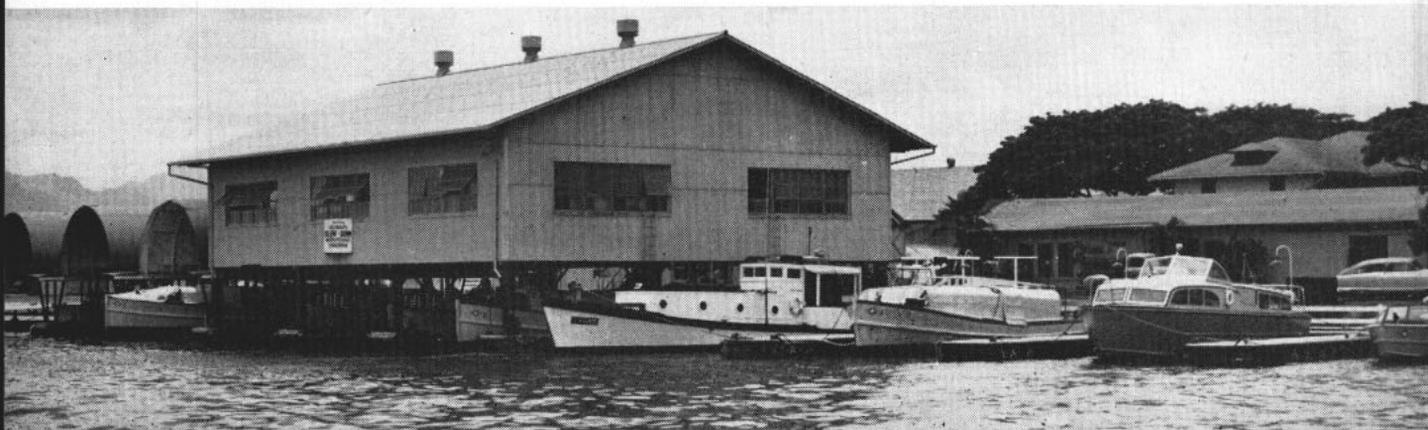
24-hour detail. It operates inside the net line of Yokosuka Harbor and keeps the Harbor Entrance Control Post informed of harbor conditions. The inner-range patrol also assists in regulating the flow of traffic into the harbor.

Traveling at a speed of about 19 knots, the patrols cover an area of approximately eight miles. When typhoon warnings send other ships to safer waters, the patrol unit stays on the job, checking on Japanese fishing boats, controlling traffic. More than once, they have saved fishermen whose tiny craft had gone under.

The picket boats are manned by three enlisted men and one Japanese sailor who acts as an interpreter for the crew.

To maintain the high degree of

BOAT POOL is home for many craft at Ford Island, where small boats daily service the needs of a busy port.



efficiency of the patrol force, the Harbor Defense Unit, Yokosuka, conducts classes three times a week in *Rules of the Road*, seamanship, damage control, radio procedure, compass and chart reading.

Another example of small craft at work is the unit known as the "Boat Pool Navy." Nearly every large naval activity, whether it's an air station, submarine or naval base has a boat pool.

Typical of the many boat pools throughout the Navy is the one at NAS Ford Island, Pearl Harbor. Here, more than a dozen small craft are operated by personnel from Fleet Air Hawaii.

Since Ford Island sits in the middle of Pearl Harbor, the boat pool small craft form a strong communication link between the island and the mainland.

Included in the functions of the unit are such jobs as hauling supplies from the mainland, maintaining harbor aircraft buoys, transporting personnel to and from the island, handling the harbor patrol, guiding seaplane take-offs and landings and even helping to tow an occasional seaplane back to base after it has made a forced landing at sea.

At the boathouse, in addition to the small craft berthing facilities, a special room is set up for training. Compasses, knot boards, boat manuals and numerous other training devices are available to improve seamanship.

Besides the training spaces, the boathouse also has workrooms, storerooms and bunking areas for the sailors.

Many of the seamen and boatswain's mates were originally Navy airmen. Since this boat pool is a fleet air activity, the men are selected from the air station to fill allowances.

These "pocket fleet" sailors not only learn the old tricks of sailing and boat-handling—from knot-tying to weighing anchor but are given opportunities to work on the complicated engines which power their craft.

The "harnessing" of atomic energy and other technological advances have brought about big changes in the Navy through the years. It's a safe bet, however, that the "pocket fleet"—the small boats—indispensable as they are to successful operations in port and coastal areas, will be around for a long time.

**APRIL 1954**



**CREW** of captain's gig prepare their boat for Saturday morning inspection. 'Gigs' are but one form of small craft making up the Navy's 'pocket fleet.'



**SMALL BOAT** sailors work on 225-horsepower engine—power plant of harbor defense craft. Below: Motor launches head for shore with liberty-bound EMs.



# SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE XV-1 CONVERTIPLANE, the first U. S. military aircraft of its type, has been developed for the Army and Air Force. The Convertiplane embodies a completely new concept of flight—the “unloaded rotor” principle—in which a machine is equipped with a rotor for vertical flight and wings and propeller for forward flight.

Evaluation of possible applications of the principle to larger aircraft will be the primary function of the new craft. Studies will also be made on the tactical military use of the plane for reconnaissance and other related missions. The first actual flight is not expected to take place for several months.

The craft is approximately 30 feet long, 10 feet high and spans 26 feet in width. Each of the three blades of the rotor is powered by a pressure jet unit located at the tip of the blade. A reciprocating engine is provided on the fuselage aft to supply air to the jet units during vertical flight and power to the propeller during forward flight.

The enormous power available from the pressure jets allows the use of a rotor having approximately half the drag of a conventional helicopter rotor. Since the wings do not have to provide any lift during takeoff or landing, they are about half the size of the wings for conventional fixed-wing aircraft.

The Convertiplane is designed to carry three passengers, or two litter patients and a medical attendant, in addition to the pilot.

★ ★ ★

COMBAT CONTROL TEAMS—new Air Force units that mark drop zones for parachute delivery of men and supplies—have become an integral part of the Tactical Air Command's troop carrier operations.

Six Combat Control units have been established at three of TAC's 18th Air Force bases since the Air Force assumed the “pathfinder” mission from the Army in January 1953. Twelve of these specialized teams have been authorized.

The Air Force men in these teams are basically



UNIQUE XV-1 Convertiplane is equipped with rotor for vertical flight, wings and propeller for forward flight.

communications-trained personnel who, after receiving “jump” training at an Army parachute school, are assigned to TAC's troop carrier air force for intensive training in marking techniques, use of radio guidance equipment and weather observation and control.

These 14-man teams drop ahead of the troop carriers to mark a drop zone with recognition panels, smoke and special communications equipment for guiding aircraft.

★ ★ ★

A NEW VERSION OF THE “C” RATION, the Army's widely known packaged meal for combat troops, has been developed by the Army Quartermaster Corps. The ration will include eight new food items.

On the basis of field reports and food preferences expressed by combat soldiers, the Quartermaster Food and Container Institute at Chicago, Ill., has developed the following new items which will be included in the revised ration: Beef and peas with gravy, chop suey with meat, ham and potatoes, fruit cake, pound cake, oatmeal cookies, soup and gravy base and soluble tea.

Tests of all the food items in the revised ration, available in six different menus, have shown high acceptability. In addition to the eight new components, the improved ration includes such typical items as canned fruits, meats, soluble coffee, powdered milk and candy.



OVER THE SIDE go Army engineers as they test new Coldbar clothing. Right: PFC E. Droko floats in plastic suit, designed for bad weather, cold water.



Items such as cigarettes and gum are also retained in the ration, which will be packed in a flatter, more rectangular package, to make for easier carrying and handling by troops in the field.

Procurement of nearly two and a half million of the new "C" ration is now underway with delivery dates expected to begin this May.

★ ★ ★

A 750-PER-HOUR ROCKET SLED that simulates problems encountered in bailing out of supersonic airplanes is being tested by the Air Force.

The tests, now using dummies, will be followed by tests using human volunteers. First tests are being run at comparatively slower speeds; the supersonic speed ranges are the objective of later test runs.

Men who ride the sled will travel faster than man has ever before moved on the ground. Each will be strapped in a chair that will rotate him head over heels 180 times per minute, exposing him to the same air blast that would be experienced by a pilot ejected suddenly from a supersonic airplane.

The purpose of the experiments is to provide a reliable method of testing advanced survival methods of protective equipment for crews of supersonic military airplanes. Still to be determined are the "thresholds" of reasoning, consciousness, and memory of crewmembers ejected from a plane traveling faster than the speed of sound.

The equipment consists of two sleds—a test vehicle and a propulsion vehicle. Speds up to 750 mph are provided by twelve 4500-pound-thrust rockets. The test vehicle is pushed up to the desired speed and then allowed to coast. It is braked by a scoop moving through a trough of water under the track.

★ ★ ★

EXERCISE "FLASH BURN," an Army field training maneuver to take place during April and May is scheduled to utilize for the first time in a field exercise the big 280mm gun, the "Honest John" heavy field artillery rocket, and the Army's ground-to-ground guided missile, the "Corporal."

Important training aspects of the exercise will include defense against enemy air attack, the tactical use of atomic weapons, land mine warfare and defense against chemical, biological, and radiological warfare.

Scheduled to take place in the Fort Bragg-Camp Mackall, N. C., area, the maneuver is designed to train Army units in offensive and defensive operations. Approximately 60,000 Army personnel, made up of a "U.S. Force" as well as an "Aggressor Force," will take part.

Airborne operations will play a prominent part in "Flash Burn." The 82nd Airborne Division will be parachuted into "Aggressor" territory and the 37th Infantry Division will be airlanded in the same area in a reinforcement role, moving from its home station at Camp Polk, La. Army helicopters will be used for deployment of combat troops, supply missions and for medical evacuation.

Army observation planes will also participate. Tactical air support, aerial resupply, and troop carrier missions will be provided by aircraft of the Air Forces Tactical Air Command.

C-124 AERIAL DELIVERY—A new method to parachute heavy equipment to forward area troops has been devised for the C-124, the Air Force's largest production cargo aircraft.

Designed primarily to transport troops, the C-124's tactical use has been greatly increased by the new cargo delivery system. Briefly, the new system employs a pair of rails, a chain drive, and specially-designed pallets to move the cargo out of the aircraft quickly. The entire delivery system weighs 2800 pounds.

This is how it works: The C-124 is loaded with three previously-packed pallets, which are winched onto the tracks and into the aircraft through the nose doors. A hook on the bottom of the pallet then engages the chain drive, and the pallets and cargo are tied down.

When the aircraft approaches the drop area, the tie-downs are removed and the after doors in the bottom of the aircraft are opened. At the desired time, the chain drive is started and the cargo is pulled back to the open door and allowed to fall out of the aircraft. Each 100-foot parachute will support 3000 pounds. Since the capacity of each pallet is 18,000 pounds, as many as six parachutes might be used for any one pallet. Combined allowable weight of cargo which each C-124 can carry for parachute delivery is 40,000 pounds.

A typical three-part load that might be dropped to forward ground troops would be a truck or prime mover, a gun and ammunition, each on individual platforms.



PORTABLE assault-type bridge is Army's latest for crossing short gaps. M-47 tank pushes bridge into place.



NEW division-type fixed bridge is made of aluminum. A 75-foot length can be manually erected in 45 minutes.

# LETTERS TO THE EDITOR

## Saluting Colors in Your Own Ship

SIR: In the following situation what is the correct procedure?

A ship is moored to the pier. Directly forward is another ship. When Colors are sounded, should the men on the forecastle of the first ship face aft and render honors to their own Colors or should they face forward and render honors to the Colors of the ship forward of them because they can be plainly seen?—R. N. K., RM1, USN.

• *There appears to be no definite answer contained in any publication relative to rendering the salute at "Colors" to another ship's ensign.*

*It is considered that all personnel topside should salute their own ensign at "Colors" no matter where the vessel is located. The ship is an entity in itself and all personnel on board should observe "Colors" in the same manner.*

*If personnel on the forecastle of a vessel were to salute another ship's ensign, the variation in timing the ceremony between the ships could result in certain groups of personnel saluting while others on the same ship had terminated the ceremony. Accordingly, in the interest of uniformity and smartness of appearance all personnel should face aft and salute their own ensign.*—Ed.

## Job Counseling

SIR: I will be returning to inactive duty in April, and am planning to go to college under the G.I. Bill next fall. However, I would like to work up until the time of enrollment in September. I understand the Veterans Administration has a service which helps veterans to get jobs. Is this right? If so, how do I go about getting it?—M. C. B., SK2, USNR.

• *Job counseling and placement services, administered by the local offices of the State Employment Service in cooperation with the Veterans Employment Service, are furnished to help veterans choose and find jobs. This assistance includes preference in referral to employment for honorably discharged veterans and special preference in referral for disabled veterans. In addition, employment counseling and testing are offered to help veterans decide what type of work they are most suited for.*

*You may apply for this service at your local office of the State Employment Service. Present your Report of Separation (Form DD 214) together with your social security card if you have one.*—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.

## Are Uniforms a Deductible Tax Item?

SIR: I am writing for a group of midshipmen and have a question concerning the cost of uniforms and the uniform allowance in regard to income tax. As midshipmen we do not have a uniform allowance, but we are required to purchase our uniforms from our monthly base pay. In reporting our income tax, can we deduct the cost of uniforms as do airline pilots, policemen, etc.? Also can we deduct the cost of alterations, cleaning, and maintenance of uniforms?—H. R. H., MIDN, USN.

• *The cost of uniforms, as such, are not deductible for Federal income tax purposes. The items of uniform, which are deductible, however, are all items of insignia of rank and corps including gold lace and devices on the uniform coat, black braid, collar devices, shoulder marks, chin straps, cap devices and the cost of campaign bars and swords.*

*The expense of altering braid and devices on uniforms and equipment upon change of rank is also deductible but not laundry, cleaning, repairs, depreciation or alteration of the uniform itself.*—Ed.

## Crew for USS Forrestal

SIR: When will USS Forrestal (CVA 59) be commissioned and when will her crew be assembled?—E. D. W., CSI, USN.

• *The date for the assembly of enlisted personnel of the pre-commissioning detail of Forrestal has not been set. At the present time, in the interest of insuring maximum permanency of personnel in the Fleet, new construction ships are manned by personnel available to the Chief of Naval Personnel for assignment from general detail, schools, shore duty surveys, etc. Accordingly, a waiting list will not be maintained and requests for new construction from personnel not otherwise due for reassignment are not desired by BuPers. However, one possibility is for you to make new construction one of your duty preferences on the Shore Duty Survey List.*—Ed.

## Training POs in Military Factors

SIR: I've noticed that in some locales the Air Force has started what it calls "Non-Commissioned Officers' Academies." The purpose of the schools, as I understand it, is to instruct the top three pay grades in military tactics and sciences; in the proper standing of military duties as senior rated personnel; and in the extent as well as the limitations of their authority.

Why couldn't the Navy adopt a program similar to this whereby as soon as a man makes second class he could be sent to school and given a complete checkout on the various military factors required of a petty officer?

After graduation from a school of this type he would be a more confident petty officer, more efficient, and would give his seniors more reason to have confidence in him. Soon the first and second class petty officers would again be known as petty officers rather than "overpaid seamen" as they are today.

It has been stated that the peacetime petty officer is trained to be the wartime officer. It seems to me that this school would be an ideal step in that direction. Send them to this school, train them and treat them as non-commissioned officers and possible gentlemen.—H. L. S., TDI, USN.

• *There is no easy road to effective leadership and the Navy does not believe that establishment of an NCO Academy would necessarily solve all the problems in connection with training for petty officer line duties.*

*Your letter does bring out today's need for increased emphasis on training for petty officers in their line military duties. During the post-World War II period, with its shortages of rated personnel, the emphasis in training has, at times, been concentrated on technical or professional qualifications. But recently it has begun to swing back and much has been accomplished in the area of leadership for petty officers, even while maintaining a high level of training in professional qualifications.*

*In addition to training courses in leadership, which are available to all, the curricula for all advanced schools now include instruction in leadership. Another source of leadership training lies in the three Instructor Schools which are maintained by BuPers at Norfolk, Great Lakes and San Diego. In addition to providing training in the techniques of teaching, these schools place great emphasis on good human relations, one of the cardinal principles of leadership.*

These programs might be considered "formal training" in leadership. In addition, there exists an excellent opportunity for petty officers to receive practical training and experience in leadership through instructor duty at Recruit Training Commands. There is a continuing need for recruit training instructors and the opportunity for experience in practical leadership is almost limitless within a Recruit Training Command, where petty officer instructors are charged with the responsibility for the indoctrination of enlisted men and women first coming into the Navy.

There is no immediate plan in BuPers for the establishment of the kind of formal training program you refer to in your letter. Through the Navy-wide examination system, which includes military factors, it is believed that the best potential petty officers are being selected for advancement. Further training for the men and women so selected must come through practical, living experience in the Navy, under the careful guidance of senior petty officers and experienced commissioned officers.—Ed.

#### Armed Forces Reserve Medal

SIR: I would like to know whether the Armed Forces Reserve Medal can be received for accumulated service in two reserve components of the armed forces? For instance, if a man spent four years of satisfactory federal service in the USMCR, USCGR, or USAFR and then completed six more years of satisfactory federal service in the USNR within a period of 12 consecutive years, can he be awarded the medal?—C. M. W., SN, USNR.

• Reserve personnel of any of the Armed Forces who complete 10 years of honorable service within a period of 12 consecutive years are eligible for the Armed Forces Reserve Medal provided they do not include the period for which the Naval Reserve Medal has been awarded.—Ed.

#### Certificates of Completion of Courses

SIR: There have been several cases where the completion certificates for Enlisted Correspondence Courses have not been received by our ship in time for a man to be eligible to take the advancement in rating test. Is it possible to average all the successfully completed assignment sheets and assign a tentative final mark so that a man can be eligible for advancement in rating? If so, can an entry be made on page four of the enlisted service record based on this mark?—G. A. D., ADC, USNR.

• Enlisted personnel desiring to prepare for advancement in rating examinations by the completion of Enlisted Correspondence Courses should enroll early enough to ensure receipt of their completion certificates before



REAL GONE CAT—Tom K. Fathoms, RC3, USN, enjoys a cat-nap while off duty. Fathoms is mascot of USS Maury (AGS 16), hydrographic survey vessel.

the deadline for certification for the examination.

In the event that a completion certificate is not received in time for certification for the examination, the division officer may give the individual a locally prepared test to determine whether the man has completed the Navy Training Course and is ready for the advancement in rating examination. Such tests will serve as the basis for a page-four entry in the service record which provides a summary of in-service training, advancement in rating, and other training history.

Averaging the successfully completed assignments of an incompleting correspondence course, however, is not acceptable for an entry on page four.—Ed.

#### Losing Right to Wear Gold Stripes

SIR: Can you settle a problem for me? A Navyman has 12 years' good conduct service which entitles him to wear gold rating badge and service stripes. If he subsequently disqualifies himself for another Good Conduct clasp by getting conduct marks lower than 2.5, does he lose the right to wear gold?—D. C. G., QMC, USNR.

• In accordance with Art. 1202.6 (d) of Uniform Regulations "... Having once acquired the right to wear gold lace service stripes, that right continues throughout the duration of an enlisted person's service unless, in an enlistment subsequent to the one in which the right is established, he fails to qualify for a Navy Good Conduct Medal, in which case the right to wear gold stripes shall be terminated . . ." Therefore, in the case you cite he would lose the right to wear his gold service stripes.—Ed.

#### On Advancement, for RCs Only

SIR: I am a Rat Catcher Third Class assigned to duty in USS Maury (AGS 16). My problem is this. Since there is no work aboard for my rating, how can I get advanced to RC2?—T. K. F., RC3, USNR (c).

• Well, cat, we think you're the most. We understand that your rating is going out in this New Navy, and suggest you change to DC (dog catcher, not damage controlman) or FS, food sampler (in the catsup department).

Here's how to figure your multiple for the fleet-wide examinations: Multiply your time at sea in months by the number of rats you've caught on shore. Subtract from that the hours you've been away from the ship on fantail liberty. To this add the number of times per day you "inspect" the galley. Divide by the number of times you've manned your special sea detail station. To this sum, add the number of sea buoys you've passed during the current cruise. Then divide by the number of captain's inspections you've stood, subtract the number of sea stories you've told the shore-side cats, and multiply by the number of times the ship sailed on the day your watch had liberty.

Your practical factors can be handled by a test in mousing a hook, knotting a cat's-paw, rigging a cathead, chipping and painting a catwalk, operating a catapult and computing a catenary.

Military factors will include feeding the kitty, proper hours for taking a cat nap or catnip, and, for second class or higher only, standing dog watches.

We hope this will enable you to pass your test.—Ed.



WHAT IS THIS SHIP? Chances are you'll guess wrong the first time. A converted LST, she is now a Navy barracks ship—USS Mercer (APB 39).

#### Failing Physical for Promotion

SIR: I was temporarily retired with 100 per cent physical disability on 1 Sep 1952 after six months in the hospital with minimal tuberculosis. While I was in the hospital the Navy Department Bulletin came out containing BuPers Circular Letter 56-52 which promoted me to full lieutenant effective 1 Apr 1952. I was not physically qualified at that time but since then my disability has completely cleared up. I am now scheduled for my first physical under temporary retirement status and feel sure that I will pass. If I do, can I return to active duty at the grade of lieutenant?—C. I. D., LTJG, USNR.

• In the event you are determined to be physically qualified to perform the duties of your rank as a result of the findings on a periodic physical examination, to which you will be required to submit, you will be ordered before a Physical Evaluation Board. If the Physical Evaluation Board recommends a finding of "fit for duty" and the Secretary of the Navy approves this action, you will, subject to your consent, be reappointed in the U. S. Naval Reserve. This reappointment will be in a rank not lower than that rank permanently held at the time of placement on the Temporary Disability Retired List, and may be in the rank immediately above the rank permanently held subject to the opportunities for advancement and promotion to which you might reasonably have been entitled had you not been on the Temporary Disability Retired List.

The Bureau of Naval Personnel Circular Letter 56-52 contained the au-

thority for your temporary promotion to the grade of lieutenant; however, you were specifically excluded from that authority since you were not physically qualified to accept the promotion. Therefore, no authority exists for your appointment to the grade of lieutenant.

Since you were selected for the rank of lieutenant, it appears that upon being found physically qualified to perform the duties of your rank and if reappointed a lieutenant (junior grade) in the Naval Reserve, you may then be issued an authority for appointment to the rank of lieutenant, on your request, providing you qualify under the promotion laws in effect at that time. Your recall to active duty will be governed entirely by the needs of the service at the time of your reappointment. Your date of rank, if reappointed and advanced to lieutenant, will be contained in the authority granting such advancement.—ED.

#### Changing Schools Under G. I. Bill

SIR: I plan to go to college under the GI bill after my discharge and wonder what the regulations are about changing schools? My plan is to attend a junior college for two years and then shift to a regular college for the last two years. Can I do it this way?—W. A. C., YN3, USN.

• You may. However, be sure that the schools are approved by the Veterans Administration and that they know and approve of your intended change of schools at the completion of your period of training at the junior college. The details can be worked out when you make application for the G.I. Bill after discharge.—ED.

#### Eligibility for G.I. Loan

SIR: I would like some information regarding my eligibility for a G.I. home loan.

On 1 Jul 1943 I reported for active duty as apprentice seaman, V-12, USNR. On 20 Oct 1945 I was commissioned as Ensign, USNR from the NROTC unit at the University of Texas. While in the V-12 program I remained an apprentice seaman. In 1946 I was given what amounted to an administrative discharge, although I was not given any discharge certificate, for the purpose of accepting a USN commission.

Is there any way that I can qualify for a G.I. home loan? If so, what papers are required by the Veterans Administration and where may I obtain them?—E. C. C., LT, USN.

• One of the basic eligibility requirements for the loan guaranty provisions of both the World War II and Korean G.I. Bill is that you must have been discharged or released to inactive duty under conditions other than dishonorable.

Since you have not been discharged or released to inactive duty from any period of service, you will not be eligible for the loan guaranty benefit until such time as you are discharged or released to inactive duty.

The documents required for a G.I. loan by the Veterans Administration are a Discharge Certificate with a DD form 214, "Report of Separation from the Armed Forces of the United States," or a Certificate of Satisfactory Service with a NavPers 553 (this form was superseded by the DD form 214).—ED.

#### Quarterly Marks in Seamanship

SIR: Does either a seaman (SN) or seaman apprentice (SA) require a quarterly mark in Seamanship?

BuPers manual states in part: "Seamanship—Required for all personnel of all rates in the following occupational groups, including seamen and seaman apprentices: Group I, Deck; Group II, Ordnance.

My interpretation of the above is that all seamen and seaman apprentices require a quarterly mark unless they are carrying a designated striker's symbol such as PNSN or YNSN. Am I right?—J. V. B., YN1, USN.

• Your interpretation of Article C-7821(7) (b), BuPers Manual is considered correct. SAs and SNs should be assigned quarterly marks in seamanship. Identified strikers are not normally assigned seamanship marks unless they are strikers for ratings within occupational Groups I or II.

Article C-7821(1) of BuPers Manual



Yeoman

specifically states that the instructions contained therein are issued as a guide to insure uniformity. Full discretion is left to commanding officers to make exceptions to suit unusual cases.—Ed.

### Is It 'AWOL' or 'AOL'?

SIR: Could you tell me whether "AOL" and "AWOL" are official abbreviations that may be used in rough deck log, and if so, where I might find the authorization for their use?—P. J. S., QM1, USN.

• "AWOL" is the best standard abbreviation for an entry of unauthorized absence in the deck log. This abbreviation includes all unauthorized absence as defined by Articles 85 and 86 of the Uniform Code of Military Justice. It is also found in the Navy Comptroller Manual, Vol IV as the abbreviation for all unauthorized absence.

There are several sample entries in the Watch Officer's Guide, Chapter IV, that will give you an example of the use of "AWOL" in the deck log.

There is no distinction between "absence over liberty (or leave)" and "absence without leave." Both are considered, and logged, as "absent without leave."—Ed.

### Early Release

SIR: All branches of the armed forces are separating personnel quite a long time before their normal expiration date, or, in the case of Reservists, releasing them before their tour of active duty is completed. Why not the U. S. Navy?—G. J. B., YNSN, USN.

• No parallel can be drawn between the policies and procedures implemented by the different services in assigning and releasing personnel in view of the wide divergence of their respective missions. Accordingly, to apply the instructions promulgated by any other service for early separation of personnel to the separation of Navy enlisted personnel would not be practicable.

Under BuPers Notice 1910 of 22 May 1953, however, the separation dates of both Regular Navy and Naval Reserve enlisted personnel eligible for separation through 31 Aug 1954 have been advanced two months.

The primary purpose of this program is to phase out some of the anticipated losses of personnel in the fiscal year 1955 into fiscal 1954. This objective will have been fulfilled on 31 Aug 1954 and there is no action pending to advance the separation dates of personnel becoming eligible for separation after that date.

As a related matter of interest, in view of the Navy's continuing requirements for experienced and competent personnel, an over-all reduction in the term of Regular Navy enlistments is not now contemplated.—Ed.



QUARTERMASTER of the watch keeps chronological record of events, as they occur, in quartermaster's notebook.

### Quartermaster's Notebook

SIR: Are there any standard rules for entries in the quartermaster's notebook aboard a commissioned vessel of the Navy? A question has arisen on the subject and the only information I can find is in the training course Quartermaster 3 and 2. Where else could I find rules that would apply?

I would also like to know the official legal significance of the quartermaster's notebook as compared to the deck log, rough or smooth.—D. D. S., QM1 (SS), USN.

• Articles 1034 through 1040, Navy Regulations, 1948, contain the basic requirements with respect to the matters and events which should be included in the quartermaster's notebook and the deck log and should answer all your questions.

As for the legal angle, both the quartermaster's notebook and the rough deck log are "records of original entry" and may be introduced in evidence to prove the happening of events. If there were to be any distinction between the value as evidence of these two records in litigated matters, such as in an admiralty collision case, the quartermaster's notebook would be given greater weight, since it normally contains the first entry made after the happening of an event.—Ed.

### Appointment to WO

SIR: I am interested in applying for warrant officer and would like to get some information on references concerning applications and requirements.

I have over eight years service, am 26 years of age and am a first class petty officer.—S.N.M.N., MM1, USN.

• Applications or special recommendations for appointment to warrant grade are not solicited since Petty Of-

ficer Evaluation Sheets (NavPers 1339) and individual service records are used in making selections.

The last selection board for appointment to warrant grade (W-1) was convened during April-July 1952 and all regular Navy and Naval Reserve chief petty officers and petty officers first class on active duty, who had at least six years' naval service and had not reached their 35th birthday on 1 Jan 1952, were eligible for consideration. Personnel recommended by this board were placed on an eligibility list from which appointments are made as warrant officer vacancies occur.—Ed.

### Ship's Stores Purchases

SIR: Can you tell me if all sales in ship's stores, both ashore and afloat are final?

To be more specific, suppose I buy a watch and after a few days it gives out on me. Would my money be refunded, a replacement given me, the original repaired or what?—E. B. B., RMC, USN.

• All sales in Ship's Stores afloat and ashore are final. If merchandise is defective, the Supply Officer should be notified. He will return the item to the manufacturer for repair or appropriate adjustment. The Ship's Stores cannot guarantee the items sold; the manufacturer does. Since Navy Exchanges are operated with non-appropriated funds, defective items may be returned within 30 days.—Ed.

### Guided Missile School

SIR: I would like to know if it is possible to attend Guided Missiles school and if it is possible to change my rate to GS?—S. G. G., FT2, USN.

• There are three Guided Missiles schools at present, located at Jackson-



Guided  
Missileman



Aviation  
Guided Missileman

ville, Fla., Pomona, Calif., and Dam Neck, Va. The Bureau of Naval Personnel selects students for the schools.

Conversions to the new Guided Missiles ratings, GS and GF, are expected to occur early this year from ratings who have had former guided missiles training and experience. However, the operation, maintenance and repair of guided missiles external control equipment are expected to become part of the FC and FT qualifications. It is not presently planned to permit enrollment of FT personnel in Guided Missiles Schools for the purpose of converting to Guided Missilemen ratings.—Ed.

Ship Reunions

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

★ ★ ★

● *52nd Seabees*—The seventh annual reunion will be held 30, 31 July and 1 August at the Markham Hotel, Gulfport, Miss. Further information may be obtained from J. I. Johnson, P. O. Box 822, Gulfport, Miss.

● *uss Gleaves* (DD 423)—The third annual reunion will be held 16 October in Hotel Diplomat, New York. For further information contact F. W. Norton, 876 62nd St., Brooklyn 20, N. Y.

● *U. S. Naval Academy*—The class of 1934 is planning its 20th anniversary

reunion at the Naval Academy during Alumni Weekend, 24 and 25 September. Members of the class are requested to contact R. P. Harbold, 129 Spa View Avenue, Annapolis, Md.

● *uss Edwards* (DD 619)—Men who served in this ship during World War II and are interested in a reunion this summer, contact F. H. Mann, 5220 Vincent Avenue South, Minneapolis, Minn.

● *uss Trippe* (DD 403)—Men who served in this ship during World War II and are interested in a reunion in New York or vicinity during May or June, contact J. C. McDonald, Room 209, Hdq. 5th Naval District, Naval Base, Norfolk, Va.

● *uss ABSD-2*—A reunion of all officers and enlisted men who served aboard has been set for 30 Apr 1954. A place has not yet been selected, but further information may be had by

writing to Ray Ferrara, 3970 51st St., Woodside 77, N. Y.

● *Patrol Bombing Squadron* (VPB-209)—Former members who served in this squadron from commissioning to de-commissioning and are interested in holding a reunion, with time and place to be decided, contact E. W. Winkler, 4359 F St. S.E., Washington, D. C., or J. D. Poole, 705 Quincy St. N.E., Washington, D. C.

● *uss Eldorado* (AGC 11)—Information regarding a forthcoming reunion of former members of this ship may be had by writing Charles Ruzic, 6421 South Honore St., Chicago 36, Ill.

● *uss Langley* (CVL 27)—All ship and air group officers attached to *Langley* during World War II are invited to attend the reunion to be held in New York City, 8, 9 May. Details may be obtained from J. Monsarrat, 380 Madison Ave., New York 17, N. Y.

Navy Ships Named for Women

SIR: Some of the crewmen were discussing what ships are named after and we came to destroyers. One man insists that there is one DD named after a woman. Is this correct?—W. C. S., BM3, USN.

● *It sure is.*

Two warships—a modern destroyer and a Civil War sidewheeler—and five transports have been named for women. The first U. S. "combatant" vessel ever named after a woman was *uss Harriet Lane*. This vessel was named for the niece of President John Buchanan. *Harriet Lane* was a 619-ton side wheeler with four guns. She was transferred to the U. S. Navy from the Treasury Department in 1861.

The only other combatant ship ever named for a woman is the *uss Higbee* (DDR 806)—a converted DD—named

for *Lenah S. Higbee*, Superintendent of Navy Nurses during World War I.

Here are the transports—*uss Dorothea Dix* (AP 67) is named for the American philanthropist and Superintendent of Nurses during the Civil War. *uss Elizabeth C. Stanton* (AP 69) is named after the early American leader in women's rights. *uss Florence Nightingale* (AP 70) is named after the famed nurse of the Crimean War. *uss Lyon* (AP 71) is named for *Mary Lyon*, who founded Mount Holyoke Seminary for women (now known as Mount Holyoke College) at a time when women weren't allowed to attend most colleges. *uss Susan B. Anthony* (AP 72) is named for the "Mother of American Woman Suffrage."

*Higbee* is still in commission but the five transports are in the Reserve Fleet.—Ed.

Completion of College

SIR: Does the Navy have a program whereby those men needing only a few units of college work to get a degree are sent to college on a temporary duty basis until they complete their studies?—E. C. D., LT, USN.

● *There is no established Navy training program whereby naval personnel can be sent to a civilian college for the purpose of completing their education and obtaining a bachelor's degree.*—Ed.

Square-Rigged Uniform

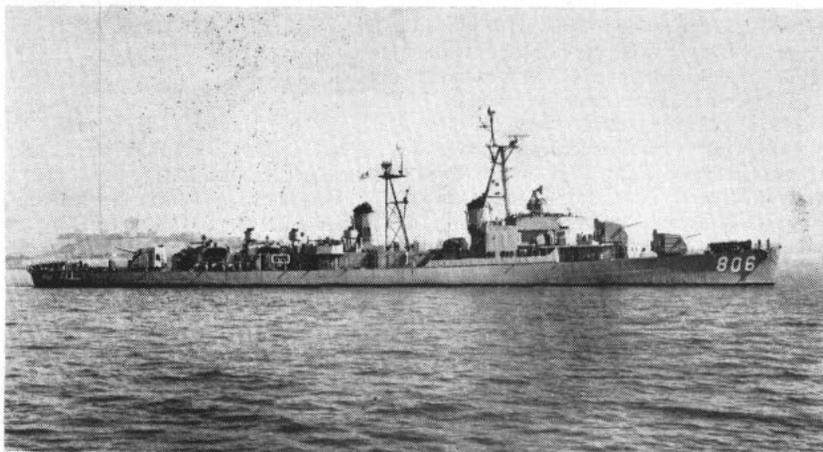
SIR: While serving in *uss Maryland* (BB 46) in 1938-39, we had a seaman I/c who was authorized to wear the square-rigged (CPO) uniform with black buttons and a USN hat emblem. I believe the man was a barber. Could you verify this for me as I have told this story several times and everyone thinks I'm the world's champion liar.—R. A. L., BMC, USN.

● *The uniform which you describe was authorized for cooks and stewards until the end of 1949. In the old days, stewards sometimes did some barbering on the side, especially on small ships which seldom had full-time barbers. So your story is quite reasonable. You can rest on your oars.*—Ed.

Good Conduct Medal

SIR: I enlisted in the Regular Navy in August 1943 and was discharged on 10 June 1945 to attend the Naval Academy. Am I entitled to wear the Good Conduct Medal for the 22 months I served as an enlisted man?—W. C. H., LTJG, USN.

● *You are not entitled to the Good Conduct Medal as you did not complete three years of continuous active duty as an enlisted man.*—Ed.



USS HIGBEE (DDR 806) is only Navy 'combatant' vessel ever to be named after a woman. Five transport ships have been named for women, however.

### Wearing Insignia of Other Services

SIR: Prior to enlistment in the Navy, I served as a pilot in the Air Force with the rank of Second Lieutenant. I earned my wings by completing pilot training and they were never revoked. Am I qualified to wear my wings on the Navy uniform?—H. M., QM1, USN.

• No. The word on this is Article 1203.2(b) of Uniform Regulations which states that "Qualification badges and insignia, including aviation insignia of other services or nations, cannot be worn on the naval uniform."—Ed.

### Precedence of USN, USNR Officers

SIR: In the October 1953 issue, ALL HANDS published an article concerning precedence of officers of the Naval Reserve in relation to officers of the Regular Navy. It was stated that date of rank in grade is the primary factor in determining precedence. In view of Articles H-1503 and H-1504, BuPers Manual, I fail to agree with your method of determining precedence between USNR and USN officers. I would appreciate any information you can give me.—J. D. C. Jr., LT, USN.

• Public Law 210 (81st Congress) amended the Officer Personnel Act of 1947 in such a manner that relative precedence between Regular and Reserve officers is determined in the manner outlined in the October 1953 issue of ALL HANDS (page 52), with date of rank in grade being the primary factor.

Section 304(o) of the Officer Personnel Act of 1947 as amended reads as follows: "Officers of the Line and Staff Corps of the Naval Reserve assigned to active duty subsequent to the date of establishment of the lineal list as prescribed in sub-sections (a) and (i) of this section, shall be placed on the appropriate lineal list, and in such grade shall take precedence among

### Souvenir Books

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

USS Wichita (CA 45) — The Navy Department has recently received a number of copies of the World War II souvenir book of USS Wichita. Crewmembers of this ship desiring copies of the book may obtain them, at no cost, by directing their request to the Navy Department, Chief of Naval Personnel (Attn: Pers G 15), Washington 25, D. C.

themselves and with officers of the same grade of the regular Navy in accordance with the dates of rank as stated in their commissions."

Articles H-1503 and H-1504, BuPers Manual, therefore, are incorrect in regard to the one-half time credit for service provision, and a change to these articles is in preparation.—Ed.

### NROTC Officers Qualifying for CEC

SIR: BuPers Instruction 1520.5A of 24 Feb 1953 states that contract NROTC graduates are eligible for commissions as Ensign (CEC), USNR. What type of schooling would be required of an ensign upon commissioning in the Civil Engineer Corps? Would an extension of obligated service be required for such schooling?—R. E. S., LT, USN.

• Upon commissioning in the Civil Engineer Corps, NROTC students are assigned to CEC Officer School, Port

Hueneme, Calif., for the basic eight-week course. The objective of this course is to prepare the newly commissioned officer for his future assignments. The course consists of four main parts: (1) Administration, (2) Shore Establishment, (3) Specialized Engineering and (4) Military Subjects.

There is no extension in the obligated service required for CEC officer school. After completion of the course the officer is assigned to duty with one of the CEC activities, the location of which is determined primarily by the needs of the service and, secondarily, by his own choice.

These assignments can be any of the following: Continental U. S. assignment with a Public Works Department at a naval activity, or Assistant Resident Officer in Charge of Construction operating out of a District Public Works Office; overseas construction assignment with a Mobile Construction Battalion, Construction Battalion Detachment, an Amphibious Construction Battalion, or overseas staff assignment with a Public Works Department or an Officer-in-Charge of Construction.—Ed.

### Training Courses for Radarmen

SIR: Is the present RD1 and RDC Training Course book being revised to conform with the more recently issued publications and will a correspondence course for RDC ever be available?—T. J. S., RD1, USN.

• The Radarmen 1 and C Navy Training Course, NavPers 10147, will be brought up to date with more recently issued publications when it is next reprinted. Reprinting is currently scheduled for this year.

Since this Navy Training Course must be classified, there are no present plans for preparing a correspondence course for RDC or RD1.—Ed.

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

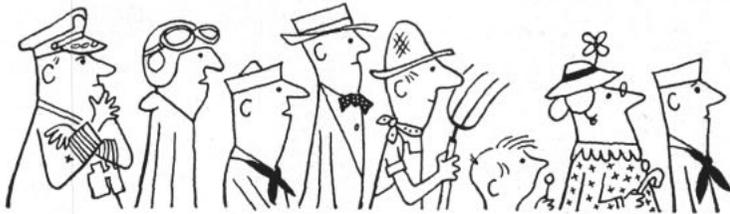
Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

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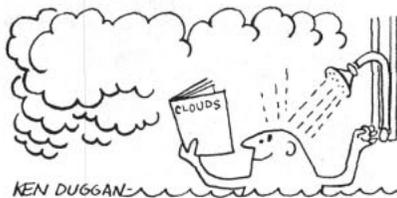


# Airborne Invaders Forecast Weather

**T**HERE is a bunch of puffed up characters whose activities have a lot of influence on what Navy men do—both on their liberty time and during working hours—yet they are unknown to all but a few Navy men.

These characters may influence the skipper of your ship to change course; warn an aviator to stay on the ground; or chase a seaman below decks. It's even possible that one of the bunch may force a sailor to stay aboard rather than take liberty.

Before you start turning red in the face or run to request mast, take a closer look at this assorted crew. They have Latin names, but they aren't native to any one country. In-



stead, they are classified more as citizens of the world, moving at will without the fuss of passports or visas.

You may run into a collection of these characters in the Pacific, and at the same time a quartermaster in the Mediterranean may be recording their visit. They are modern, traveling entirely by air; yet remain old fashioned in appearance, looking exactly as they have for centuries.

By this time you have probably deduced that the subject of this article is clouds. While you can be sure your commanding officer isn't going to advocate your walking around with your head in the clouds while you stumble over a line or bitt, it wouldn't hurt to keep your eyes peeled upward once in a while to take a close reading on the clouds.

A knowledge of the clouds and what they bring in the way of weather may help you plan the next day's working schedule or an off-duty picnic. Should you find your-

self adrift in a small boat you may be able to get an indication of the direction of land from a certain kind of cloud that hovers over land masses. Clouds can also give you an indication of whether the seas will be rough or smooth.

Before getting down to an identification of clouds and some methods of foretelling the weather, it's best you find out exactly what a cloud is.

If you've ever been caught in a sudden thunderstorm and received a good wetting down, you've probably got a good idea of what clouds are made of, and what's more you are very close to correct. A cloud is made up of water, although not water as you would usually think of it. It is in a foggy state or, in some cases, ice particles.

One easy way to demonstrate the make-up of a cloud is to step into a shower room. With the hot water going full speed, you'll notice condensed steam collecting in the air. A cloud is very similar.

Webster's dictionary gives a good workable definition: "Cloud—a visible assemblage of particles of water or ice, formed by the condensation of vapor in the air; a fog or mist or haze suspended, generally at a considerable height, in the air."

From this definition you can see that clouds are formed of either water vapor or ice particles. High clouds are composed of the ice particles; low and medium clouds are composed of water vapor.

Where do clouds come from? It's pretty obvious everyone doesn't leave his shower running day in and day out—so there must be some other source for all this water vapor that

finds its way into these huge rovers of the sky.

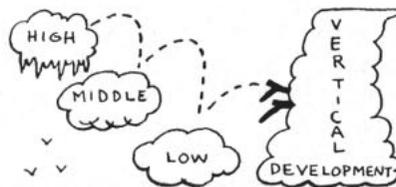
One of the best examples of a cloud-making method is one which takes place over an island during the daytime. In the warmer seasons the land becomes warm from the overhead sun and in turn heats up the air directly above the island. The heat causes the air to expand and become less dense.

Since it becomes lighter as it expands and gets less dense the cooler air over the sea moves in, pushing the lighter air upwards. This rising air current continues to ascend and eventually cools to the dewpoint or the temperature where water vapor condenses. When this happens the condensed water vapor becomes visible. This process, going on all day, will result in huge, towering clouds which will often locate a land mass for the sailor.

While this isn't the only method of cloud formation, it serves to point out the primary principle involved in the process. Clouds result chiefly from ascending air currents which cool as they rise until the point of condensation is reached and a cloud becomes visible.

As a cloud forms it takes on the characteristics of one of the four cloud families, which have been acknowledged by weather men the world over. They are broken down as follows: High, Middle, Low, and Vertical Development families.

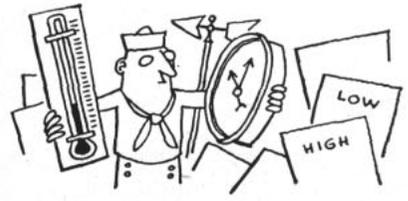
The High family is further broken down into three principal clouds, *Cirrus*, *Cirrocumulus* and *Cirrostratus*. Don't let the Latin names scare you. They are used merely to make the identification of clouds standard throughout the world. Later in the article you will find a breakdown explaining how you can recognize each one and what kind of weather it can bring. Getting back to the High clouds, they are found at altitudes usually over 20,000 feet and are composed of ice crystals.



There are two clouds in the Middle family — *Alto* and *Altostratus*. Ranging at altitudes between 6500 and 20,000 feet, these clouds are usually composed of water vapor, although the higher ones have a tendency toward ice particles.

From the ground up, to an approximate height of 6500 feet is the domain of the Low family, made up of *Stratocumulus*, *Stratus* and *Nimbostratus*. These are all made up of water vapor.

Clouds that have a flat base and tower up into the sky are in the Vertical Development family. The two members of this family are *Cumulus* and *Cumulonimbus*. These big characters have their base in the



stamping grounds of the low clouds, while their tops often poke into the area of the High family. Usually they are composed of water vapor but the tops turn into ice particles when they near 20,000 feet.

You have probably noticed that all 10 members of the four families have the words "Cirrus," "Cumulus," or "Stratus" in their titles, combined with either the word "Alto" or "Nimbus." Cirrus, Cumulus and Stratus are the three basic forms of all clouds while Alto, meaning "high," and Nimbus, meaning "rain," are descriptive terms used to aid in their classification.

Here are the main identification features of the 10 principal kinds of clouds and a brief description of the kind of weather they often bring with them.

**The "High" Family**

• *Cirrus*: Small, wispy clouds that assume brilliant colors at sunrise and sunset, Cirrus are generally fair weather clouds. If, however, they are followed by lower and thicker clouds they are often the forerunner

of rain or snow.

• *Cirrocumulus*: Found in patches or small flakes without shading, Cirrocumulus is often referred to as "mackerel sky" and can be likened to the ripples in sand at the seashore. These are also fair weather clouds usually but, like Cirrus, they can mean trouble when followed by lower and thicker clouds.

• *Cirrostratus*: A sheet of high, thin clouds that give the sun a milky appearance and which form a halo around either the sun or moon, Cirrostratus, if it thickens and drops, is usually a sign of the approach of a weather disturbance with rain, snow and wind.

**The "Middle" Family**

• *Altostratus*: Producing a grey or bluish veil across the sky, with no accompanying halo effect, Altostratus make the sun appear as though it were shining through a ground glass. When they grow increasingly dark in the west these clouds mean bad weather.

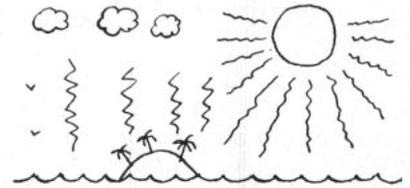
• *Alto*: Occurring in small, isolated patches or parallel bands, Alto may bring light showers but unless joined by other and bigger clouds will not bring any prolonged bad weather.

**The "Low" Family**

• *Stratocumulus*: Coming across the sky as a continuous sheet composed of rounded masses or rolls with soft, gray upper portions and a dark base, Stratocumulus often form in the vicinity of thunderstorms and indicates changing weather.

• *Stratus*: Uniform clouds of indefinite shape, which would be classed as fog if it were on the ground, Stratus give the sky a hazy appearance and are often a sign of fair weather to follow if they clear away when the sun comes up. When they don't clear they may bring light drizzles or snow flurries.

• *Nimbostratus*: The real rain clouds of the bunch, Nimbostratus are similar to Stratus only much thicker. They are dark and their bases appear ragged and wet. They may bring a steady rain or snow.



**The "Vertical Development" Family**

• *Cumulus*: Dense clouds with vertical development, Cumulus appear in small patches and never cover the entire sky. They have a dome shaped upper surface and a flat base. These are the best known "fair weather" clouds when they are alone in the sky, however they sometimes merge with stratocumulus of alto-cumulus before a storm.

• *Cumulonimbus*: Heavy masses of clouds with great vertical development, the top of Cumulonimbus often reach as high as the Cirrus clouds. Here the top of these clouds becomes anvil shaped and their bases turn dark. These are the traditional thunderheads and bring rain or hail.

By referring to the center spread you can get an idea of what these clouds look like under ideal photographic conditions, and also methods used to identify them on weather maps and charts.

One thing to keep in mind is that any of these clouds found by themselves will not generally indicate a prolonged period of bad weather. It is usually when they join with a collection of other clouds that trouble is on the way.

These collections of clouds are found in either warm or cold fronts.



A cold front forms when a surge of cold air from the north invades the region of warm air to the south. Conversely a warm front forms with a surge of warm air from the south

0	1	2	3	4	5	6	7	8	9	
no clouds	one-tenth	two or three-tenths	four-tenths	five-tenths	six-tenths	seven or eight-tenths	nine tenths	completely covered	sky obscured	

CLOUD COVERAGE symbols of official weather code are used for recording percentage of sky covered by clouds.



# CLOUD FORMS AND SYM

The symbols shown below at the left are those used by weather men all over the world. The cloud pictures us

## HIGH

1 thin cirrus	5 cirrus or cirrostratus
2 thick cirrus	6 cirrus and cirrostratus
3 cirrus of anvil cloud	7 cirrostratus covering entire sky
4 tufted cirrus increasing	8 cirrostratus partial sky cover
9 cirrocumulus and cirrus	



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"FEATHERY CLOUDS"

Often seen during fair weather.

At times serve as first visible indication of approaching storm.

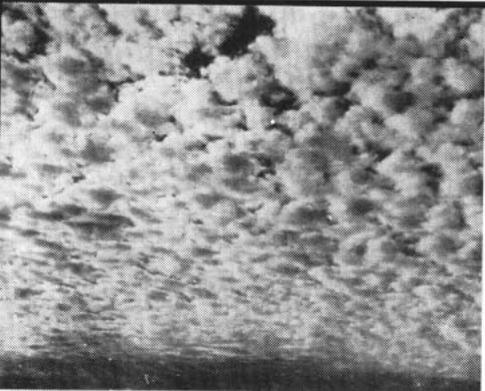
**CIRRUS** clouds are observed at very great altitudes and owe their fibrous and feathery appearance to the fact that they are composed entirely of ice crystals. Although the word "cirrus" derives from the Latin for "curl" or "lock," the clouds are found in varied forms including curved wisps, feathery plumes, isolated tufts, and thin lines. Because of their height, they color before other clouds at sunrise and remain lighted after sunset.



**CIRROCUMULUS** are similar to cirrus clouds but consist of cotton-like masses arranged in groups or lines which at times have the appearance of rippled sand on the seashore. One variety is commonly known as the "mackerel sky" because of the pattern which resembles the scales on the back of a mackerel. The harder and grayer variety, often indicate foul weather.

## MIDDLE

1 thin altostratus	5 altocumulus in bands
2 thick altostratus or nimbostratus	6 altocumulus
3 altocumulus	7 altocumulus with altostratus
4 altocumulus in small patches	8 altocumulus in tufts
9 irregular altocumulus	



Ac



"SHEEP BACKS"

If this formation precedes lower cumulus clouds look for thundery weather.

**ALTOCUMULUS** clouds (known as "sheep backs") are a layer of large, ball-like masses often so close together that the edges touch. They are often mistaken for an unbroken layer of stratocumulus. While the balls or patches may vary in thickness and color—from dazzling white to dark gray—they are more or less regularly arranged and distinct. They differ from cirrocumulus cloudlets in that they show distinct shadowed portions.



**ALTOCUMULUS**—in "bands" or "long rolls"—are shown in the photograph above. This is a form of this cloud type having big roll clouds separated by blue sky. The rolls appear to be joined together near the horizon because of the effect of perspective. These regular parallel bands of clouds differ from the "mackerel sky" in that it is found in larger quantities and is not composed of ice crystals like the higher clouds.

## LOW

1 cumulus of fair weather	5 stratus or stratocumulus
2 swelling cumulus	6 stratus or fractostratus
3 cumulonimbus ragged tops	7 low broken of bad weather
4 cumulus flattened to stratocumulus	8 cumulus and stratocumulus
9 cumulonimbus	



Cu



"WOOLPACK"

This type generally seen in fine weather.

Turbulence increases as thickness increases.

**CUMULUS** clouds pictured above are the small, fluffy, "fair weather type." The various types of clouds in the cumulus family are defined according to the extent of their vertical development—the height to which warm moist air is being raised by updrafts within them. It is the presence of these updrafts which makes flying near or in cumulus clouds "bumpy" and sometimes dangerous. Note little vertical development.



**STRATOCUMULUS** clouds shown above are the final product of changes in cumulus clouds. They vary greatly in altitude. At times this type also appears as roll-shaped masses which are soft and can be composed of long parallel rolls. (Such rolls are good evidence of wind direction at their level because they form on cross-isobaric waves at approximate right angles to the wind direction.)

# BOLS FOR THE NAVYMAN



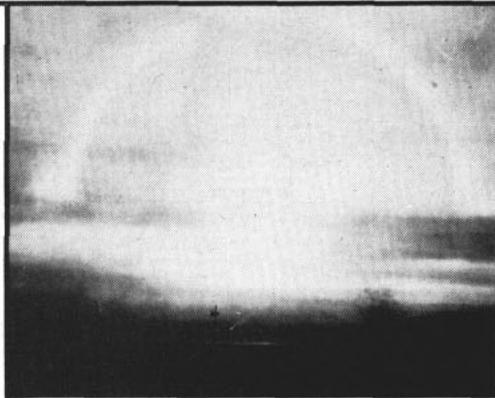
here are the most frequent types observed but there are specific cloud types for each of the code symbols shown.



**"MACKERELS' SCALES"**

Look for wind and rain if they change to cirrostratus and lower thicker clouds.

in globular forms give them the appearance of the way a mackerel may follow.



**CIRROSTRATUS** covers the sky with a thin whitish veil. The cloud layer is not sufficiently dense to obscure or blur the outlines of the sun or moon. However, the ice crystals of which the cloud is composed, refract the light which passes through them in such a way that a ring known as a "halo" forms around the sun or moon. Cirrostratus clouds which follow after cirrus may be an indication of approach of low-pressure area.

Cs 2c



**"HALO PRODUCING"**

Bad weather approaching if these clouds thicken and change to altostratus.



**"MARES' TAILS"**

This type appearing after cirrus and followed by thickening lower clouds, increases probability of rain within 24 hrs.



**CIRRUS** and cirrostratus. "Mare's tails" is the popular name given to well-defined cirrus clouds that thicken into cirrostratus, and then gradually lowering into water droplet altostratus. The clouds may resemble a mare's tail and may often be the forerunner of a storm as indicated in the old rhyme: "Mackerel sky and mare's tails, make tall ships carry low sails." The more brush-like the cirrus, the stronger the wind at that level.



**"LONG ROLLS OR BANDS"**

These rolls stretch to the horizon and move at right angles to their length.

Above. This streaks of altostratus because of their masses with cirrus forms.



**ALTOSTRATUS** clouds have the appearance of a gray or bluish, fibrous veil or sheet which is sufficiently dense so that the sun and moon generally appear as they would through ground glass. There is no "halo" as usually seen through cirrostratus but a similar phenomena called a "corona" may be observed. The low ragged "scud" or NIMBOSTRATUS "rain clouds" that form under altostratus clouds grow denser and lower as rain falls.



**"THICK GRAY CURTAIN"**

Continuous rain or snow may follow thickening altostratus in a few hours.



**"CASTLES IN THE AIR"**

Often short-lived, making only a brief appearance.

Frequently precede thunderstorms.



**ALTOCUMULUS.** These "castles in the air" are visible proof of the great altitude to which rising currents in the atmosphere often extend. Generally arranged in a line and resting on one horizontal base, they give the impression of turrets on a castle. These turreted tops look like miniature cumulus clouds and possess considerable depth as well great length. These clouds usually indicate a change to chaotic, and thundery skies.



**"FLAT LONG LAYERS"**

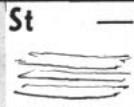
tail-end of the days cumulus clouds.

usually clear right ahead over land.

ect of daily power levels and indicators of atmospheric them.)



**STRATUS** formations are low horizontal, uniform layers of clouds. Strong winds sometimes break them up into irregular fragments or shreds called FRACTOSTRATUS. A veil of true stratus gives the sky a hazy appearance. Because of their thickness, stratus appear dark to sailors and landmen, but look white to aviators. Clouds of stratus family are called "low stratus" if their base is below 1,000 ft. and "fog" when on the ground.



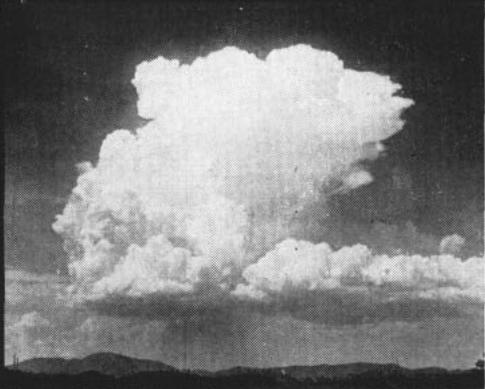
**"LAYERS OR SHEETS"**

Stratus often produce a fine drizzle or mist.

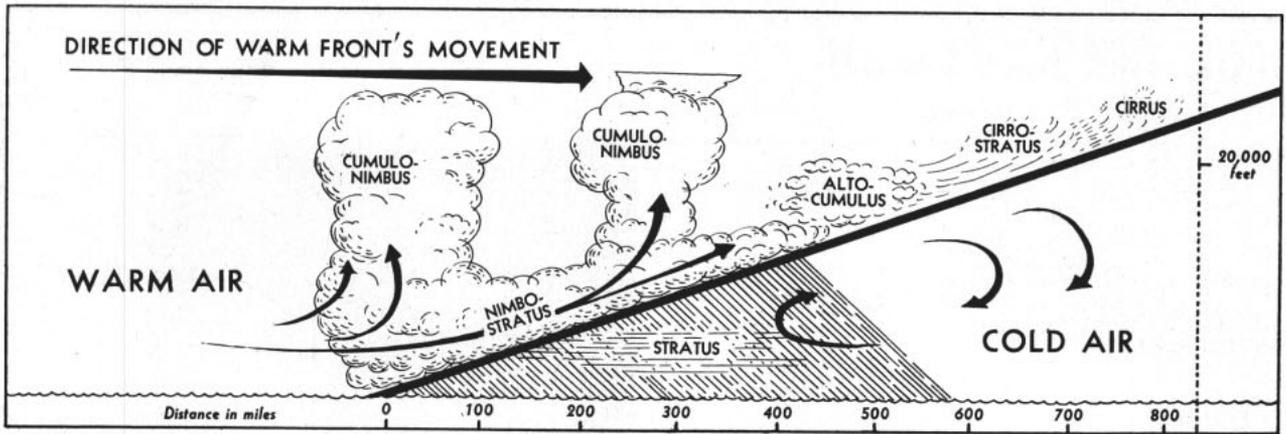


**"THUNDER HEAD"**

This is the signpost of turbulent, bumpy air, with thunder, lightning, snow in upper levels, hail and heavy rain.



**CUMULONIMBUS** "thunderheads" or "showerclouds" are heavy masses of clouds rising in mountainous towers to great heights. The upper parts consist of ice crystals and often spread out in the shape of an anvil. The base is horizontal, but as showers occur it lowers and becomes ragged. The anvil of this giant cloud is so high that it can be seen many miles away long before the base becomes visible. A regular "cloud factory."

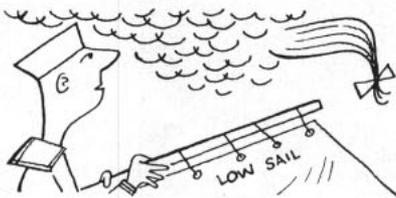


**WARM FRONT** is the leading edge of an advancing warm air mass which is displacing cold air. Cross-section shows cloud forms following in succession—a prophetic sign of approaching low pressure area and precipitation.

invading the region of cold air in the north. In both cases extensive cloud formations can be observed.

Each of these fronts has its own variety of bad weather but the real storms occur where the warm front tangles with a cold front.

The warm fronts are the easiest to



spot. They have very distinctive cloud formations as they approach, which are as good as sign posts to the sailor at sea or ashore.

The first indication of a warm front will be high Cirrus clouds appearing in parallel bands. These are the advance scouts and are followed shortly by an overcast of Cirrostratus clouds which throw a halo around

**UNUSUAL** pouch-like formation, called *mammatus*, is rarely seen. When you do see it, look for bad weather.



the moon or sun. Following these and making almost a solid band across the skies, are Altostratus and Alto-cumulus. The latter (when following Cirrus and Cirrostratus) are a sure sign of bad weather.

From that point on, things really get rolling. The clouds get closer and thicker. The lower-level clouds merge into Stratus, which may reach the ground and the big guns of the invasion, Nimbostratus or Cumulonimbus move into position, bringing rain, snow or showers, depending on the season.

Cold fronts don't give as much warning as the warm ones. The first indication of the actual approach of a cold front may be a bank of threatening Alto-cumulus clouds appearing on the western horizon. This is the leading edge of the front. These may soon give way to Stratus, then Strato-cumulus, and when the front has moved directly over head, Cumulonimbus with accompanying low Stratus. As the front approaches, fog, rain, snow or thunder showers begin increasing in intensity and then give way to heavy rain or snow.

The examples cited above are the usual sequence of weather elements which accompany a warm or cold front; but they cannot be applied to every warm and cold front. Many times the clouds will come in a slightly different sequence or in some cases, all at the same time. However, any time you see several of the steps develop you can make a pretty good guess at what's coming.

The really prolonged bad weather comes where a warm front and cold front meet. When this happens the warm air "comes out on top" every time. Since the warm air is not so

dense as the cold air, the warm air slides up over the cold air. The quick cooling of the warm air as it gains altitude causes the great variations in the weather and the extensive cloud formations. Any type of precipitation, depending on the season, can be expected, plus strong winds.

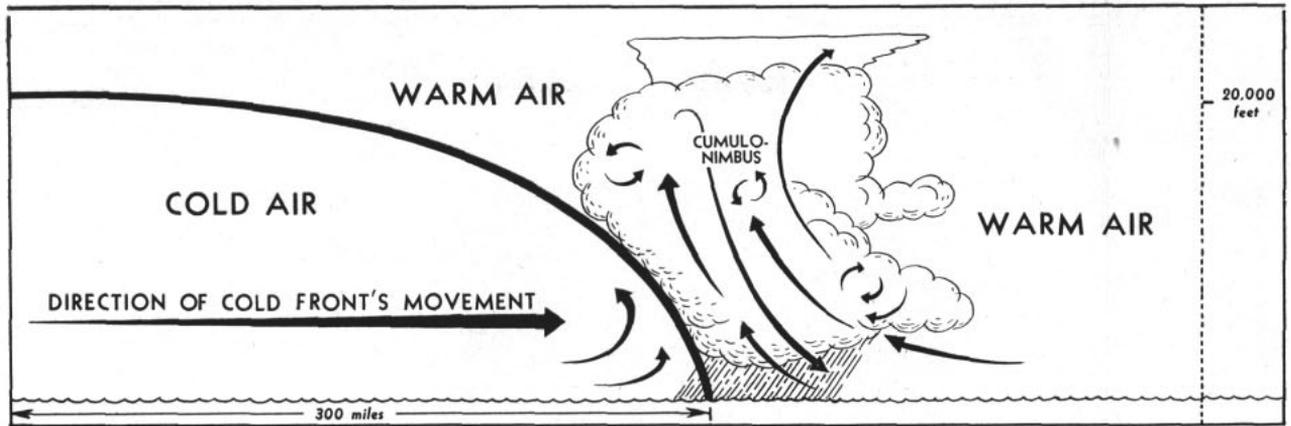


With the information you've picked up so far, you are in a good spot to stand on the fantail and take your guess at the weather along with the best of the amateurs. There are of course, many other ways to read the weather. A barometer's action, the wind, the temperature and humidity, plus a knowledge of the movements of high and low pressure centers are some, but these all require more advanced study and involve the use of special equipment and gear which would bulge a seabag past the breaking point. So for most Navymen, a knowledge of the clouds and a few weather proverbs will have to do.

Try these weather proverbs on for size. If you've absorbed what has been said about clouds you may ap-



**ALL HANDS**



**COLD FRONT**, shown in cross-section, is the leading edge of an advancing cold air mass which is displacing warmer air. Considerable turbulence precedes a fast-moving cold front and skies clear rapidly after it has passed.

ply that knowledge to the sayings and see where they are based on fact.

*"Mackerel scales and mares' tails  
Make lofty ships carry low sails."*

(Cirrus, the mares' tails, and Cirrocumulus, the mackerel scales, often lead a storm and will make a ship shorten sail to ride the high winds).

*"When clouds appear like hills  
and towers,  
The earth's refreshed by frequent  
showers."*

(Cumulonimbus clouds piling up in the sky indicate that there will be rain showers during the day).

*"Rainbow in the morning, sailors  
take warning,  
Rainbow at night, sailor's  
delight."*

(The sun shining from the east in the morning throws a rainbow on raining clouds in the west, which is the direction from which showers usually come, therefore, it is highly probable that foul weather is at hand. A rainbow at night is caused by showers in the east, meaning that the rain has passed).

*"In the morning, mountains,  
In the evening, fountains."*

(Cumulonimbus again, this time building up early in the morning and indicating rain most of the day).

With little jingles like these to guide you, and a knowledge of the clouds as they come along, you are in pretty good shape.

There are a couple of other clouds that you as a Navyman may get a chance to see. These are classed as phenomena and often occur over the sea or near a coastline.

One which packs a wallop is the *line squall*. A solid band of clouds leading a cold front, the line squall is usually broken up over land due to the hills and obstructions. Over a large body of water the level surface doesn't bother the squall and it comes across the horizon as a long roll-shaped affair, looking much like a cigar. This squall line may be 500 or more miles long, carrying trouble for all hands.

Another odd cloud formation is the *waterspout*. These often dot the seas during the summer months along with sudden thunder storms. Actually the spout is part of a thundercloud. Air currents cause the spout

to lower and race across the surface of the water. These water spouts could be classed as tornadoes on sea duty and have the same destructive power as a tornado.

Both Atlantic and Pacific sailors have had many an opportunity to see either Mt. Vesuvius, Mt. Etna, Mt. Fuji or one of the other famous



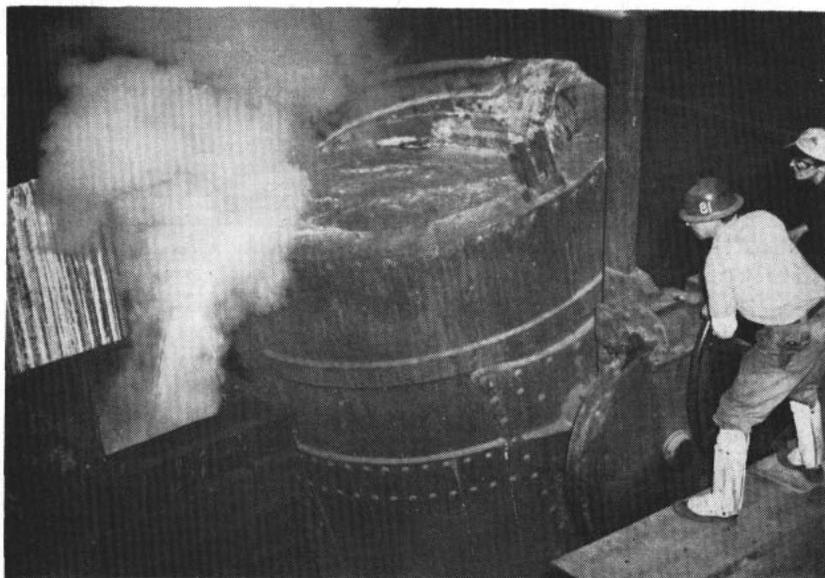
mountains that wear a cloud as a young girl with a new hair-do. These are *banner clouds*, a form of cumulus developed from the sudden ascent of air when a wind pushes it up the slope of the mountain.

These cover most of the clouds you're likely to see. From here on you are on your own. If you can learn to read the shorthand of the sky you'll be in a position to amaze your shipmates and inform them at the same time.—Bob Ohl, JO1, USN.

**WATERSPOUT**, the funnel cloud, is a tornado gone to sea. Right: *Line squall* is a line of cloud athwart the wind.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



GIANT propellers for USS *Saratoga*, Forrestal-class carrier, are poured from 127,000 pounds of manganese bronze at Naval Shipyard, Philadelphia.

## Navy Inventors Commended

Thought and energy paid off for three Navymen who have received official recognition for inventions and designs developed in their spare time.

At Kodiak, Alaska, Edward W. Garvey, ENC, USN received a letter of commendation from the Commander Amphibious Force, Pacific Fleet, for designing a reduction gear locking device. His design was accepted by the Chief of the Bureau of Ships and will be installed on all LST vessels.

William M. Shephard, AEC, USN, stationed at NAS Alameda, received a commendation for meritorious service with his design of an intricate jet aircraft engine electrical analyzer. This electrical "trouble shooter" is expected to save the Navy something like \$5000 annually and will be used for a quick testing of wiring circuits in jet engines.

Lieutenant Robert R. Perkins, USN, Dental Officer attached to the USS *Norfolk* (DL 1), invented a "vitalometer" to obtain an index of sensibility of tissue to electricity. His invention was entered in a contest sponsored by a civilian firm to encourage electronic development. LT Perkins placed fourth in the contest, as the sole Navy winner.

## Demon Fighter

A new, all weather, high performance carrier-based fighter plane, the F3H-1N has been accepted by the Navy. The single-jet plane, called the *Demon*, combines interceptor speed and fighter maneuverability with the payload of an attack bomber.

Thin, swept-back wings and tail surfaces help give the big plane high operational speeds and its fast firing, high velocity 20mm cannons plus a large number of externally mounted air-to-air rockets give it a destructive power few fighter planes can equal.

Wingspan of the *Demon* is 35 feet 4 inches. It is more than 59 feet long, standing nearly 14 feet high. As in other carrier aircraft the wings can be folded for stowage and operation aboard aircraft carriers.

## 'Filmagraphs' Tell Navy History

The navy is in the midst of producing a series of "filmagraphs" of the history of the Navy.

The filmagraph, a new technique which the Navy has been developing for several years, is quite a contrast to more conventional motion pictures. Both "still" pictures and art work are filmed on motion picture film. Voice narration, optical and sound effects are then added. The result is a "slide-motion picture"—cheaper to produce than a true motion picture and easier to use than the troublesome phonograph records that usually accompany film strips.

The most recent filmagraph to be released by the Naval Photographic Center at Anacostia, D. C., is "Ships, Men and Ice." It is designed especially for naval personnel interested in Arctic exploration and ship design and reflects the Navy's appreciation of the value of lessons learned in Arctic exploration. It also gives the modern navigator a colorful picture of the development of Arctic ships from the ancient *bireme* to the present day *Wind*-class icebreaker.

The first two films in the long-term Navy historical project also have been released to training activities and the public. They are "Revolutionary War" and "Maritime War with France and the Barbary Pirates."

Two more in production are "War of 1812" and "World-wide Naval Operations in Peace and War, 1815-1861." Still in the script stage are three other historical filmagographs covering naval operations in the Civil War and the period up to and including the Spanish-American War.

## YESTERDAY'S NAVY



In April 1898, the Navy purchased SS *Creole* and made her over into a hospital ship, USS *Solace*, and a group of male nurses were recruited to serve as "Ship's Cook (Nurse)." In April 1945, one month before VE-Day, the Germans directed a last desperate sortie of snorkel subs against the U. S. coast. However, an American task force of destroyers and destroyer escorts met them in mid-ocean, where they battled for nearly two weeks. Guided by sound-detection devices, the U. S. task force repulsed the enemy, who lost six subs. The U. S. lost one DE.

Research and technical advice for this series is provided by the Division of Naval History.

### 'Paradise' Regained

Brief military ceremonies honoring World War II dead on Kwajalein were held to mark the 10th anniversary of the occupation of the island.

Conquest of Kwajalein in 1944 marked a decisive step forward toward the ultimate defeat of the Japanese armed forces and came after weeks of fierce fighting.

Today battle scars have all but disappeared and "Kwaj" is again a tropical paradise, but it has been a struggle. Vegetation had to be imported to replace that mowed down by tons of high explosives fired and dropped on the two-and-one-half mile long, one-half mile wide island.

At the height of the battle for Kwajalein, 15 battleships, five large aircraft carriers, and dozens of smaller carriers, cruisers and destroyers poured death and destruction on the small island.

At the ceremonies Rear Admiral R. S. Clarke, USN, Naval Station Commanding Officer, placed a wreath on the memorial plaque which marks the location where the first American troops landed over ten years ago.

### After Dark Experts

A group of Marines based at Kaneohe Bay, T. H., have become "after-dark" experts, spending most of their evenings on the prowl in and around Pearl Harbor.

The roving has a purpose: it's in preparation for an operation involving amphibious operations from submarines scheduled to take place in the near future.

A strict training program, including night and day rubber boat landings and submarine escape training in the Momsen lung course at the Pearl Harbor Submarine Base has the Marines at a peak of effectiveness in night operations.

The landings will be made on one of the Pacific islands with every effort made to have the operation as warlike as possible. Many of the Marines who will take part are Korean veterans and will lend their know-how to the over-all plan.

The purpose of the "steel helmet and dagger" tactics will be to practice landings from submarines onto "enemy-held beaches."

### New Radar Altimeter

A new radar altimeter which instantly and accurately gives a reading of a plane's height above the earth's terrain has been adopted by the Navy.

Effective from "touch down" to high altitudes the new equipment weighs 30 pounds and can be mounted in any type plane.

The device works by sending a signal at the speed of light down to the earth's surface. The time it takes it to bounce back is measured electronically and converted to an instrument indication so the altitude can be read in feet.

An important advantage of the new radar device is the instantan-

eous altitude indication it affords without "instrument lag," the pilot's term for a relatively slow instrument reaction. This is a vital factor in view of the terrific speeds attained by today's jet planes.

The new altimeter is designed to catch and prevent errors. Should the device pick up a false or misleading signal, the indicator needle is automatically "masked out," or hidden from view temporarily. When the system has found a true reading again, the needle becomes visible once more. This ingenious reliability feature rules out, for example, errors that may be caused by a faulty receiving tube, a weak transmitted signal or radio interference.

### Lookout Is Responsible for Rescue of Four at Sea

An alert lookout aboard USS *Stribling* (DD 867), was responsible for the rescue of several South Korean seamen recently while the destroyer was operating 70 miles off the coast of Korea.

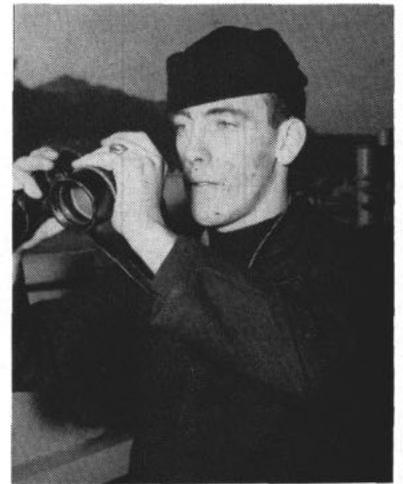
Thomas S. O'Brien, SN, USN, serving as one of the lookouts on the bridge of the Navy vessel, was scanning the horizon with his binoculars when he suddenly noticed something protruding above the otherwise calm waters.

His report caused the skipper of the ship to change course and in a few minutes the destroyer drew close enough to see the four men riding their swamped boat.

The Koreans had been adrift for six days after their overloaded craft had upended with its cargo of 320 crates of apples.

The rest was routine as the destroyer picked up the wet and hungry men and gave them food

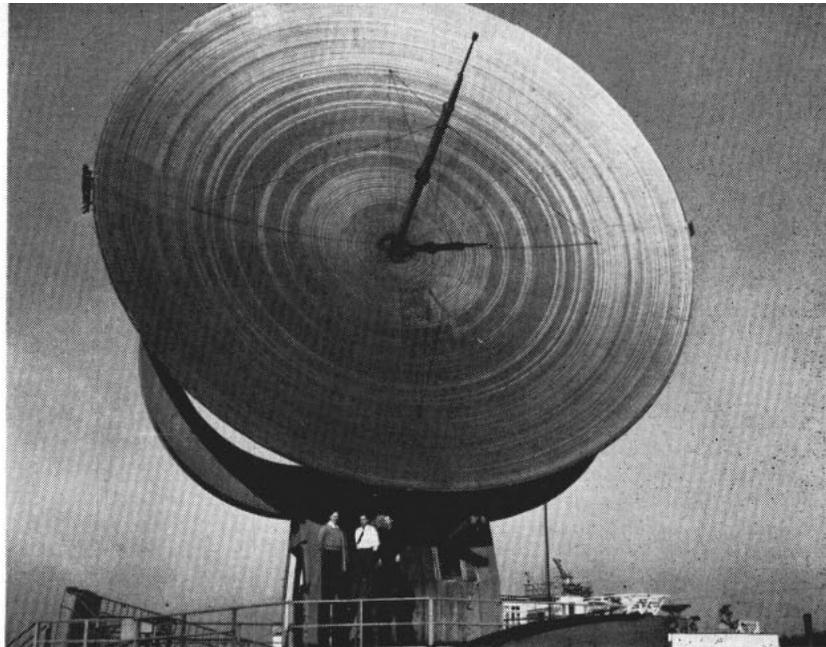
and dry clothes before returning them to port.



ON LOOKOUT WATCH, alert seaman Thomas S. O'Brien was responsible for rescue of marooned men.



CLINGING to bow of their boat 70 miles off the Korean coast, four South Korean seamen anxiously await rescue by USS *Stribling* (DD 876)



A NEW WORLD OF LIGHT is now opening up to astronomers with the use of a 600-inch 'radio telescope' mounted atop building at U.S. Naval Research Lab.

### Radio Astronomy Finds Stars

Using the Navy's new "radio telescope," astronomers of the Naval Research Laboratory are finding "hidden stars" in the hundred-billion star galaxy of the Milky Way.

With the 600-inch radio telescope mounted atop a laboratory building in Washington, D. C., naval astronomers are entering a new world of

light, hitherto closed to human vision. (See "Listening to the Sun," ALL HANDS May 1950, p. 41).

Earlier work of astronomers was limited to a narrow region of the spectrum, in the *visible light* range. Now, in "radio astronomy" much more information can be obtained through the use of the wider range of the *radio* part of the spectrum.

Most notable of the naval astron-

omers' findings are two new intense sources of radiation. One is from the diffuse luminous cloud—or nebula—barely visible to the naked eye in the constellation of Orion. It is about 1000 light years from the earth—that is, the distance which would be traversed by light in a period of 1000 years moving at a speed of about 186,000 miles a second. The other source of radiation is "Swan" nebula, about three times as far away as Orion.

Within the last decade this new science of radio astronomy has essentially doubled man's concept of the mass of stars of the galaxy.

With the use of the radio telescope it is now obvious that there are many "stars" which do not emit visible light but which send out radiation of far greater wave length, falling within the classification of radio waves.

About 200 such objects have been found in the Milky Way galaxy so far. They are "spectral stars," whose nature is completely unknown. At least one, however, is located within the Crab nebula and is generally presumed to be what is left of a gigantic star explosion recorded by Chinese astronomers about a thousand years ago.

## Regulus, Navy Guided Missile, Joins Ranks of 'Push Button' Weapons

The guided missile *Regulus*, designed for launching from submarines, surface ships and shore bases, has joined the ranks of the Navy's offensive weapons.

Research on the *Regulus*, which resembles a 30-foot swept-wing jet plane, was started in 1947 under Navy sponsorship. The missile is launched from equipment that can be installed in a short period of time on several types of vessels at rela-

tively low cost and with only slight modification to the ship itself.

The submarine *uss Tunny* (SSC 282), recommissioned on the West Coast in March 1953, has been specifically modified to launch the *Regulus*. *Tunny* is a converted World War II submarine that has been modernized by the addition of the snorkel and streamlining of the hull and conning tower. While in the shipyard a tank for stowing a guided

missile and a launching rack were installed on the boat.

A small group of the crew's officers and enlisted men were trained for over a year at the U. S. Naval Air Missile Test Center at Point Mugu, Calif., in the operation and maintenance of the missile.

In the views below (starting from left to right) the *Regulus* is shown as it roars off its launching ramp at Naval Air Missile Test Center. JATO



## It's a Record

In Taffrail Talk, p. 64, of the January 1954 issue of ALL HANDS, the magazine asked for little-known records set by your ship or shipmate. Here are a couple of records that have been received.

• *uss Duxbury Bay* (AVP 38)—Captain Frederic N. Howe, USN, now on the staff of ComAirLant, states that from March to July 1945, Fleet Air Wing One was engaged in probably "the largest seaplane operation" in the Navy's history. It took place among the islands of Kerama Retto, about 20 miles west of Okinawa.

It had been decided to shift the seadrome to Chimu Wan, just north of Buckner Bay, Okinawa. *uss Duxbury Bay* was ordered to Chimu Wan a week before the proposed shift to get the place ready.

In the first day and a half, the crew located and marked the shoals and laid out the seaplane runways.

In the next two-and-a-half days, with a lot of perspiration from a very capable and enthusiastic crew, a good deal of ingenuity and a fan-tail "production line," the men of *Duxbury Bay* laid 103 seaplane moorings. Quite a record!

• *uss Allen M. Sumner* (DD 692)—Another "record" comes from

the crew of this destroyer. Crewmen claim that their ship is the oldest "general service" destroyer now afloat from the point of *continuous* active service.

Research in destroyer statistics indicates that *Sumner's* claim is valid. *Sumner* was commissioned in January 1944 and has never been in mothballs or undergone conversion. There are other destroyers and ex-destroyers older than *Sumner*, but these ships have either been in mothballs or have had their designator changed to DDR, DDE, etc.

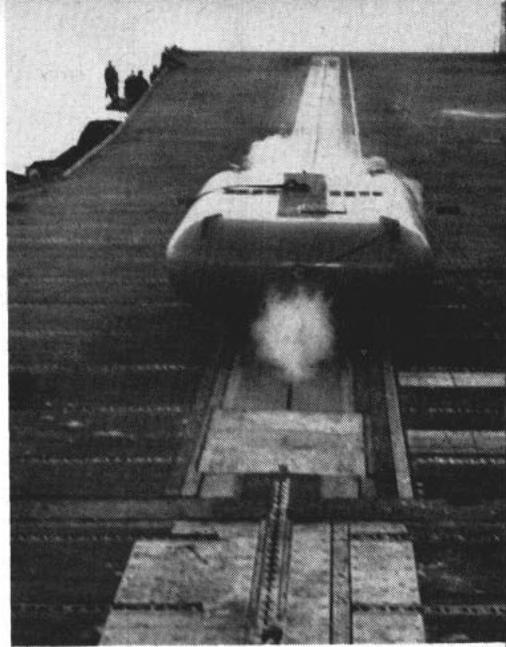
Actually, the oldest "general service" destroyer on active duty is *uss Daly* (DD 519), but this ship went into mothballs after World War II and was recommissioned in March 1951.

## Steam 'Slingshots'

Fifteen tons of solid metal whipped down the flight deck of *uss Hancock* (CVA 19), streaked some hundred feet in the air after leaving the flattop and raised a spray two stories tall as it struck the water.

The occasion for this unusual "display" was a series of tests for the first steam catapult ever installed aboard a U.S. naval vessel.

Originally developed by the Bri-



SQUARE FLYING SAUCER? No, it's a 15-ton missile used to test steam catapults on *USS Hancock* (CVA 19).

tish Admiralty, the steam catapult has an increased launching power between five and six times greater than the current hydraulic models.

The catapult utilizes the principle of the slotted cylinder and has no rams or purchase cables.

Twelve carriers are scheduled to be equipped with the new steam "slingshots."

bottles give it a push upward and leave a spreading trail of white smoke and dust in the wake of the missile.

Pointing its nose skyward, *Regulus* climbs to the altitude at which it will be remotely controlled to the target.

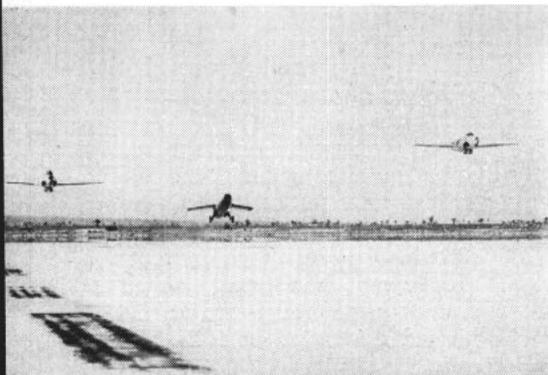
Here also can be seen the tricycle landing gear with which she is equipped for landing. Naturally, wartime tactical versions would not carry this added weight on their one-way trips. Instead they would have a

warhead in the nose where instruments are now carried for evaluation of flight characteristics. The elongated needle sticking out of her nose in these photos is part of these evaluation instruments.

When her flight is completed, the landing gear comes down and the *Regulus*, flanked by the mother control jet and photo plane, prepares to land on Muroc dry lake bed runway. By recovery of the *Regulus*, large savings are possible. As many as 10 flights have been made with a single

vehicle, cutting to one-tenth the cost of a comparable operation involving loss of a vehicle or missile for each test. Experience in landing the missile has shown that it may be recovered through the use of a parachute-type brake on an average size runway.

With wheels touched down and the parachute braking her forward speed, *Regulus* rolls to a stop where the evaluation instruments can be removed and she can be readied for another flight.



## TODAY'S NAVY

### Crew Tunes in on KREW

The "Tin Can Navy" doesn't intend to be left out of the ship's "broadcasting" picture, as evidenced by the destroyer *uss Rupertus* (DD 851). Tired of hearing only the steady hum of the engines and the monotonous slap of the sea, the crewmen hooked up a broadcasting station to the ship's PA system.

Radarmen Jake Sheffield, Bob Steel, L. D. Overturf and Electronics Technician Dick Hendrickson set up the intra-ship station from obsolete and damaged electronics materials. The crewman voluntarily donated records. Five "disc jockeys" now spin the musical variety programs during the 15-hour program day.

Broadcasts from "Station KREW" naturally do not go beyond the limits of the ship. Besides the regular programs of news and music, the station is also used for broadcasts of important announcements, special religious services and promotion of shipboard welfare and recreation.

Since destroyers do not normally carry chaplains, Rollin Oleson, RD2, USN, conducts a morning devotional service and an hour of recorded religious music on Sunday over the station.

### She's Popular in the Movies, Too

Movie stars aren't supposed to hold down a 24-hour-a-day job in addition to their acting engagements, but *uss Lake Champlain* (CVA 39) has been doing just that.

Her first and foremost duty, of course, belongs to the U. S. Navy. She has been fulfilling that job to perfection, including a seven-month combat stint in Korean waters, yet the 30,000-ton flattop has also found time to play "character" parts in two movies during the last few months.

The first screen credit for the busy carrier was in Korea where parts of the movie "Cease Fire" were shot aboard while the "Champ" and her pilots were engaged in combat against the enemy.

The carrier's second screen effort came after her return to the States. She was operating off the Florida coast when a 27-man crew from Hollywood spent 12 days aboard, grinding out sequences for a forthcoming movie, "The Thrill of a Lifetime."

The basic plot of the latest scenes starring *Lake Champlain* concerns

four young Navy pilots, fresh from flight training at Pensacola, who have just reported aboard and are ready to make their first carrier landings in their new jets.

Earlier the cameras had ground away at NAS Cecil Field, Fla. while the Navy's ace flight team, the "Blue Angels," gave a demonstration of precision flying.

Come Academy Award time, *Lake Champlain* and her crew are going to be eagerly awaiting the awards for the "Best Supporting Actress."

### Pacific Fleet Exercises

Forty-two warships, more than 13,000 naval personnel and land-based planes from West Coast naval air stations combined during February to participate in one of the largest Pacific Fleet Training Exercises held on the West Coast since World War II.

The exercise was broken up into a series of tactical problems and covered all phases of air-sea warfare including anti-submarine warfare, air defense, minelaying and mine-sweeping.

The ships, all units of the First Fleet, were broken up into two forces, "friendly" and "enemy." The "enemy" forces held the California Coast while the "friendly" forces held a few coastal islands from which to launch aircraft.

During the two-week exercise the Task Force visited San Francisco for three days of liberty and observance of George Washington's birthday.



'QUEEN OF KODIAK,' Miss Marlyns Munro, elected at Naval Station carnival, poses with J. D. Pepin, SN, USN.

### More Music-Minded Navymen

In a music contest held in the 13th Naval District, first place and a \$200 savings bond went to Edmond Mignon, MUSN, USN, a member of the District's band, for his composition "Here comes the Navy."

Second place winner was Eugene Magill, MU3, USN, another band member. Magill received a \$100 savings bond for his composition "Navy in the Air, On the Sea and Under the Sea."

Originally only two prizes were to be given out but competition for second and third places was so close that John M. Harris, PNSN, USN, Pacific Reserve Fleet, U.S. Naval Station, Tacoma, Wash., was also given a \$50 savings bond for his entry "Men of the Navy."

All entries consisted of either one, two or three choruses based on an appropriate Navy theme with preference placed on marches.

Judges for the contest were members of the School of Music at the University of Washington, Seattle, Wash.

(For information on the results of the nation-wide, all-service march competition and the names of the Navy winners, see ALL HANDS, March 1954, page 36.)

### Whole Crew Flies to Join Ship

What happens when a carrier is in one city and her crew waiting in another several hundred miles away? Simple, use airplanes and carry the crew to the ship.

That was the case recently when *uss Hancock* (CVA 19) was being taken out of mothballs and modernized. Limited berthing space in Seattle prevented the crew from assembling there while the work was being done.

When word reached San Diego that the ship was ready to receive her crew the big move got under way.

A special airlift, working on Saturday and Sunday, carried 1127 members of the crew to Seattle.

Shortly after the airlift *Hancock* joined the fleet, the first U.S. carrier to be equipped with steam catapults. These powerful catapults have an increased launching power, five to six times greater than current hydraulic models and can launch jet aircraft even when the carrier is headed downwind or is in a dead calm.



CAPT. John Paul Jones, Commodore Oliver Hazard Perry, Admiral George Dewey (l-to-r) wore traditional sword.

### *Symbol of Navy's Great History, the Sword Is Again Part of Full Dress Uniform*

Absent for 13 years, the sword regains its place in Navy tradition with the announcement of its return as part of the naval officer's uniform.

Long a badge of honor and rank, the sword has played a big part in both American and world history. As far back as Roman days it meant authority. Citizens of Rome were authorized to carry the short sword, symbolic of the fighting courage that raised Rome to its pinnacle of power.

In later years the English and French brought the sword to its height as a weapon, and as badge of honor. Knights of old kept two swords on hand, one for dress and one for fighting.

In early American history the sword played a part too. The U.S. Navy, when founded, adopted the sword from the traditions of the British Navy, after which it was patterned. In war, officers leading

boarding parties aboard enemy ships carried their swords, which proved their worth as weapons. Those early days found many naval officers using them for another purpose, dueling. Dueling became such a favorite pastime that it was eventually outlawed.

Special provisions were made for the wearing of the sword in Navy Uniform Regulations of 1813 which stated that officers must wear "cut and thrust swords with yellow mountings" on special occasions.

By 1886 the regulations became more explicit, stating, "The sword for all officers shall be a cut and thrust blade, not less than 26 nor more than 32 inches long; half basket hilt; grip white; scabbards of black leather and mountings of yellow gilt." So it remains today.

The sword, carrying its long tradition into the atomic age, takes its place again with the distinctive uniform of the sea service.

It will be worn on "full dress" occasions, when assuming or relinquishing command, or ceremonial visits to foreign ships or officials, occasions of state and ceremonies attended by officers in their official capacities, on formal personnel inspections, and when prescribed on parade with troops under arms. Wearing of the sword is optional with reserve and temporary officers, not required for chaplains or women officers. It will be required of regular flag officers and captains on 1 Jul 1954; thereafter commanders, 1 Jan 1955; lieutenant commanders, 1 Jul 1955; lieutenants, 1 Jan 1956; lieutenants, junior grade, 1 Jul 1956; ensigns, 1 Jan 1957; and commissioned warrant officers, 1 Jul 1957. The full dress uniform will consist of Service Dress Blue (or White) with large medals and white gloves, plus the sword for those officers who possess it.

### **Helping Hand for ROK Citizens**

The U.S. Navy is busy lending a helping hand in distributing aid from America to the destitute citizens of South Korea.

During a visit to Inchon, Korea, men of Amphibious Group Three stationed on board *uss Mt. McKinley* (AGC 7) distributed more than 12 tons of winter clothing, food and medicine to Korean orphans at the Seoul Sanitarium and Orphanage.

The contributions came from sailors of the amphibious group and their families and from various re-

ligious organizations in Southern California.

Other relief materials amounting to 172 barrels of clothing, blankets, soap and \$3000 in medicines were delivered to a clinic in Pusan, Korea, by four U.S. destroyers.

The gifts came from residents of Newport, R.I. and the surrounding area New Englanders.

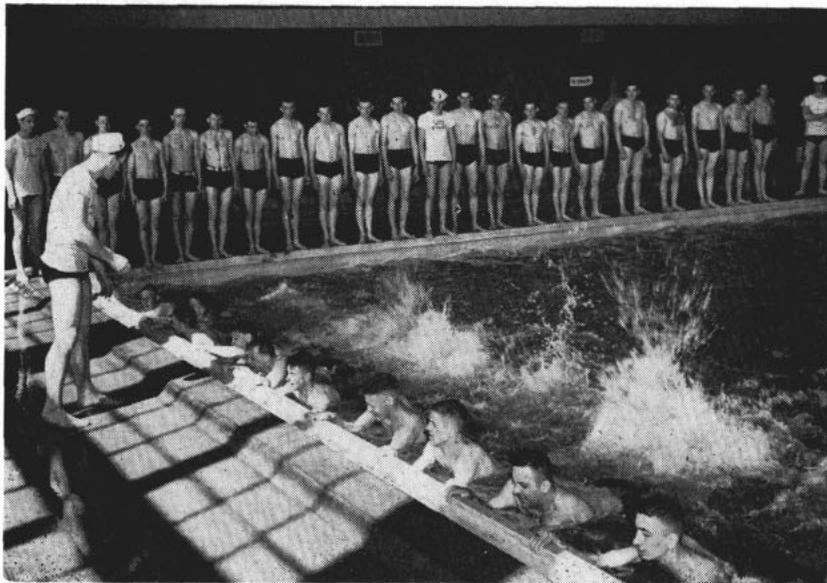
### **\$100,000 Check for Charity**

Naval personnel and civilian employees of the U.S. Naval Air Station, Alameda, Calif., donated to

the "United Crusade" community chest drive the largest group contribution recorded on the Pacific Coast in the 1953 campaign.

Last fall the air station's 6000 naval personnel and 8000 civilian employees set \$100,000 as their share in the health and welfare campaign. They reached their goal in January.

The contributors are residents of Alameda, Contra Costa, San Francisco, San Mateo and Marin Counties—the five counties which united in the area-wide campaign.



**WATER CHURNERS**—Non-swimmer Navy recruits are given preliminary instructions in essential art of swimming under watchful eyes of an aquatic champion.

**Sports Triathlon**

A new event, the triathlon, has been added to the schedule of activities for the All-Navy and Interservice track and field meets.

The triathlon consists of long-distance running, middle-distance swimming and pistol shooting. The event is open to both officers and enlisted men of the Navy under the same provisions as govern the other All-Navy track and field events.

There will be no points awarded for the triathlon event in either meet; however the winners will be named All-Navy or Interservice champions. The purpose of the addition of the triathlon is to discover prospective candidates for Modern Pentathlon competition.

Since the U. S. equestrian team has been turned over to a civilian organization, Modern Pentathlon is the only exclusive military event on the Olympic agenda for U. S. competitors.

Incidentally, the U. S. military Modern Pentathlon team recently finished fifth out of a field of 16 nations in the annual meet held this year in Santiago, Chile. Leading the U. S. team was Ensign William J. Andre, uss, who placed third in the individual rankings.

Navymen, both ashore and afloat, who can show abilities in the triathlon events and who would like to participate in the 1956 Olympic Games or on the U. S. team in the annual Modern Pentathlon championships, should begin training immediately in the events in which

they are weak. Prospective contestants for the competition should be able to attain the following minimum performance standards (after a brief training period):

- Running — Two-and-one-half mile cross-country run, on relatively level terrain, in 15 minutes; or a two-mile run on a cinder track in not more than 10 minutes, 30 seconds.

- Swimming—300-meter free style over a 25-meter course in not more than 5 minutes, or comparable distance and time.

- Pistol—Shooting ability equal to “expert” in pistol marksmanship in accordance with the established requirements of the Navy and National Rifle Association’s Standard Dismounted Pistol Course.

The two events which complete the Olympic Modern Pentathlon are epee fencing and a cross-country horseback ride of 500 meters over rough terrain, including obstacles.

Personnel wishing to try out for the triathlon event will be selected the same as contestants for the other events in track and field. Those selected will be ordered on TAD, to either San Diego or Camp Lejeune, N. C.

Winners in the All-Navy will then compete in the Interservice meet. Both meets are to be held this year at Camp Lejeune. Arrangements will be made to provide riding and fencing training for *selected* All-Navy triathlon competitors who desire to compete for positions on the U. S. Military Pentathlon team.

**Athletic Excellency Awards**

Athletic excellency trophies have been awarded to various units for being tops in sports in 1953. These trophies are awarded on a point basis depending on how each unit’s athletic teams finished in their league’s final standings.

Here are the winners that have been reported to ALL HANDS:

- NTC San Diego won the Commandant’s Athletic Excellency Trophy in the 11th ND Major Division for the fourth consecutive time, setting an all-time record for that district.

The “Bluejackets” won championships in badminton, track and field, tennis, swimming and football and picked up other points in the minor sports. Final point tabulations showed NTC with 476 points followed by NAS San Diego with 470 points.

- NAMTC Point Mugu came from behind to win the 11th ND Minor Division trophy. Scoring 45 points in football enabled the “Missilemen” to roll past NAS Miramar in the stretch and finish in front by 262 to 234. This marked the third consecutive time Point Mugu has won the trophy.

Besides the pigskin title, the Mugu athletes won titles in golf, bowling, table tennis, track and swimming.

- In the 12th ND, NAS Alameda and Fleet Units attached to the base, won the Commandant’s Group “A” trophy for the fourth straight year by piling up 385 points—105 more than runner-up NAS Moffett Field.

In breezing to victory, Alameda won championships in bowling, basketball, badminton, boxing, golf, baseball and volleyball.

- Oakland Naval Hospital won the Commandant’s Group “B” Athletic Excellency Trophy by nosing out 12th ND Communications by three points.

In competition with 23 other units for the Group “B” trophy, the Oakland Naval Hospital athletes won titles in baseball and touch football and placed high in six other sports to wind up with a total of 195 points.

- Down in Key West, Fla., athletes from Air Development Squadron One annexed the trophy in the first annual Admiral’s Sports Competition. In winning the award, the VX-1 sportsmen scored a total of 403 points. Fleet Sonar School placed second with 395 points and Fleet Air Wing Training Unit was third.

VX-1 athletes won only the volleyball championship and tied for the boxing crown but picked up enough points in the other sports to win the coveted trophy.

### Note to Nimrods

Naval personnel serving on ships or at Fleet Activities in the Yokosuka, Japan, area can get in plenty of wild game hunting, thanks to the "Rod and Gun Club" of the Fleet Activities Special Services.

The club is for personnel from the various commands and ships in the Yokosuka area. Weekly meetings are held and plans are laid for future hunting trips.

Hunting trips have taken groups to southern Japan where game is quite plentiful. One hunting party of 15 men recently netted 42 birds, and a "big game" hunting party bagged one boar and a 7-point buck in a two-day trip.

D. M. Dummow, DC2, USN, serving in *uss Delta* (AR 9), brought down the buck with three shots from a 30-06 rifle he had checked out from Special Services. His prize weighed 125 pounds, dressed. On the same trip, G. W. Miller, RD3, USN, of *uss Mt. McKinley* (AGC 7) bagged a 60-pound boar.

Guns and hunting equipment are available at the club office but hunters are asked to supply their own ammunition. A six-dollar fee per man per day covers travel expenses and lodging at the best hotels.

Membership and meetings are open to all Naval personnel in the Yokosuka area, both ashore and afloat. The welcome mat is always out at the Yokosuka "Rod and Gun Club."

### VR-1 Packs Musical Talent

Mellow music can be heard above the roar of airplane engines at U.S. Naval Air Station, Patuxent River, Md., as Air Transport Squadron One's band and orchestra sound off.

Two years ago nine men from VR-1 volunteered their off-duty time and talent and organized a band. Today the band has grown to 26 men who perform at all squadron activities and play "Oh Mein Papa" at monthly captain's inspection.

However, VR-1 wasn't satisfied with just a band, so the boys rounded up some more musicians in the squadron and organized a dance orchestra. The orchestra now has grown from a five-man combo to 14 musicians and two vocalists.

# SIDELINE STRATEGY

**M**OST Navy families consider having a lobster dinner a real treat, but not so the family of Lieutenant James F. Cahill, USNR. He puts his naval experience to good use in off-duty hours—and keeps his family well supplied with lobster.

Lieutenant Cahill is a Navy "frogman" assigned to a harbor defense unit in the New England area. After he completes a duty tour of the harbor, he usually makes another trip to "shop around" at his private undersea market and comes back with one or two lobsters that average around three pounds. The lieutenant makes all his catches barehanded—without benefit of net or bait.

★ ★ ★

Look for the quintet from the battleship *uss New Jersey* (BB 62) to be one of the powers in the Atlantic Fleet Basketball playoffs. In their first seven victories, the "Big Jay" hoopers chalked up a 115-62 trouncing of the team from *uss Mindoro* (CVE 120) and swamped the team from *uss Sierra* (AD 18) by 109-49.

In the game against *Min-doro*, the "Jays" were ahead 21-14 at the end of the first quarter but sizzled the nets in the second stanza for a grand total of 50 points to take a 71-39 lead at intermission. In another game, this one against the "Big Jay's" sister ship, *uss Missouri* (BB 63), the *New Jersey* sailors led by a slim 25-24 margin at halftime

but in the third period held the "Big Mo" team to two points while scoring 20 themselves. Final score: 66-42. Leading *New Jersey's* fine team is the high-scoring duo of "Jake" Jacobson and Jim Schroeder backed up by the ball-hawking Walt Johnson.

★ ★ ★

Ensign Tom Sturak, USNR, is a determined man. Although stationed on board *uss Kearsarge* (CVA 33) in Far Eastern waters, he is carrying on with his favorite sport—long-distance running. And Tom is reputed to be one of the fastest milers in the Navy today.

How does he do it? Simple, Watson. Tom works out almost every day, not only to keep in trim but also in hopes of winning a spot on the Western Navy track and field team this year. He can be seen weaving in and out between aircraft parked on the flight deck as he jogs through his workouts. Although flight operations and bad weather frequently interrupt his practice, Sturak tries to keep a daily training schedule when possible.

Sturak's best time in the mile is 4 min. 17½ sec., which he turned in while running for the San Diego State College team. His time is nine and a half seconds faster than the winning time in last year's All-Navy meet and one and a half seconds faster than the winning mark in the 1953 Interservice Meet.—Rudy C. Garcia, JO1, USN.



# THE BULLETIN BOARD

## Pointers You Should Know When Shipping Household Effects

**N**AVYMEN going overseas who are taking their families with them should get acquainted with the following regulations governing the shipment of household effects. Some you may be familiar with; others might serve as a useful jog to your memory.

All officers and enlisted personnel in the fourth, fifth, sixth and seventh pay grades are entitled to transportation of household effects. The weight allowances are as follows:

LCDR and WO (pay-grade W-4) and above—9000 lbs.

LT and WO (pay-grade W-3)—8500 lbs.

LTJG and WO (pay-grade W-2)—7500 lbs.

Ensign and WO (pay-grade W-1)—7000 lbs.

Enlisted personnel, pay-grades 7, 6, 5 and 4 with more than seven years of service—4500 lbs.

Enlisted personnel, pay-grade 4 and less than seven years of service—3000 lbs.

The allowances set forth are intended to represent the actual net weights of household goods authorized to be shipped at Government expense. When any portion of the movement is made by water, the allowance is increased 40 per cent to cover the weight of the materials used in packing for water shipment.

Persons entitled to shipment of household effects may apply for storage at an installation of the Service concerned. The granting of a request will depend upon whether facilities are available, and any storage furnished will be subject to the following time limitations: Duty outside the U.S.—One year from date of return from overseas service. Applications for storage will contain owner's agreement that whenever household effects are not withdrawn within the prescribed time limit or promptly upon the request of the commanding officer of the storage facility concerned, such household goods will be placed in commercial storage to the account and in the name of the owner.

Costs in excess of those authorized



"Hey Joe . . . you drop?"

by the Navy will be paid by persons for whom shipments are made. Among the circumstances in which such excess cost may be incurred are the following:

- When transportation cost of method used at request of applicant exceeds the cost of the method designated by shipping officer.

- When special services, specific routing, or specific loading, not provided by ordinary rates, are furnished at the request of the applicant.

- When shipments are made from and/or to points other than those authorized in the regulations.

- When shipments are made in separate lots between the same points.

- When, at the request of the applicant, shipments are released at a valuation which exceeds that prescribed for the lowest applicable transportation rate in carrier's tariffs.

- When household goods in excess of the prescribed weight allowance are packed, unpacked, drayed, stored or shipped.

For personnel on active duty excess costs are collected by means of checkage against the person's pay record. Excess cost of shipment of household effects usually runs pretty high and should be avoided.

For personnel on active duty the authorized shipping point ordinarily is from the last duty station to the new duty station. For personnel or-

dered to active duty for a period of not less than six months it is from home to the first or any subsequent duty station.

On transfer or assignment to duty overseas or to places where their dependents are not permitted, for military reasons, to accompany them or join them within five months, the authorized shipping point is from the last duty station to such locations in the U.S. as may be designated by the person concerned. Upon subsequent transfer to a duty station which is not subject to such military restrictions, or, upon removal of such restrictions without change of station, household goods may be shipped from such designated locations to the current duty station.

Applications for shipment should be submitted to the nearest Navy designated shipping activity in relation to the location of household effects.

A separate application will be prepared to cover each shipment, and also a separate application is required for articles of gold or silver, paintings and other articles of extraordinary value. (For your information, applications are prepared in an original and five copies and accompanied by seven certified copies of the pertinent change of station orders for shipments within the U.S. Nine copies are required for shipments destined overseas.)

A list of naval activities, broken down by Naval Districts, which are designated to arrange for the shipment of household goods is available in your supply office. Upon receipt of the application, the Supply Officer of the designated activity will arrange to have the services performed by the use of naval facilities, by contract services or under reciprocal services.

When shipping facilities of the Navy or any other service are not available, and it is impracticable for the supply officer to arrange for the services under a commercial contract, the nearest shipping officer will advise the applicant as to the procedure to be followed.

## What To Do When Shipping Household Goods to Insure Collecting for Loss or Damage

When shipping your household goods there are a few things you should keep in mind in regard to loss and damage of your shipment. Although the majority of shipments are accomplished to the satisfaction of the owner there are occasional cases of loss or damage. Sometimes the individuals concerned are unable to obtain proper settlements of claims for their damaged household goods. Here are three reasons why some owners fail to obtain a proper settlement:

- *Failure of the owner to supervise properly the preparation of the carrier's inventory*—It is important that you be present at the time of pickup of your household goods to make sure the carrier's inventory properly describes the condition of your property. It is too late to take exception to the carrier's inventory after the shipment has been made. The indiscriminate use of general terms such as "M and S" (marred and scarred) will only complicate later claims in case of damage to items so described.

Make arrangements with the man preparing the inventory to notify you when he intends to use general terms, such as "M and S" to describe the condition of any item before removing it from your residence. If you feel that the inventory does not describe the condition of your goods fairly, request that it be amended or that the location and extent of the exceptions be indicated.

If you are dissatisfied with the performance of the packers and cannot reach an agreement as to the description of the condition of your household goods, do not attempt to dictate to the packers—instead, contact your shipping officer immediately.

- *Lack of information on insurance*—You should be aware of the fact that the government does not insure shipments of household goods and the carrier's liability in the event of loss or damage is limited to the "released valuation," which varies according to the mode of transportation as follows: van shipments, 30 cents per pound per article; rail or motor freight shipments, 10 cents per pound per article; and uncrated

household goods via freight forwarder, 30 cents per pound per article.

Private insurance normally is made available to shippers by van carriers. In insuring shipments of household goods it is of prime importance that you familiarize yourself with the terms of the policy. Most policies contain a "co-insurance clause" which provides that if the goods are not insured for the full value, the insurer is only liable for a pro rata share of any loss or damage. For example, if the total value of the property is \$5000 and the owner purchases \$2000 of insurance coverage, the insurance company would only be liable for two-fifths of any amount claimed for loss or damage. Accordingly, if you intend to insure your property, it is important that you insure it for the full value.

- *Lack of knowledge in claims procedures*—You should always sign the government bill of lading after delivery of your goods in spite of any loss or damage. Should the household goods sustain loss or damage in transit, you should place a notation as to such loss or damage on the reverse side of the bill of

lading and surrender the accomplished bill of lading to the carrier.

The next step is to file a claim for the loss or damage with the delivering carrier. This should be done as soon as possible and in any case within the limit of nine months. If the carrier denies responsibility for the loss or damage, the claim should be filed with the packing contractor, if appropriate. If the carrier accepts responsibility for any loss or damage, you should accept any amount which satisfactorily fulfills the carrier's legal liability even though it does not completely reimburse you for your loss.

If you purchased insurance which covers loss or damage, you should also file a claim against the insurance company indicating any settlement you have received from the carrier or contractor or both. If, after settlement of the above claims, you still feel there is an amount due, you may submit a claim against the government in accordance with Navy Personnel Claims regulations (reproduced in Chapter Five of the BuPers Manual).

*Where you can get assistance*—It is recommended that prior to mak-

## WAY BACK WHEN

### First Enlisted Man's Uniform

If you have ever wondered how the well-dressed sailor looked back in the early 19th century, you might be surprised to know that he didn't look radically different from the way Uncle Sam's modern Navy dresses.

Prior to 1817, files of the Navy Department show no regulations providing for enlisted men's uniforms. But it is noted that in January 1813, upon the arrival of Commodore Decatur at New York with the frigates *United States* and *Macedonia* the city feted the crew with a splendid dinner. Reports say that the crew, numbering about 400, was dressed in blue jackets buttoned loosely over waistcoats, blue bell-bottomed trousers, and glazed canvas hats with stiff brims decked with streamers of ribbons.

The first regulation covering enlisted men's clothes that can be found appears in the regulations of the Navy issued by Secretary Benjamin W. Crowninshield in September 1817. These regulations provided for both the enlisted man's summer and winter dress. White duck jacket, trousers, and vest, made up the summer uniform; while the colorful winter outfit



included blue jacket and trousers, red vest, yellow buttons and black hat.

These regulations also provided that when the men swabbed the decks, they were to be barefooted and their trousers were to be rolled up. This regulation is often quoted as being the reason for the sailor's bell-bottomed trousers, that is, they were made so as to facilitate pulling the bottoms up over the thigh. The real reason for this cut of trousers is not known.

ing your shipment, you read the "Household Goods Shipment Information Pamphlet" (NavSand A Publication 260), available at all designated household goods shipping activities. This pamphlet contains a great deal of helpful information which will assist in your move. The household goods shipping activities will assist you whenever possible. In addition to advising you as to proper procedures for filing your claim, they will give assistance where carriers fail to settle claims promptly to the extent of their legal liability. Failure on the part of the carrier to settle claims promptly is a violation and may result in barring the carrier from receiving further Navy shipments.

**Seminar Gives Yeomen Brief Indoctrination in Legal Duties**

A special seminar for yeoman doing legal work in the Atlantic Fleet and the Fifth Naval District has proved a big success in Norfolk, with over 400 yeomen attending the first two sessions.

Designed to give yeomen a better acquaintance with legal, administrative and clerical duties connected with courts martial, the seminars have included lectures on such subjects as, Pre-Trial Preparations, Captain's Mast, Court Recording, The Record of Proceedings and Post Trial Matters.

Lectures for the seminars were prepared and presented by David M. Seyffert, YNC, USN, a former member of the Staff, U.S. Naval Justice School, Newport, R. I., where he had been head of the Enlisted Academic Department.

**Training and Billets In Explosive Ordnance Disposal Are Open to Junior Officers**

Explosive Ordnance Disposal billets are wide open for USN junior officers. An eight-month course of instruction at the U.S. Naval School, Explosive Ordnance Disposal is followed with duty in carriers, AMCUs and shore billets at the Explosive Ordnance Disposal Technical Center as well as instructor duty at the Naval School of Ordnance Disposal.

The course of instruction at the Disposal School includes training incident to becoming a Diver, Second Class. The student further qualifies as a Diving Officer and receives specialized training in self-contained underwater breathing apparatus, explosives, electricity, firing mechanisms, RSPs (rendering safe procedures) and RMS (rendering mines safe). More important, he becomes a member of a very exclusive club of EOD experts and, when he goes to sea, will command a team of enlisted men who have taken the same training in mine disposal as himself. The school and subsequent duty is enhanced with hazardous duty pay.

Aboard ship an officer graduate of the Disposal School will occupy an EOD billet, but his normal career of sea and shore duty as well as rotation of command billets will not be interfered with. He will run the gamut of duties as a gunnery, engineering, and deck division officer at sea as well as having the pleasure of being a specialist in EOD.

Following a two years' tour of duty at sea aboard a carrier or Mine Force vessel, typical career planning would take the officer student back to the Naval School, Explosive Ordnance Disposal for a refresher course prior to starting his first shore duty at a Naval Ammunition Depot.

Normally at the expiration of this tour of duty he is a lieutenant. Another refresher course is met and passed and he returns to sea. Command comes early in the Mine Force and he will doubtless return in command of an AMCU. Two years of this—another refresher course and ashore in one of the Explosive Ordnance Disposal Units, the Explosive Ordnance Disposal Technical Center, or the U.S. Naval School, Explosive Ordnance Disposal.

Orders will take him back to sea in a billet on the staff of one of the Mine Force commands. Staff experience is gained and also he continues to be an EOD specialist.

Being in the Mine Force doesn't hurt a young officer's career. Contrary to the old idea that it was a long step toward professional oblivion, the new emphasis on mine laying and mine countermeasures gives added significance to such billets.

Requests from enlisted men who take the same basic course as do officers are also desired from most ratings. See BuPers Inst. 3571.2A, which is applicable to both enlisted personnel and officers, for details.

**AMs and AEs Study Cabin Pressurization at NAS Alameda**

A special school for AMs and AEs, designed to give them a thorough working and maintenance knowledge of air conditioning and cabin pressurization systems of jet type aircraft, has been inaugurated at Alameda Naval Air Station.

The course includes 28 hours of class room instruction built around a typical aircraft system and its component parts. Following this basic instruction, students will go to the overhaul shop for seven hours practical maintenance and trouble-shooting. This consists of complete disassembly, thorough inspection, supervised reassembly and bench-testing of the various parts in a typical system.

The course is open to all qualified AM and AE ratings attached to NAS Alameda or any of the Fleet Air activities based aboard. About 110 men have already completed the course.



"Ooohhh!... I understand it now, you're wearing your jumper that way so you can be different. Well, well."



"Aren't you rushing it a little Jenkins? You just took the fleetwide competitive examination yesterday!"

## New Policy Set on Resignations Voluntary Separation of USN, USNR, Temporary Officers

A revised general policy concerning the resignation and voluntary separation of commissioned officers from the service is contained in Alnav 1-54.

BuPers will now consider favorably applications for resignation from Regular Navy officers with more than four years of active commissioned service provided there is no additional obligated duty. Previously, Regular Navy officer resignations were limited to hardship and other very specialized cases.

The directive also contains retirement or separation provisions for Naval Reserve officers, temporary officers with permanent enlisted status and temporary warrant officers.

Here is a breakdown on the requirements for different categories:

- **USN officers**—Resignations normally will be accepted from any officer who has completed four or more years of active commissioned service, except Medical and Dental Corps Officers, for whom three or more years of active commissioned service will be required.

Any obligated service incurred by USN officers as the result of advanced training or graduate instruction will be in addition to the three- or four-year active duty requirement. However, periods while undergoing such advanced training or graduate instruction will be considered part of the three- or four-year period.

In any case, if eight years' commissioned service has not been completed, favorable action on a resignation will depend on the individual's accepting a commission in the Naval Reserve.

- **USNR officers** — Resignations will normally be accepted from USNR officers who have discharged their obligated active duty and have completed a total of eight or more years' active and inactive commissioned service.

- **USN(T) and temporary warrant officers**—Requests for reversion to enlisted status and transfer to the Fleet Reserve or continuance on active duty in permanent enlisted rating will normally be favorably considered.

In all cases final action on resignations will be governed by the needs

## HOW DID IT START

### Early Ships' Libraries

The first U. S. ship-of-the-line to boast a library was probably the 74-gun *Franklin*.

Just before *Franklin*, under Commodore Charles Stewart, sailed for a three years' cruise in the Pacific, a New York philanthropist, William Wood, addressed the crew on the subject of a "Seaman's Library." His remarks were greeted with such enthusiasm that the officers and enlisted men immediately contributed approximately \$800. With this money, 1500 books were procured. Commodore Stewart promptly set aside a compartment aboard *Franklin* as a library and appointed a librarian.

Upon the return of the ship in 1824, what was left of the collection was turned over to the Brooklyn Navy Yard to become the nucleus of the Seaman's Library there.

Four years later, in 1828, early records show that the Navy Department published a list of books which "will be furnished for the use of vessels of war when on a cruise, and for the use of Yards." The original list of books was furnished "at public expense," and was modified and added to from time to time. Included, for example, in the 1831 list of 36 books were: Bowditch's *Navigation*, Marshall's *Life of*



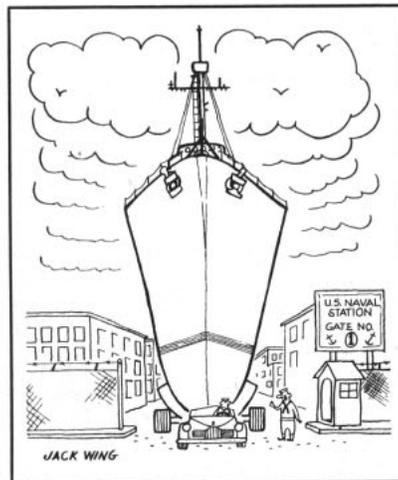
*Washington*, Botta's *American Revolution*, Jacobson's *Sea Laws*, *Federalist*, *Franklin's Voyages*, *Life and Voyages of Columbus*, *Work on Conversion and Preservation of Timber*, the Bible and Prayer Book.

Today, the job of providing ships and stations with the latest volumes for Navy libraries afloat and ashore is the responsibility of the Bureau of Naval Personnel's Library Services Branch.

of the service. In some instances, final approval may have to be withheld until a qualified relief is available.

### In Writing to VA Give Complete Information, Identify Yourself

Navy men at some time or other are likely to be dealing with the Veterans Administration in regard



"You got a property pass?"

to a number of veterans' rights and benefits. In some cases this will involve writing to the VA. When such is the case be sure that you:

- Always give your full name and address, preferably printed or type-written along with your signature.

- Give your Navy service number.

- If the VA has already allotted you a "C" or claims number, give that too. This identification is one of the most important numbers in the VA filing system.

- Where G.I. life insurance is involved, your policy number if known should also be specified.

The VA receives an average of 1,500,000 pieces of "mystery mail" every month—mail without proper identification either of the veteran or of his claim.

Such mail requires a considerable search through records to identify the veteran or his claim and this results in delay in replying.

If your correspondence with the VA properly identifies yourself and your claim, you will avoid such a delay on your query.

# You Can Study on Your Own—Navy Offers 93 Courses for Officers

**O**FFICER Correspondence Courses offered by the U. S. Naval Correspondence Course Center at Brooklyn, N. Y., provide Regular and Reserve naval personnel with the opportunity to increase their knowledge and understanding of the Navy and, at the same time, prepare themselves for professional advancement.

Although Regular Navy personnel are not required to take correspondence courses, they have found it is to their advantage to do so. These courses are not designed to replace shipboard training programs, but should supplement such training.

The Officer Correspondence Courses are designed to instruct commissioned officers and warrant officers and most of them are also open to chief petty officers. In addition qualified enlisted personnel of lower ratings are also eligible if they are recommended by their commanding officers as potential officer candidates. However, if a commanding officer does not consider the applicant a potential officer candidate but believes the enlisted man's enrollment is desirable, he may simply recommend enrollment and forward the application via BuPers for action.

These courses are an important part of the professional qualifications required of Reserve officers for purposes of promotion. For example, for promotion from ensign to lieu-

tenant (junior grade), an officer in the inactive Reserve must earn 12 promotion points for each six months' service in the grade of ensign before becoming eligible for the higher appointment.

For promotion to all grades above the grade of lieutenant (junior grade) of officers who have been continuous members of the Naval Reserve since 1 Jul 1950 or have received a promotion in the Naval Reserve since 1 Jul 1950, an average of 24 promotion points for each year in grade is required (up to a maximum of 144 points).

The successful completion of correspondence courses not only provides promotion points essential to the promotion of a Naval Reserve officer on inactive duty but it also provides a means whereby eligible members of the Naval Reserve, not on active duty, can accumulate retirement point credit.

Applications for Officer Correspondence Courses should be submitted as follows:

- If on active duty, wherever stationed, via your commanding officer.
- If not on active duty, and providing you are a member of, or associated with, a pay unit, forward your application via your unit commander or other official channels. If you are a member of, or officially

attached to, a pay unit under the cognizance of the Chief of Naval Air Reserve Training, forward your application through that command at Glenview, Ill.

• If not on active duty, and you are not a member of, or associated with, a pay unit, forward your application via your district commandant. If you are a member of a non-pay unit under the cognizance of the Chief of Naval Air Reserve Training, forward via that command instead of through the district commandant.

Here is an up-to-date list of all the Officer Correspondence Courses administered by the Naval Correspondence Course Center, listed in order of their NavPers number. Listed here also are the courses administered by BuMed, by the Chief of Naval Operations, by the Naval Submarine School, the Naval War College and the Industrial College. A few other selected courses are handled by the Director of Selective Service, 451 Indiana Ave., N. W., Washington 25, D. C. These are for Selective Service specialists only, and are not listed here.

Requests for enrollment in the following courses should be addressed to the U. S. Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn I, N. Y., on form 992.

COURSE	NAVPER'S NUMBER	RETIRE- MENT & NO. OF PROMO- TION POINTS		COURSE	NAVPER'S NUMBER	RETIRE- MENT & NO. OF PROMO- TION POINTS	
		ASSIGN- MENTS	POINTS			ASSIGN- MENTS	POINTS
<i>Basic and General Courses</i>							
Navy Regulations	10740-A	12	24	Maneuvering Board	10933	3	12
Foundations of National Power	10770-A	12	24	Marine Navigation, Part II	10945	8	24
Naval Orientation	10900	6	12	Ordnance Equipment	10962	6	12
Nucleonics for the Navy	10901	8	24	<i>Engineering Courses</i>			
Logistics	10902	6	12	Elements of Naval Machinery	10934	12	24
Leadership	10903	5	10	Engineering Operations and Maintenance	10935	6	12
Naval Arctic Operations	10946	5	10	Practical Damage Control	10936	6	12
Industrial Management	10947	10	20	Theoretical Damage Control	10937	6	12
Education and Training, Part I	10965	7	14	Diesel Engines	10938	6	12
Education and Training, Part II	10966	5	10	BuShips Duty for Engineering Specialists	10939	6	12
Personnel Administration	10968	6	12	Naval Shipyard Duty for Engineering Specialists	10940	6	12
Welfare and Recreation	10969	12	24	Duty Afloat for Engineering Specialists	10941	6	12
Administration of Officers' Messes	10970	6	12	Shipbuilding Business	10974	10	20
Uniform Code of Military Justice	10971	1	4	Shipboard Electrical Systems	10991	6	12
Military Justice in the Navy	10993	12	24	Engineering Administration	10992	6	12
<i>Deck Courses</i>				<i>Electronics Courses</i>			
Marine Navigation, Part I	10921	6	12	Naval Electronics, Part I	10925	7	21
Ordnance and Gunnery	10922	9	18	Naval Electronics, Part II	10929	10	20
Seamanship	10923	7	12				

COURSE	NAVPER NUMBER	RETIRE- MENT & NO. OF PROMO- ASSIGN- TION MENTS POINTS	
		ASSIGN- MENTS	POINTS
Electronics Aids to Navigation	10930	6	12
<i>Aviation Courses</i>			
Naval Aviators, Course I	10948	12	24
Naval Aviators, Course II	10949	6	12
General Course for Aviation Specialists	10950	12	24
Air Intelligence	10951	6	12
Refresher Course for Aerologists	10953	12	24
General Aerology	10954	12	24
Special Devices	10956	9	18
Photography	10957	9	18
Air Navigation, Course I	10959	6	12
Reciprocating Aircraft Engines	10961	6	12
Jet Aircraft Engines	10985	6	12

<i>Supply Courses</i>			
Cargo Handling	10973	6	12
Disbursing	10976	7	14
Introduction to Supply	10978-A	2	5
Supply Afloat	10980-A	6	12
Commissary	10981-A	3	6
Supply Ashore	10983-A	12	24

<i>Civil Engineering Courses</i>			
Mission, History, and Organization of CEC	10909	6	12
Cold Weather Engineering	10910	6	12
Automotive Transportation	10913	6	12
Postwar CEC Developments	10914	3	6
Hot Weather Engineering	10915	4	8

<i>Legal Courses</i>			
Navy Contract Law	10988	12	24
Navy Real Estate Law	10989	6	12
Navy Administrative Law Problems	10990	6	12

<i>Chaplain Courses</i>			
The Navy Chaplain	10905	12	24
History of the Chaplain Corps, Part I	10906	6	12
History of the Chaplain Corps, Part II	10907	6	12

<i>MSTS Course</i>			
Naval Overseas Transportation and Shipping Control	10972	12	24

#### *Bureau of Medicine and Surgery*

The following courses are administered by the Bureau of Medicine and Surgery.

Requests for enrollment by all medical personnel other than dental personnel should be addressed to the Commanding Officer, U.S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md. Use form NavPers 992, changing "To" line appropriately.

Requests for enrollment by personnel of the Dental Corps should be addressed to the Commanding Officer, U.S. Naval Dental School, National Naval Medical Center, Bethesda 14, Md. Use form NavPers 992, changing "To" line appropriately.

These courses are all recommended for medical and dental officers.

Aviation Medicine Practice	10912	8	24
Clinical Laboratory Procedures	None	8	36
Combat and Field Medicine Practice	"	8	32
Functions of Officers of the Medical Department	"	7	12
Insect, Pest and Rodent Control	"	8	32
Medical Department Administration	10944	8	12
Medical Department Orientation	10943	6	12
Naval Preventive Medicine	None	12	36
Physical and Psychobiological Standards	"	12	36
Radiological Defense and Atomic Medicine	"	12	36

COURSE	NAVPER NUMBER	RETIRE- MENT & NO. OF PROMO- ASSIGN- TION MENTS POINTS	
		ASSIGN- MENTS	POINTS
Special Clinical Services (Dental)	None	8	32
Special Clinical Services (General)	"	8	32
Submarine Medicine Practice	"	8	32
Tropical Medicine in the Field	"	8	32
Frigid Zone Medical and Dental Practice	10997	—	12
Pharmacy and Materia Medica	10999	8	24
<i>Chief of Naval Operations (OP 202)</i>			

The following communications supplementary activities courses are administered by the Chief of Naval Operations (OP 202). Requests for enrollment should be by official letter addressed to Chief of Naval Operations (OP 202), Navy Department, Washington 25, D. C.

These courses are available only to officers with designators 1610 and 1615.

Special Communications 1	None	—	12
Special Communications 2	"	—	12
Special Communications 3	"	—	12
Special Communications 4	"	—	12
Special Communications 5	"	—	12

#### *Naval Submarine School*

The following courses are administered by the U.S. Naval Submarine School. Enrollment is limited to submarine personnel.

Requests for enrollment should be addressed to Officer-in-Charge, U.S. Naval Submarine School, New London, Conn. Use form NavPers 994.

Basic Submarine Course	—	12	24
Advanced Submarine Course	—	12	36

#### *Naval War College*

The following courses are administered by the Naval War College. Enrollment is limited to lieutenants (junior grade) and above, or equivalent rank.

Requests for enrollment should be by official letter addressed to Head, Department of Correspondence Courses, Naval War College, Newport, R. I.

International Law (Regular)	—	8	48
International Law (Advanced)	—	4	24
Logistics	—	8	48
Strategy and Tactics	—	8	48
Operational Planning and Staff Organization	—	4	24

#### *Industrial College of the Armed Forces*

Requests for enrollment should be addressed, via official channels, to Commandant, Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington 25, D. C.

Emergency Management of the National Economy	—	—	48
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### Changes in Courses for USN, USNR Officers

One new correspondence course has been added to the list of those available to officers, and another has been temporarily eliminated pending revision.

The new one is Aviation Medicine Practice, NavPers 10912, which is available to officers of the Medical Department. It carries 24 retirement and promotion points in the USNR program.

The course being revised is the Naval Intelligence course. Personnel currently enrolled in this one may complete it provided they finish it by the end of 1954.

Applications for enrollment in the aviation medicine course should be sent to the National Naval Medical Center, Bethesda 14, Md. Medical personnel should address the CO, U.S. Naval Medical School. Dental personnel should address the CO, U.S. Naval Dental School.

## Check Your Eligibility for Post-World War II Medals, Awards

RECENT letters to ALL HANDS and the Medals and Awards Division of BuPers indicate that many Navy men are in doubt as to the eligibility requirements for theater and occupation awards that have been awarded since the end of World War II.

In an effort to clear the air of any misunderstandings, a run-down of eligibility, service and time requirements follows. However, since many of the time limits overlap, special attention should be paid to later parts of this article to insure that all requirements are met.

**European-African-Middle Eastern Campaign Medal** — Awarded for service in this area during World War II between 7 Dec 1941 and 8 Nov 1945. Thirty days in the area or any period of time in combat in the area entitle personnel to this award.

**Asiatic-Pacific Campaign Medal** — Awarded for service in this area during World War II between 7 Dec 1941 and 2 Mar 1946. Thirty days in the area or any period of time in combat in the area entitle personnel to this award.

**Navy Occupation Service Medal** — Established to commemorate service of personnel performing duty in the *occupation territories* of World War II enemies, subsequent to their surrender.

- **Europe:** The beginning date of eligibility here is 8 May 1945 (except where overlapping conditions exist. See section entitled "Overlap Periods for Medals.") No terminal date has been set, except for occupation duty in Italy, which ended on 14 Dec 1947, the day before the signing of the peace treaty. One day of permanent duty qualifies an individual for this award.

- **Asia:** Except where overlapping conditions exist, the beginning date

of eligibility is 2 Sep 1945 and the terminal date 27 Apr 1952, the date preceding the effective date of the peace treaty with Japan. Again, one day of permanent duty suffices for the time requirement. (If you think you're eligible for more than one medal, see the sections on Occupation Service Medal and Korean Service Medal under "Overlap Periods for Medals.")

**China Service Medal (Extended)** — Intended to recognize service performed in China subsequent to 2 Sep 1945. (See section entitled "Overlap Period for Medals" for exception to this beginning date). This medal comprises duty in Formosa. No terminal date has been announced. Some misunderstanding concerning this medal exists among naval personnel who are attached to units based at Okinawa. Some of these units have been credited with earning the medal, but only personnel who have actually made trips from Okinawa to China as members of the unit so credited are entitled to the China Service Medal.

**Korean Service Medal** — Intended to recognize service in Korea or in direct support of Korean operations. Beginning date is 27 Jun 1950; no terminal date has been announced. One day of permanent duty, 30 consecutive days or 60 nonconsecutive days of temporary duty entitle an individual to this award.

**United Nations Service Medal** — Issued by the United Nations. Regulations governing the issuance of the UN medal provide that all personnel who currently qualify for the Korean Service Medal automatically qualify for the UN medal. To determine the list of units eligible for the UN medal, the list of those units eligible for the Korean Service Medal may be used. However, it is possible that

a serviceman *could* qualify for the UN Medal but not the Korean Service Medal, since the time required in the area is slightly less stringent—one day of permanent duty entitles an individual to this award, 30 days of consecutive or 30 days of nonconsecutive temporary duty also qualify him.

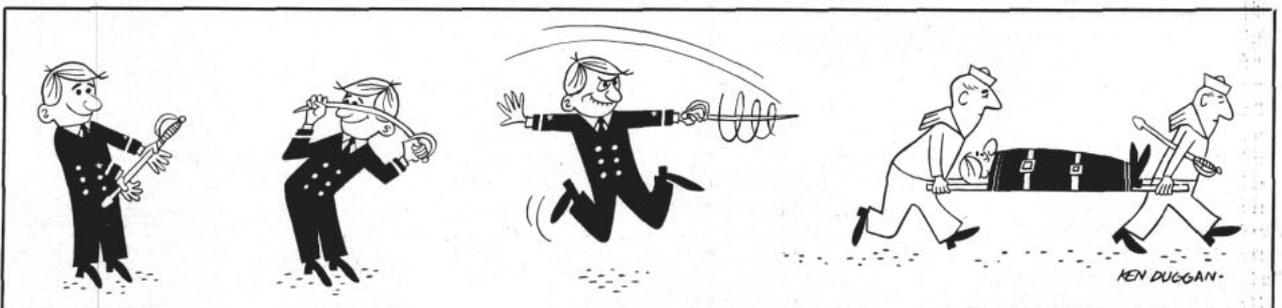
**National Defense Service Medal** — For all military personnel who were on active duty for a period of one day or more after 27 Jun 1950. No Terminal date has been announced. Note, however, that Naval Reserve *training duty* does not qualify you for this award.

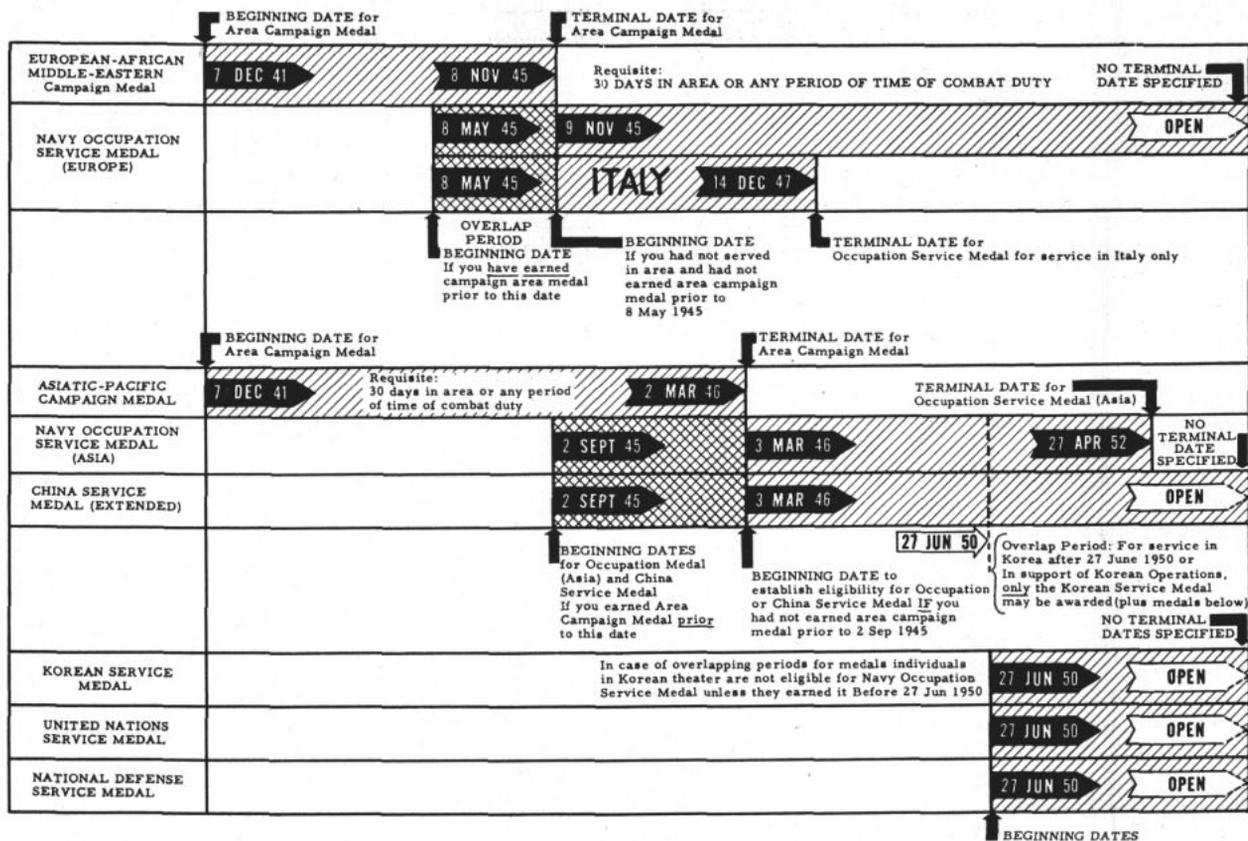
**Korean Presidential Unit Citation** — Naval personnel are *not* authorized to wear this at present. It has been determined that this falls within the category of a foreign decoration, hence, Congressional approval is required. This has been requested and wide publicity will be given if it is approved.

In looking at the time limit of the various awards, it will be noted that in several cases there is an overlap period during which more than one medal could be awarded. Regulations provide, however, that "no more than one medal may be issued for the same period of time."

### Overlap Periods for Medals

- The explanation of the overlap time in the *area campaign medal* and the *Navy Occupation Service Medal (Asia)* is simply this: In the Asiatic-Pacific area, the beginning date is 2 Sep 1945, but since the eligibility dates for the Asiatic-Pacific Campaign Medal are 7 Dec 1941 to 2 Mar 1946, there is a 6 months' overlapping period from 2 Sep 1945 to 2 Mar 1946. If an individual had not earned the Asiatic-Pacific Campaign Medal prior to 2 Sep 1945, and if that individual during this 6





months' period was performing duty in occupation territory, he could not earn the Navy Occupation Service Medal during such period, but must use the whole time to earn the Asiatic-Pacific Campaign Medal; then on 3 Mar 1946, if he was still in the occupation territory, he would begin to earn the Navy Occupation Service Medal.

This does not mean that a prerequisite to the Occupation Medal is that an individual must have earned an Asiatic-Pacific Campaign Medal (which has been a common misinterpretation of paragraph 4, Section 51, of NavPers 15,790), but only that during the overlapping period he cannot earn both medals. In other words, a man who did not enter the service until after 2 Mar 1946 would not have had an opportunity to earn the Asiatic-Pacific Campaign Medal; but since any occupation duty he may perform subsequently would be during a period which would not overlap the dates of the Asiatic-Pacific Campaign Medal, he is free to earn the Navy Occupation Service Medal (Asia) immediately.

• This same interpretation ap-

plies to the regulations governing the issuance of the Navy Occupation Service Medal (Europe) and the overlapping European-African-Middle Eastern Campaign Medal. In this case the overlapping dates are from 8 May 1945 to 8 Nov 1945, and the same conditions apply as in the above case for Navy Occupation Service Medal (Asia).

• A similar overlapping situation may exist in the case of eligibility for the China Service Medal (Extended). As in the case of the Navy Occupation Service Medal, if personnel were in China between 2 Sep 1945 and 2 Mar 1946 and had not previously earned the Asiatic-Pacific Campaign Medal, they must first have used this entire overlapping period to earn the Campaign Medal before they could begin to earn the China Service Medal (Extended).

• Between 27 Jun 1950 and 27 Apr 1952, both the Korean Service Medal and the Navy Occupation Service Medal (Asia) were authorized. However, any duty in support of the Korean conflict meant that the individual or unit was entitled to the Korean Service Medal, not the Occupation Medal.

Only those naval personnel actually on occupation duty are entitled to wear the Occupation Ribbon for this period. The large majority of ships and units in the Far East were in direct support of, or engaged in, fighting in Korea. Consequently these units are not entitled to the Occupation Medal unless they had earned it prior to 27 Jun 1950.

This includes naval forces in Japan who were supporting the Korean action.

Entries in service records authorizing both the Navy Occupation Service Medal (Asia) and the Korean Service Medal for service subsequent to 27 Jun 1950 are erroneous.

NavPers 15,790, which will be available in a revised edition soon, is the published source of information regarding units eligible for all medals.

In cases where doubt exists after consulting the new edition, requests for information should be directed to the Chief of Naval Personnel, or to the Commander Naval Forces, Far East, the sole delegated authority in the Far East for determining eligibility of units.

**"Victory at Sea" Film Series Is Now Available for Showing On Ships and at Naval Activities**

Navy men aboard ship now have a chance to see films of the successful television series "Victory at Sea." The films, which show the history of the U.S. Navy in World War II, are being distributed to Navy Motion Picture Exchanges and are available for limited showings.

The entire "Victory at Sea" series has already been televised and is currently being shown for a second time. In addition a feature length motion picture is being released for theater distribution.

Since the commercial showing of these films might be jeopardized if prints were also shown publicly by the Navy, an agreement has been reached which limits showings of the films by the Navy as follows:

- Showings of the programs in the continental U.S., including ships in U.S. ports, must be limited to service personnel, which may include Naval Reservists on inactive duty and authorized civilian employees of the Navy.

- Showings in station theaters where admission is charged are prohibited.

- At foreign stations, and aboard ship in foreign ports, audience restriction may be waived, provided that the episodes are shown as motion pictures under Navy auspices and supervision. If Navy facilities are lacking, or inadequate, non-Navy property may be used, provided the films are never out of Navy custody.

The following films are now available for use by Navy activities:

- Design for War* .....MN-7308a
- Pacific Boils Over* .....MN-7308b
- Sealing the Breach* .....MN-7308c
- Midway is East* .....MN-7308d
- Mediterranean Mosaic* .....MN-7308e
- Guadalcanal* .....MN-7308f
- Rings Around Rabaul* .....MN-7308g
- Mare Nostrum* .....MN-7308h
- Sea and Sand* .....MN-7308i
- Beneath the Southern Cross* .....MN-7308j
- Magnetic North* .....MN-7308k
- The Conquest of Micronesia* .....MN-7308l
- Killers and the Killed* .....MN-7308p
- Battle of Leyte* .....MN-7308s

Distribution of the films will continue over a period of several months until all 26 episodes are available.

These films are not being shipped in numerical order.

**Navy Wives Club Establishes Scholarship Fund for Sons and Daughters of Enlisted Personnel**

A special scholarship fund has been instituted by the Navy Wives Club for sons and daughters of enlisted personnel, with the first award to be made this spring.

The award will be in the form of an outright grant to be made in the sum of at least \$250 per academic year for the candidate selected. The money will be paid directly to the school selected by the applicant.

To be eligible for the award the applicant must be the child, legally adopted child or stepchild of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty or retired with pay. A child or stepchild of a deceased enlisted man of the above categories also qualifies for the award.

He or she must be a high school graduate or the equivalent. Those who will graduate prior to the beginning of the next academic year are also eligible as are those applicants already working at the college level.

Other factors to be considered in the selection made are scholastic standing, good moral character and physical capacity to complete the courses undertaken.

The final choice will also take into consideration the need of financial assistance to further the education of the applicant.

Forms necessary to apply for this scholarship may be obtained from the Bureau of Naval Personnel (Attn: Pers G212), Washington 25, D. C., or the secretary of any of the Navy Wives Clubs. Deadline for the submission of the application forms is 15 May of the year in which the applicant plans to enter college.

This is one of various services and benefits the Navy Wives Club offers the Navy family. Organized to promote welfare, social and educational programs for the Navy wife and her family, the club is made up of wives of enlisted men of the Navy, Marine Corps and the Coast Guard and the Reserve Units of those services. Wives of enlisted men honorably discharged, retired or transferred to the Fleet Reserve and widows of enlisted men honorably discharged are also eligible for membership in the organization.

**WHAT'S IN A NAME**

**St. Elmo's Fire**



Weird and startling phenomena you are likely to encounter on a tour of sea duty, and especially during stormy weather, are "corposants"—more popularly known as "St. Elmo's Fire."

St. Elmo (or St. Ermo), a bishop of central Italy, was venerated by mariners centuries ago. At sea, during a bad storm, he

was taken very ill. He told the frightened mariners, as he was dying, that he would appear if they were destined to be saved from the storm. After his death, according to the legend, a light appeared at the masthead, and was named for him.

Scientifically speaking, this phenomenon is caused by differences of electrical potential between the atmosphere and objects on the earth's surface. It occurs in the form of glowing flames of electrical discharges at the ends of masts and yardarms, and sometimes even on the finger-tips of the observer, who would feel nothing more than possibly a slight tingling sensation. These discharges are usually accompanied by a crackling or hissing sound.

The phenomenon of corposants is by no means confined to the sea. In fact, it is more frequently observed on mountain tops. The land-based sailor is apt to see the ghostly lights on the high projecting points of steeples and lightning rods of churches and other buildings. He may also see them coming from aircraft.

## Congressional Action Taken On Bills of Importance To the Naval Establishment

Here is the latest round-up of legislation of interest to naval personnel to come out of the second session of the 83rd Congress.

This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The summary includes Congressional action covering the month since the last round-up.

Further information on some of the more important pieces of legislation affecting the Navy, when they are enacted, will be carried in the magazine.

**Missing Persons** — Public Law 291 (evolving from H.R. 7209 and S. 2803): extends for another year the provisions of the Missing Persons Act which concerns persons missing, missing in action, interned in a foreign country or captured by an enemy or hostile force.

**Academy Appointments** — H. R. 4231: passed by House; would increase the number of appointments to the military and naval academies from the "U. S. at large" and would specify that these added appointments be allotted to sons of individuals who died as the result of active service in the armed forces of the nation in World War I, World War II and the Korean war.

**Unlawful Medals** — H. R. 459: passed by House; would increase the penalty for wearing, manufacturing or selling any medal, badge, ribbon, or lapel button issued to members of the armed forces, except under specific regulations laid down by the President or such persons as he may designate. Anyone who violated this regulation would be liable to punishment by fine of \$1000, imprisonment for one year, or both.

**Limitations on Officers** — H. R. 7103: introduced; would provide for a limitation on the number of officers who may serve in the commissioned grades of the Army, Navy, Air Force and Marine Corps. It would substitute for the present flat percentage of officer strength, a table of numbers of officers above the grade of lieutenant allowed for various total officer strength levels. The bill is based on the principle that

## New Enlisted Correspondence Courses Available

Thirteen new Enlisted Correspondence Courses have been made available for all enlisted personnel, on active or inactive duty.

These courses serve as a means of studying naval subjects for the rates indicated and also may be substituted for completion of a Navy Training Course.

You may take these courses by seeing your division officer or your education officer and asking for an Application for Enlisted Correspondence Course (NavPers 977).

Reservists on inactive duty re-

quest NavPers 977 from their naval district commandant or Naval Reserve training center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

For a full listing of the other available courses see ALL HANDS, January 1954. Here are the new courses:

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
* Aircraft Structures	91620-1	AM, AMH, AMS
* Armed Forces Newspaper Editor's Guide	91456-1	JO
Chemical and Biological		
Warfare Defense	91211	All rates and ratings
Machinist's Mate 3	91501	MM, MMG, MML, MMR
Machinist's Mate 2	91502	MM, MMG, MML, MMR
Molder 3	91533	ML
Molder 2	91554	ML
* Printer 3	91477-1	LI, LIP, LIT, PI
* Printer 2	91478-1	LI, LIP, LIT, PI
The Shore Patrolman	91468	All ratings
Torpedoman's Mate (E) 1	91305	TM, TME, TMS, TMT
Chief Torpedoman's Mate (E)	91307	TM, TME, TMS, TMT
Tradesman	91658	TD, TDI, TDR, TDU, TDV
* Available for repeat credit.		

as the size of the Navy, for example, increases, the proportion of senior officers in it will decrease. If enacted, the legislation would provide permanent "guide lines" to replace certain arbitrary limitations attached to the last three Defense appropriation acts. It would also repeal current restrictions on the voluntary retirement of Regular Navy officers.

**Pay Raise** — H. R. 7489: introduced; would provide for a "cost-of-living" pay increase (or decrease) for members of the armed forces. Basic pay of members of the armed forces would be raised or lowered in accordance with the movements of the Consumer's Price Index of the Bureau of Labor Statistics. This bill is independent legislation, not sponsored by the Department of Defense.

**Officer Integration** — H. R. 6725: introduced; would extend the authority of the Navy and Marine Corps to continue current policy (temporarily in abeyance) of transferring to the Regular Navy or Marine Corps officers of the Naval Reserve or temporary officers.

**Enlisted Contracts** — H. R. 7788 and S. 2906: introduced; would provide that the enlistment contract or period of obligated service of a member of the armed forces shall

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 11.

- (b) **Tactical Command Ship.**  
She was formerly rated as a "Cruiser, Task Fleet Command Ship."
- (c) **USS Northampton.** Her designation is CLC 1.
- (c) **Thief Knot.**
- (a) **Square Knot.**
- (c) **F7U-3 Cutlass.**
- (a) **Air combat.**

not terminate by reason of his appointment as a cadet or midshipman at the Military Academy, Naval Academy, NROTC course or Coast Guard Academy. Should such a person be later separated from an Academy, he would revert to his former enlisted status.

**Import Quotas** — H. R. 7773: introduced; would increase from \$300 to \$800 the amount of articles acquired aboard by U. S. residents which may be brought into this country duty-free.

**Dual Compensation** — Public Law 300 (evolving from H. R. 5959): Exempts commissioned officers retired for disability (1) incurred in combat with an enemy of the U. S., or (2) caused by "an instrumentality of war" and incurred in line of duty from the limitation on the amount of compensation that may be drawn as the result of the combination of retired pay and salary drawn as an employee of the United States government.

## Latest List of Films Ready for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in February.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*The Stranger Wore A Gun* (1362) (T): Western, Randolph Scott, Claire Trevor.

*Border River* (1363) (T): Western; Joel McCrea, Yvonne DeCarlo.

*Affair With A Stranger* (1364) Comedy Drama; Jean Simmons, Victor Mature, Monica Lewis.

*Royal African Rifles* (1365) (T): Adventure; Louis Hayward, Veronica Hurst.

*Torch Song* (1366) (T): Musical Drama; Joan Crawford, Michael Wilding, Gig Young.

*Calamity Jane* (1367) (T): Musical Comedy; Doris Day, Howard Keel, Allyn McLerie.

*Ghost Ship* (1368): Maritime Mystery; Hazel Court, Dermot Walsh.

*Geraldine* (1369): Musical; John Carroll, Mala Powers.

*Charge At Feather River* (1370) (T): Western; Guy Madison, Helen Westcott, Frank Lovejoy.

*All The Brothers Were Valiant* (1371) (T): Love and Adventure;

## Navy Relief Society: Half a Century of Aid

Starting on its second half-century of service to naval personnel, the Navy Relief Society has announced that more than \$4,000,000 was loaned or granted to nearly 65,000 individuals during 1953.

Operating primarily on money received from benefits and direct contributions from naval personnel and their families during their annual drive from 4 May to 6 June, the Society stands ready to assist financially—and with other services—all Navy and Marine personnel and their dependents in time of need.

Basic purpose of the organization is to help personnel in time of real need. Loans or grants for the luxuries of every day living are not considered, but in any case involving real hardship the organization is quick to lend a helping hand.

The Society does not consider its help as charity, but rather as aid from the naval family as a whole to those of its members who may find themselves in temporary difficulty of a serious nature.

Financial assistance takes the form of an outright grant, a loan without interest (usually to be repaid by a small monthly allotment) or a com-

bination of the two depending upon the factors of each particular case. In almost all cases, aid to dependents of deceased personnel is in the form of a grant.

A report of the Society's operations in 1953 revealed that outright grants or gratuities were made in the amount of \$348,723 in 5777 cases. Loans were converted to grants in another 1531 cases, amounting to \$95,610. Emergency assistance in the form of loans as provided in 58,976 cases to a total of \$3,752,478. Another \$175,746 in loans outstanding were written off as "uncollectable."

Individual Navymen supply the backbone of contributions to the Society in the annual drive for funds along with various benefits, balls and the like. In 1953 the combination of individual contributions and benefits amounted to \$1,244,179.

A few of the leading ships by types in last year's Navy Relief Society drive (space makes it impossible to list all the contributors) were: *Valley Forge*, \$4864; *Bataan*, \$767; *Point Cruz*, \$751; *Missouri*, \$814; *Northampton*, \$1325; *Hale*, \$700; *Burrfish*, \$75; *Cascade*, \$1200;

*Adirondack*, \$1134; *Haven*, \$603; *Lenawee*, \$750; and *Orion*, \$419.

The society's auxiliary offices also went all out and were successful in fund raising activities. San Diego retained the Number One position with a total of \$107,000. The District of Columbia came in second with \$68,000. Other leading contenders for the most successful were Camp Pendleton, with \$59,000; Camp Lejeune, with \$55,000 and Pennsylvania with \$52,000.

A breakdown of the Navy Relief organization shows that there are 47 auxiliary offices and 52 branches in active operation. A total of 2396 active volunteers man the different offices combined with 23 social workers, 29 visiting nurses and 53 clerical workers employed by the Society. All of these are ready and willing to help naval personnel at any time.

In any instance where naval personnel or their dependents are in an area not served by any of the auxiliaries or branches they can request aid by letter or telegram direct to the headquarters, Navy Relief Society, Navy Department, Washington 25, D.C.

Robert Taylor, Ann Blyth, Stewart Granger, Betta St. John, Keenan Wynn.

*Fighter Attack* (1372) (T): War Melodrama; Sterling Hayden, J. Carrol Naish.

*Forever Female* (1373): Comedy Drama; William Holden, Ginger Rogers, Paul Douglas, Pat Crowley.

*Bad For Each Other* (1374): Drama; Charlton Heston, Elizabeth Scott.

*Mogambo* (1375) (T): Romantic Adventure; Clark Gable, Ava Gardner, Grace Kelly.

*Gun Fury* (1376) (T): Western; Rock Hudson, Donna Reed, Phil Carey.

*Give A Girl A Break* (1377) (T): Musical Comedy; Marge and Gower Champion, Debbie Reynolds.

*Cease Fire* (1378): War Drama; A cast of real soldiers picked from a line company in Korea, headed by Capt. Roy Thompson, Jr., and Cpl. Henry Goszkowski.

#### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

#### BuPers Instructions

No. 1088.3A—Sets forth the policy



"Nothing to be alarmed about, sir. They're just teaching that new man to drive the fork lift."

—C. W. Keiningham, SK3, USN

APRIL 1954

and procedures to be followed concerning the release of information on military personnel involved in accidents within the continental U.S.

No. 1306.41—Gives the policy concerning the use of steward ratings in officers' messes afloat and ashore.

No. 1320.6—Gives instructions for travel orders of U.S. armed forces personnel to NATO nations.

No. 5211.6—Makes a change in administrative procedure for maintaining officer and enlisted complements on ships and stations.

No. 1520.32—Brings up to date the list of schools under the control of BuPers available for officer training, giving the course length, reporting procedure and how commanding officers may obtain their quotas.

#### BuPers Notices

No. 1520 (2 Feb 1954)—Requests applications from Supply Corps officers, lieutenant (junior grade) through commander, for the course in Freight Transportation and Traffic Management at Oakland, Calif.

No. 1120 (2 Feb 1954)—States that permanently commissioned unrestricted line officers of the Regular Navy in grades of lieutenant through commander may apply for a change of designation to EDO, AEDO or SDO, if qualified.

No. 1120 (11 Feb 1954)—Requests applications from qualified male Naval Reserve officers on active duty for appointment to the grade of ensign or lieutenant (junior grade), 2305, in the fields of podiatry, bacteriology and entomology in the Medical Service Corps.

No. 1710 (12 Feb 1954)—Concerns Navy participation in the National Midwinter Pistol Championship Matches.

No. 1900 (16 Feb 1954)—Adds another activity to the list of those to which naval personnel may be transferred for separation.

No. 1560 (17 Feb 1954)—Sets forth certain details in USAFI instructor hire program.

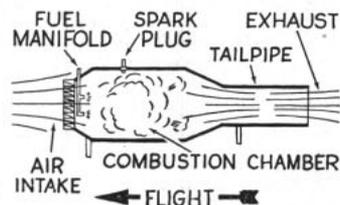
No. 1433 (25 Feb 1954)—Concerns discontinuance of the term "temporary" and removal of the abbreviation "T" for chief petty officers of the Naval Reserve, Fleet Reserve and Retired List.

No. 1700 (25 Feb 1954)—Gives details on two scholarships for children of Navy or Marine Corps personnel.

## HERE'S YOUR NAVY

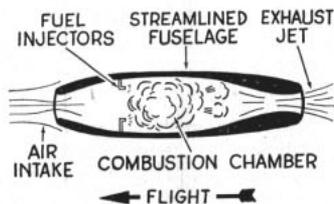
Do you know your jet power plants? Here are the three basic types used in aircraft and guided missiles by the Navy.

**Pulse Jet**—This one uses oxygen from the atmosphere for combustion. Air enters the front, fuel is injected and



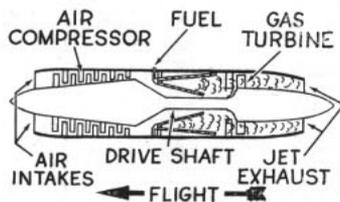
the mixture ignited by an electric spark. The shutters in the front of the engine are forced shut by the combustion pressure and the thrust-producing gases exhausted through a nozzle. The departing gases create a suction which opens the shutters and the cycle is repeated. Used in guided missiles.

**Ram Jet**—This one is a continuous firing engine. Air is fed into the combustion chamber from the front. It expands and speeds on its way as a result of the combustion of the fuel.



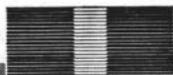
The thrust creates increasing speed which in turn creates greater compression of the air entering through the front. Thus, the cycle continues. Used in guided missiles.

**Turbo Jet**—Similar to the ram jet except the turbo jet increases the air supply to the combustion chamber



through the action of a turbine-driven compressor. The turbine in the exhaust section drives the compressor in front by a connecting shaft. This added compression of the air in the combustion chamber gives better fuel economy. Used mostly in aircraft propulsion as it readily lends itself to various combinations with propeller drives.

# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ McEachern, Harold O., LTJG, USNR, serving in Helicopter Squadron One on 5 Aug 1952. Participating in the rescue of a downed pilot deep in enemy territory, Lieutenant, junior grade, McEachern maneuvered his aircraft an estimated 60 miles inland at tree-top level through intense hostile ground fire and effected the rescue of the downed aviator from a position in precipitous terrain that afforded the helicopter less than four feet of clearance for take-off. Although an increasingly accurate anti-aircraft barrage severely damaged the aircraft and caused it to spin completely around, he succeeded in recovering full control and, electing to continue directly on course despite a dangerously low fuel supply, expertly piloted his damaged helicopter through heavy overcast and withering hostile fire to carry out a successful night landing.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ AVERRA, Ray, HM3, USNR, serving with a Marine Infantry Battalion on 24 Apr 1951.  
★ BONNER, Robert A., LT, ChC, USN, serving with a Marine Artillery Regiment from 15 to 27 Sep 1950.  
★ CASTLE, Ernest G., LTJG, USN, serving in USS *Chatterer* (AMS 40) on night of 5 May 1952.  
★ CURPINSKI, Robert B., HN, USN, serving with a Marine Engineer Company on 2 Dec 1950.  
★ DAVIS, William C., LTJG, MC, USNR, attached to a Marine Infantry Battalion on 2 Jun 1951.  
★ DUFFY, Gilman D., HM3, USN, attached to a Marine Infantry Company on 19 Apr 1953.  
★ EWING, Troy G., HM3, USNR, attached to a Marine Rifle Company on 10 Jun 1951.  
★ HINNANT, Worth M., HMI, USN, serving with a Marine Infantry Battalion on 2 Jun 1951.  
★ HOLLOWAY, Raymond R., HM3, USN,

attached to a Marine Infantry Company on 1 Mar 1951.

★ INGRAM, Jack W., Jr., LTJG, USNR (posthumously), serving in Fighter Squadron 151 on 25 Jul 1953.  
★ LEE, Ted J., AL3, USN, member of a helicopter crew on 5 Aug 1952.  
★ MARTINEZ, William E., HM2, USN, attached to a Marine Infantry Company on 5 Apr 1951.  
★ McELROY, James A., HN, USN, serving with a Marine Infantry Company on 11 Sep 1952.  
★ McKEAN, James L., HN, USN, serving with a Marine Infantry Company on 23 Mar 1953.  
★ MIDDLETON, John D., LTJG, USN, serving in Fighter Squadron 781 on 18 Nov 1952.  
★ MILLER, William S., HM3, USN, attached to a Marine Infantry Company on 9 Dec 1950.  
★ MINTER, Henry C., Jr., HM3, USN, serving with a Marine Infantry Company from 28 to 30 Mar 1953.  
★ NEWMAN, Thomas A., Jr., LTJG, ChC, USNR, serving with a Marine Infantry Battalion on 26 and 27 Mar 1953.  
★ RALSON, Eldon, HM3, USN, serving with a Marine Infantry Company on 28 Mar 1953.  
★ REESE, William E., HN, USN, serving with a Marine Infantry Company on 7 and 8 Mar 1951.  
★ ST. AMAND, Gilbert E. J., HM3, USN, attached to a Marine Infantry Company on 12 Jun 1951.  
★ THORIN, Duane W., AMC., USN, serving in Helicopter Squadron One on 8 Feb 1952.  
★ WILLIAMS, Elmer R., LT, USN, serving in Fighter Squadron 781 on 18 Nov 1952.

★ ADY, Howard P., Jr., CDR, USN, Commander Carrier Air Group 101 from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.  
★ ASHFORD, George W., CAPT, USN, Chief of Staff to Commander Service Squadron Three from 14 Mar to 27 Jul 1953. Combat "V" authorized.  
★ CAMPBELL, Herbert J., CAPT, USN, Chief of Staff to Commander Cruiser



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

Division One from 4 Mar to 27 Jul 1953.

★ CASWELL, Gordon L., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 12 May to 27 Jul 1953. Combat "V" authorized.  
★ CONN, John P., CDR, USN, on the staff of Commander Carrier Division Three and Commander Task Force 77 from 4 Jan to 27 Jul 1953. Combat "V" authorized.  
★ COOK, Harry E., Jr., CDR, USN, on the staff of Commander Carrier Division One and Commander Task Force 77 from 17 Nov 1952 to 27 Jul 1953. Combat "V" authorized.  
★ FULLER, Robert P., CDR, USNR, on the staff of Commander Carrier Division Five from 14 Sep 1952 to 22 Apr 1953. Combat "V" authorized.  
★ GALLAGHER, Harry J., CDR, USN, Commander Mine Division 11 from 28 Jan 1952 to 1 Feb 1953. Combat "V" authorized.  
★ GALLES, Thomas E., LTJG, USN, attached to the staff of Commander Mine Squadron Three from 22 Jul 1952 to 10 Jun 1953. Combat "V" authorized.  
★ HALL, Robert N., CDR, USNR, Commander Mine Division 74 and, also, Task Element Commander in charge of all mine sweepers on the east coast of Korea from 13 Aug 1952 to 1 Jan 1953. Combat "V" authorized.  
★ HOLLINGSWORTH, William R., CAPT, USN, CO of USS *Princeton* (CVS 37) from 27 Feb to 18 May 1953. Combat "V" authorized.  
★ JOHNSON, Cecil V., CDR, USN, Commander Carrier Air Group Five from 2 Jan to 5 Jun 1953. Combat "V" authorized.  
★ JONES, Allen, CDR, ChC, USNR, Wing Chaplain of the First Marine Aircraft Wing from 26 Jun to 1 Nov 1953.  
★ KUNTZE, Archie C., LCDR, USN, on the staff of Commander Seventh Fleet from 12 May 1952 to 27 July 1953. Combat "V" authorized.  
★ LARKIN, Richard A., CAPT, USN, Chief of Staff to Commander Cruiser Division Five from 21 Nov 1952 to 24 Feb 1953. Combat "V" authorized.  
★ LINAWEAVER, Walter E., CAPT, USN, Commander East Coast Blockade and Escort Force from 10 to 30 Aug 1952 and from 26 Sep to 18 Oct 1952. Combat "V" authorized.  
★ LOYALL, Julius A., CDR, USN, CO of USS *Rouan* (DD 782) from 14 Apr to 27 Jul 1953. Combat "V" authorized.  
★ LUKINS, Frederick B., CDR, DC, USN, serving with a Marine Division from 22 Nov 1952 to 31 Jul 1953. Combat "V" authorized.



**DISTINGUISHED FLYING CROSS**

**"For heroism or extraordinary achievement in aerial flight..."**

- ★ SCHEXNAYDER, John E., AO2, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 11 Feb 1951.
- ★ SHUGART, Kenneth L., LTJG, USN, serving in Fighter Squadron 54 on 14 Sep 1951.
- ★ SELLS, Warren H., LT, USN, serving in Composite Squadron Three on 9 Mar 1952.
- ★ SHIRLEY, Edward A., AOC, USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 2 Feb 1951.
- ★ SCHMIDT, Robert W., AL1, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 27 Feb 1951.
- ★ SHIPMAN, Joseph, AL1, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 12 Feb 1951.
- ★ SIMONDS, Bruce T., CDR, USN (missing in action), CO of Attack Squadron 702 on 26 Sep 1952.
- ★ SLAVEN, Earl K., ADC, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Feb 1951.
- ★ SMALE, Gordon F., CDR, USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 16 Jan 1951.
- ★ SMITH, John E., LT (then LTJG), USN, pilot of a photographic reconnaissance plane from 10 to 14 Apr 1951.
- ★ SOMERVILLE, Richard T., LTJG, USNR, serving in Composite Squadron 61 on 3 Sep 1951.
- ★ SPRIGG, Rodney S., Jr., LT, USNR, serving in Fighter Squadron 781 on 24 Jul 1951.
- ★ STANLEY, Henry M., LTJG (then ensign), USNR, serving in Patrol Squadron 42 from 22 Aug 1950 to 30 Jan 1951.
- ★ SUTTON, Paul, AO2, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 7 Jan 1951.
- ★ THOMPSON, James J., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 6 Jan 1951.
- ★ TIERNAN, Bernard F., LTJG, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.
- ★ TREADWELL, Archie B., LTJG, USN, serving in Fighter Squadron 172 on 2 Jan 1952.
- ★ TUFFANELLI, George T., LT, USN, serving in Helicopter Squadron Two on 11 Jul 1951.
- ★ TUOMELA, Clyde H., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 30 Jan 1951.
- ★ TWITE, Martin J., Jr., LTJG (then ensign), USN, serving in Patrol Squadron 42 from 28 Aug 1950 to 1 Feb 1951.
- ★ VAYO, Herbert E., AL1, USN, serving in Patrol Squadron 42 from 23

Aug 1950 to 20 Jan 1951.

- ★ ZIEGLER, James G., Jr., AD1, USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 30 Jan 1951.
- ★ ZIEMBA, Anthony M., LCDR (then lieutenant), USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 31 Jan 1951.

**Gold star in lieu of second award:**

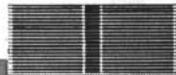
- ★ AILLAUD, Emmett R., ENS, USN, serving in Fighter Squadron 54 on 4 Sep 1951.
- ★ BRIGGS, Vergal M., AL1, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 14 Jan 1951.
- ★ CURRY, Nathan E., LT, USN, serving in Fighter Squadron 53 on 29 Oct 1951.
- ★ EVANS, Freddie L., LT, USNR, serving in Fighter Squadron 54 on 29 Oct 1951.
- ★ FANT, Patrick M., LTJG, USNR, serving in Attack Squadron 702 on 20 May 1951.
- ★ LECKLIDER, Russell P., LCDR, USN, serving in Fighter Squadron 54 on 4 Sep 1951.
- ★ McMULLEN, Birton E., LT, USN, serving in Helicopter Squadron One on 13 Jun 1952.
- ★ RIEBELING, Herbert A., LTJG, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.
- ★ RISER, Roy, LT (then LTJG), USN, serving in Patrol Squadron 42 from 23 Aug 1950 to 8 Jan 1951.
- ★ SHUGART, Kenneth L., LTJG, USN, serving in Fighter Squadron 54 on 29 Oct 1951.
- ★ STRICKLAND, Gordon E., ENS, USNR, serving in Fighter Squadron 54 on 29 Oct 1951.
- ★ TUFFANELLI, George T., LT, USN, serving in Helicopter Squadron Two on 5 Oct 1951.
- ★ WHITE, Jackson, LT, USN, serving in Carrier Air Group 102 on 2 Sep 1951.



**NAVY AND MARINE CORPS MEDAL**

**"For heroic conduct not involving actual conflict with an enemy..."**

- ★ ABBOTT, Richard J., AO3, USN, attached to Fighter Squadron 821 on 14 Dec 1952.
- ★ BABEL, Lynus A., BT2, serving in *uss Bennington* (CVA 20) on 27 Apr 1953.
- ★ BERGER, Robert E., LTJG, USNR (posthumously), attached to Composite Squadron Four, Detachment Six, on 17 Jun 1953.
- ★ FLOYD, Edwin O., AOAN, USN, attached to Fighter Squadron 821 on 14 Dec 1952.
- ★ VIVEROS, Lloyd S., AO3, USN, attached to Fighter Squadron 821 on 14 Dec 1952.



**BRONZE STAR MEDAL**

**"For heroic or meritorious achievement or service during military operations..."**

**Gold star in lieu of second award:**

- ★ HIRD, Louis, R., CDR, USN, on staff of Commander Carrier Division Five from 29 Oct 1951 to 11 Jun 1952.
  - ★ IARROBINO, Charles A., CDR, USN, serving in *uss Princeton* (CVS 37) from 5 Dec 1950 to 10 Aug 1951. Combat "V" authorized.
  - ★ LAMPE, James S., LT, USN, leader of a Relief Landing Party on 29 Nov 1951. Combat "V" authorized.
  - ★ LORD, Edwin E., III, CDR, USN, CO of *uss Waller* (DDE 466) from 15 Jun to 1 Nov 1951. Combat "V" authorized.
  - ★ MORSE, Leonard T., CAPT, USN, Naval Liaison Officer, Joint Operations Center, Korea, from 10 Sep 1951 to 16 Feb 1952.
  - ★ ONSTOTT, Jacob W., CDR, USN, CO of Carrier Air Group 11 from 25 Jan to 6 Jul 1952. Combat "V" authorized.
  - ★ PARKER, Ralph C., Jr., CDR, MC, USN, serving in *uss Consolation* (AH 15) from 16 Aug 1950 to 30 Apr 1951.
  - ★ PRAY, Ralph M., CAPT (then CDR), USN, serving in *uss Essex* (CVA 9) from 22 Aug 1951 to 12 Jan 1952. Combat "V" authorized.
  - ★ RABORN, William F., Jr., CAPT, USN, Co of *uss Bairoko* (CVE 115) from 29 Nov 1950 to 1 Aug 1951.
  - ★ SMITH, Richard W., CAPT, USN, Commander Service Division 31 from 26 Jul 1951 to 15 Mar 1952. Combat "V" authorized.
  - ★ SMITH, Rodman D., CAPT, USN, CO of *uss Rochester* (CA 124) and Task Element Commander of several important gun strikes, from December 1951 to January 1952. Combat "V" authorized.
  - ★ SPEAR, L. P., CDR, USN, CO of *uss Alfred A. Cunningham* (DD 752) on 17 Jul 1951. Combat "V" authorized.
- Gold star in lieu of third award:**
- ★ CHRISTIE, Gerald L., CDR, USN, Commander, Task Element 95.21 and CO of *uss Frank E. Evans* (DD 754) from 27 Jun to 13 Jul 1951. Combat "V" authorized.
  - ★ GROVERMAN, William H., CAPT, USN, Task Group Commander of the Naval Forces from 11 Nov to 11 Dec 1951. Combat "V" authorized.
  - ★ LAMPE, James S., LT, USN, on staff of Commander East Coast Blockade and Patrol Group, and attached to staff, Commander Naval Forces, Far East, from 20 Jun to 14 Nov 1951. Combat "V" authorized.
  - ★ MEOLA, Vincent J., CAPT, USN, CO of *uss Polaris* (AF 11) from 1 Feb to 13 Nov 1951. Combat "V" authorized.

# BOOKS:

## SPRING READING LIST OFFERS VOLUMES OF FACT AND FICTION

**Y**ARNS mixing both fact and fiction in modern and medieval times are sprinkled among the books now on their way to ship and shore libraries. Here are reviews of some of the latest volumes chosen by BuPers library staff:

• *The Jungle Seas*, by Rear Admiral Arthur A. Ageton, USN (Ret.); Random House.

As this salty Navy yarn, set in the Pacific during World War II, begins, we meet LT Jerry Doyle, "exec" of USS *Hale*.

*Hale*, a tin can skippered by irascible Walt Snow, is in port at Noumea undergoing repairs sustained in a Solomons engagement. After an eventful interlude in port, *Hale* goes out to sea again—only to find itself again battered by Japanese forces.

The destroyer is abandoned and Doyle winds up on an island with five other survivors. Injured by the blast when the ship went down,

Doyle orders the others to leave him and try to escape. All but one—an enlisted man named Rogers—are shot by an enemy patrol. Rogers makes his way back to Doyle and the two set out to harass the enemy. Eventually they are rescued by American airmen and returned to Noumea.

Returning to full duty, Doyle soon finds himself a lieutenant commander, in command of a new destroyer, with more adventures ahead.

The author—well known for his navigational studies and nautical books—is an Academy man, class of 1923. He served as executive officer of USS *Washington* during World War II, when he first began this novel. He later commanded simultaneously two LST flotillas and amphibious task groups in the invasions of Leyte, Lingayen Gulf and Okinawa.

★ ★ ★

• *The Lights of Skaro*, by David Dodge; Random House.

Ever since the William Oatis incident, novels and short stories have been pouring forth on the "American correspondent behind the iron curtain" theme. This is another such novel.

This particular yarn has to do with Jess Matthews and Cora Lambert whom you first meet trying to escape from the "People's Free Federal Republic" disguised as goat-herders.

Flash-back style, you learn of strange goings-on in the communist distatorship. Prominent people have escaped, under unusual circumstances, to tell their stories to the western world. The Minister of the Interior, Yoreska, and Chief of Security, Bulic are contending for the number one spot. Much bloodshed is in prospect. Jess and Cora are soon blacklisted.

Little by little you are able to piece together the "big story" Jess and Cora have as they flee from the secret police at the border town of Skaro.

The locale of this suspense story is a composite of several Balkan countries put together by a man who has spent years in Europe with occasional incursions through the iron curtain.

• *The Spider King*, by Lawrence Schoonover; The MacMillan Company.

This is a novelized account of the life and times of Louis XI, nicknamed the "Spider King" of France because of his spindly, slightly bowed legs.

As dauphin, or crown prince, Louis had made quite a name for himself as a fighter. Ambitious and tyrannical, he made several attempts against his father's throne. Eventually he was forced to take refuge with Philip the Good, Duke of Burgundy, until the death of King Charles VII in 1461.

While king, Louis took great pains to strengthen the central authority in France and to relieve the anarchical conditions which prevailed.

He got himself involved in many "deals" on and off the battlefield and on one occasion was taken prisoner by Duke Charles the Bold. Forced to sign a humiliating treaty, Louis obtained his freedom and the treaty was never enforced.

Navymen who like plenty of adventure, intrigue, politics and romance of the swashbuckling variety with a spoonful or two of history to boot will find this volume to their taste.

★ ★ ★

• *The Tirpitz*, by David Woodward; W. W. Norton and Company.

Allied shipping suffered great losses at the hands of the Germans throughout much of World War II. The U-boat menace, and great warships like *Scharnhorst* and *Tirpitz* will be remembered for many years.

This book is an attempt to tie together the last months of the German navy and the battle for the North Atlantic, with emphasis on the role of *Tirpitz*.

One of the biggest warships in the western hemisphere at the time, *Tirpitz* had been the object of many attacks by Allied forces. Frogmen tackled her. Midget submarines tried to get at her. High-level bombers and mountain-skimmers went after her. Finally, when the vaunted Luftwaffe failed to cover her, the RAF "Dam-Buster" squadron dropped two 10,000-pound bombs through *Tirpitz's* deck.

This volume adds another bit to the growing collection of information concerning World War II naval history. Navymen, especially old-timers who helped fight the battle of the Atlantic, will find lots of interest.

### SONGS OF THE SEA

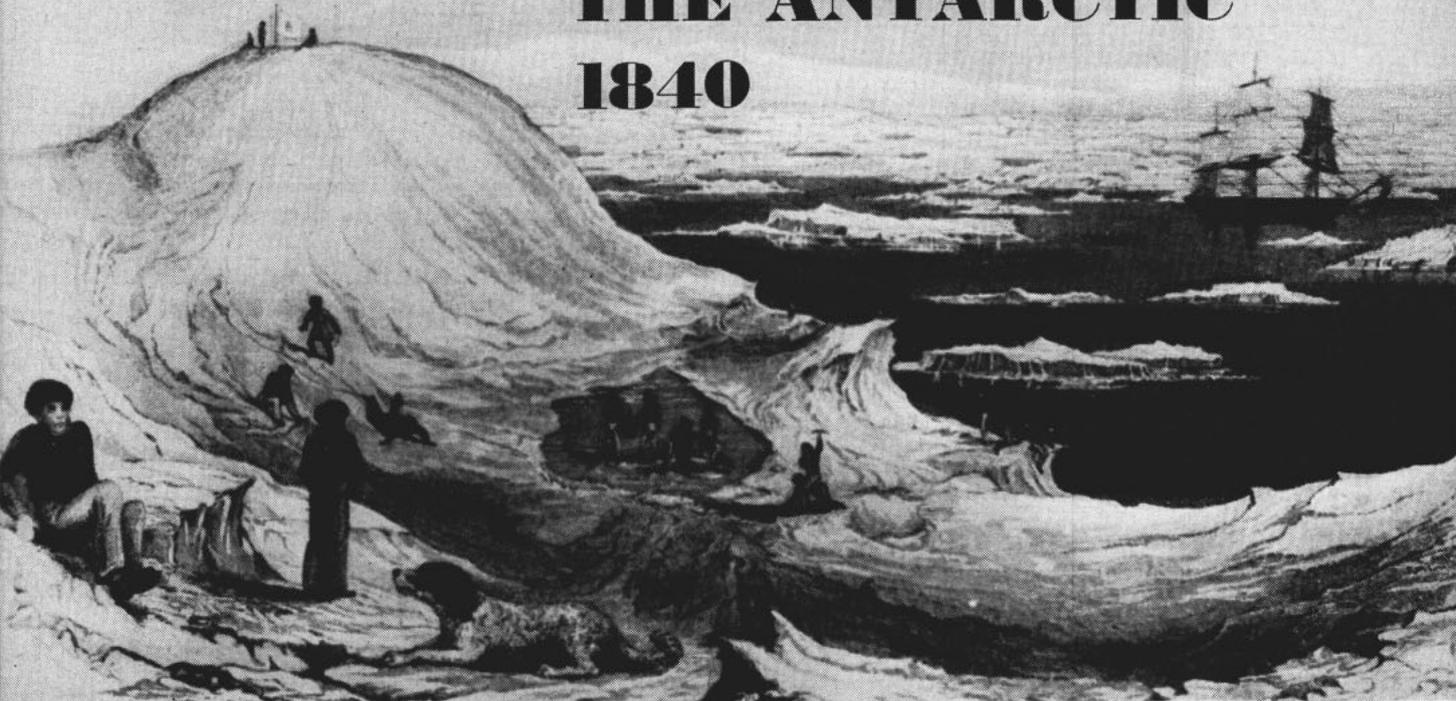


#### I Love to Roam

I love, I love to roam  
O'er the broad Atlantic billow,  
It has ever been my home  
And shall rock my dying pillow;  
There's joy upon the living deep  
That landsmen never knew to listen  
To the piping wild-wind's roar,  
And the groaning wave below;  
I cannot live upon the shore,  
It is no home for me,  
My home is 'mid the joyous roar  
Of the ever rolling sea.

—Old Naval Song

# EXPLORING THE ANTARCTIC 1840



## *The Wilkes Expedition*

Here, in the words of its commander, set down day by day in his diary, is the little-known story of how a handful of hardy U. S. Navymen took on a whole continent, its gales and ice packs, its uncertainties and mysteries, making important contributions to modern science and geography.

*A century ago folks knew little if anything about the Antarctic. True, a handful of explorers and a few whalers had flirted with the drifting ice and howling gales to get a closer look at the frozen wasteland, but accurate information was hard to come by. Charts of the area bore large blanks.*

*Even basic questions about the place remained unanswered. Was there any land there? Any vegetation? Any animals? What was the weather like? These and many other questions were on the lips of naturalists, Navymen and curious people everywhere.*

*To get some of the answers, the Navy in 1838 sent off the "Wilkes Expedition," a collection of not very well-equipped windjammers under the command of the brilliant, sometimes temperamental, Lieutenant (later Rear Admiral) Charles Wilkes. The expedition was to stay at sea for four years and number among its accomplishments the first defining of the reaches of the Antarctic continent and the first accurate charting of some 280 islands in the Pacific and great stretches of coastline along the shores of South America and the west coast of the U. S.*

*By the time Wilkes and his tiny fleet sailed back into New York Harbor, in 1842, the expedition hydrographers were to turn out 180 charts and contribute volumes of nautical knowledge to the Navy. Wilkes is credited*

*with proving the existence of Antarctica as a land continent, a vital contribution to world geography.*

*In this Book Supplement are set down some of the experiences of the expedition to the Antarctic. Here, in Wilke's own words, is the exciting story of how the three vessels Vincennes, Porpoise and Peacock beat their way southward into the polar seas; how the crews endured heavy fog and dogged icebergs to nuzzle up to the giant ice masses and thread their way gingerly along the crystal coastline; and finally, how ships and crews rode out a screeching Antarctic storm.*

*This account is excerpted and freely arranged from the explorer's report of the historic expedition, entitled the Narrative of the United States Exploring Expedition, 1838-1842, by Charles Wilkes, USN.*

**26** DECEMBER 1839—After leaving Sydney we had, until the 31st of December, fine weather and favourable winds.

During this favourable weather, all hands were employed in tightening the ports, in order to secure the interior of the vessels as much as possible from the cold and wet, which were to be apprehended in the region to which we were bound. For this purpose, after caulking all the openings, the seams were covered with tarred canvass, over which strips of sheet-lead were

## EXPLORING THE ANTARCTIC—1840

nailed. The sailors exhibited great interest in these preparations, and studiously sought to make everything snug; all useless articles were stowed away in the hold, for we were in truth full to overflowing.

Among other preparations, rough casings of boards were built around all the hatches, having doors furnished with weights and pulleys, in order to insure that they should not be left open. Having thus provided for the exclusion of cold air, I contented myself with preparations for keeping the interior of the vessel at a temperature no higher than 50°. I deemed this preferable to a higher temperature, in order to prevent the injurious effects which might be produced by passing suddenly from below to the deck. I conceived it far more important to keep the air dry than warm, particularly as a lower temperature would have the effect of inducing the men to take exercise for the purpose of exciting their animal heat.

Aware that warm and dry clothing was an object of the first importance, inspections of the men's feet and dress were held morning and evening, in which the wearing of a suitable number of garments was insisted upon, as well as the greatest personal cleanliness. With the same views, the drying-stoves were particularly attended to; and that every part under deck might be effectually and quickly freed of moisture, additional stoves had been procured at Sydney. Thermometers were hung up in proper places, and frequently consulted, in order by following their indications to secure an equable temperature, and at the time to ascertain when the use of stoves might be dispensed with, in whole or in part. The latter was an important consideration, for we were under the necessity of husbanding our stock of fuel, by expending it only when absolutely necessary.

We also took advantage of the fine weather to bend all our best sails, and to shift our top-gallant masts.

9 JANUARY—We passed the site of Emerald Island, but saw nothing of it, nor any indications of land, which I therefore infer does not exist in the locality where it is laid down. We again experienced the south-east current of twenty miles a day. Our variation had increased to twenty-two degrees easterly. Making our course with all sail set, the *Porpoise* in company, we passed today some pieces of kelp. The temperature continued at 38°. Numerous flocks of gray petrels around us.

10 JANUARY—We encountered the first iceberg, and the temperature of the water fell to 32 degrees. We passed close to it, and found it a mile long, and one hundred and eighty feet in height. We had now reached the latitude of 61° 8'S., and longitude 162° 32'E. The second iceberg seen was thirty miles, and the third about fifty-five miles south of the first. These ice-islands were apparently much worn by the sea into cavities, exhibiting fissures as though they were ready to be rent asunder, and showed an apparent stratification, much inclined to the horizon. The weather now became misty, and we had occasionally a little snow. We continued to meet icebergs of different heights, some of which, though inclined to the horizon, had a plane upper surface.

11 JANUARY—We were all day beating in a thick fog, with the barrier of ice close to us, and occasionally in

tacking brought it under our bow; at other times we were almost in contact with icebergs. During the whole day we could not see at any time further than a quarter of a mile, and seldom more than the ship's length. The fog, or rather thick mist, was forming in ice on our rigging. From the novelty of our situation, and the excitement produced by it, we did not think of the danger.

16 JANUARY—On this day appearances believed at the time to be land were visible from all three vessels, and the comparison of the three observations when taken in connection with the more positive proofs of its existence afterwards obtained, has left no doubt that the appearance was not deceptive. From this day, therefore, we date the discovery which is claimed for the squadron.

On board the *Peacock*, it appears that Passed Midshipman Eld and Reynolds both saw the land from the mast-head, and reported it to Captain Hudson: he was well satisfied on examination that the appearance was totally distinct from that of ice-islands, and a majority of the officers and men were also satisfied, that if land could exist that was it.

In Passed Midshipman Eld's journal, he asserts that he had been several times to the mast-head during the day, to view the barrier; that it was not only a barrier of ice, but one of *terra firma*. Passed Midshipman Reynolds and himself exclaimed, with one accord, that it *was* land. Not trusting to the naked eye, they descended for spyglasses, which confirmed, beyond a doubt their first impressions. The mountains could be distinctly seen, over the field-ice and bergs, stretching to the south-west as far as anything could be discerned.

Two peaks, in particular, were very distinct (which I have named after those two officers), rising in a conical form; and others, the lower parts of which were quite as distinct, but whose summits were lost in light, fleecy clouds. Few clouds were to be seen in any direction, for the weather was remarkably clear.

On board the *Vincennes* there was on the same day much excitement among the crew. All eagerly watched the flight of birds, together with the whales and penguins, and spoke of the proximity of land, which, from the appearance of the never-failing signs, could scarcely be doubted.

The field-ice is composed of a vast number of pieces, varying in size, and separated from one another, the long swell keeping the outer ones always in motion. The smallest pieces are about six feet in diameter, while the largest sometimes exceeded five or six hundred feet. Their depth below the surface varies still more, and some appear to be soft, whilst others were hard and compact.

This night we were beating with frequent tacks, in order to gain as much southing as possible. Previous to its broad daylight, the fog rendered everything obscure, even at a short distance from the ship. I knew that we were in close proximity to icebergs and field-ice, but, from the report of the look-out at sunset, believed that there was an opening or large bay leading to the southward. The ship had rapid way on her, and was much tossed about, when in an instant all was perfectly still and quiet; the transition was so sudden, that many were awakened by it from sound sleep, and all well knew, from the short experience we had had, that the cessation of the sound and motion usual at sea, was a

proof that we had run within a line of ice—an occurrence from which the feeling of great danger is inseparable.

The watch was called by the officer of the deck, to be in readiness to execute such orders as might be necessary for the safety of the ship. Many of those from below were seen hurrying up the hatches, and those on deck straining their eyes to discover the barrier in time to avoid accident. The ship still moving rapidly along, some faint hope remained that the bay might prove a deep one, and enable me to satisfy my sanguine hopes and belief relative to the land.

The feeling is awful, and the uncertainty most trying thus to enter within the icy barrier, blindfolded as it were by an impenetrable fog, and the thought constantly recurring that both ship and crew were in imminent danger; yet I was satisfied that nothing could be gained but by pursuing this course. On we kept, until it was reported to me, by attentive listeners, that they heard the low and distant rustling of the ice; suddenly a dozen voices proclaimed the barrier to be in sight, just ahead. The ship, which a moment before seemed as if unpeopled, from the stillness of all on board, was instantly alive with the bustle of performing the evolutions necessary to bring her to the wind, which was unfavourable to a return on the same track by which we had entered.

After a quarter of an hour, the ice was again made ahead, and the full danger of our situation was realized. The ship was certainly embayed; and although the extent of sea-room to which we were limited was rendered invisible by the dark and murky weather, yet that we were closely circumscribed was evident from having made the ice so often so soon on either tack, and from the audible rustling around us.

It required several hours to extricate the ship from this bay. Few are able to estimate the feelings that such an occasion causes to a commander, who has the responsibility of the safety of the ship and crew operating as a heavy weight upon his heart, and producing a feeling as if on the verge of some overwhelming calamity. All tends to satisfy him that nothing could guide him in safety through, or shield from destruction those who have been entrusted to his charge, but the hand of an all-wise Providence.

20 JANUARY—This day, on board the *Peacock* they witnessed a sea-fight between a whale and one of its many enemies. The sea was quite smooth, and offered the best possible view of the whole combat. First, at a distance from the ship, a whale was seen floundering in a most extraordinary way, lashing the smooth sea into a perfect foam, and endeavouring apparently to extricate himself from some annoyance. As he approached the ship, the struggle continued and becoming more violent, it was perceived that a fish, apparently about twenty feet long, held him by the jaw, his contortions, spouting, and throes all betokening the agony of the huge monster. The whale now threw himself at full length from the water with open mouth, his pursuer still hanging to the jaw, the blood issuing from the wound and dyeing the sea to a distance around; but all his flounderings were of no avail; his pertinacious enemy still maintained his hold, and was evidently getting the advantage of him.

Much alarm seemed to be felt by the many other

whales around. These "killers," as they are called, are of a brownish colour on the back, and white on the belly, with a long dorsal fin. Such was the turbulence with which they passed, that a good view could not be had of them to make out more nearly the description. These fish attack a whale in the same way as dogs bait a bull, and worry him to death. They are armed with strong sharp teeth, and generally seize the whale by the lower jaw.

23 JANUARY—The *Peacock* stood into a bay which the *Vincennes* had found closed the day before, and saw the same appearance of high land in the distance. The water was much discoloured, and of a dark dirty green. They hove-to, for the double purpose of getting a cast of the lead, and of lowering the boats to carry the instruments to a small iceberg, on which it was possible to land, for the purpose of making magnetic observations. A line of one thousand four hundred fathoms was prepared to sound, and to the lead was attached a cylinder with Six's thermometer. The wind, being fresh, several leads at different distances were attached to the line.

They were not aware that the lead-line had touched bottom, until they began to haul in, when it was found that the lead bent on at five hundred fathoms was filled with blue and slate-coloured mud. Attached to the lead also was a piece of stone, and a fresh bruise on it, as though the lead had struck heavily on the rock.

The boats now returned, and on approaching the ship the persons in them were much startled by hearing the crew cheer ship in consequence of finding soundings. This was a natural burst of joy, on obtaining this unquestionable proof that what they saw was indeed the land; a circumstance that, while it left no doubt, if any had existed, in the mind of any one on board the *Peacock* that what they had previously seen was truly *terra firma*.

23 JANUARY (On board *Vincennes*)—After passing around this group of icebergs, the sea was found comparatively clear, and a large open space showed itself

ADMIRAL WILKES, in rare photograph, poses in full dress uniform of the day, complete with epaulets and sword.



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to the southward. Into this space the course of the *Vincennes* was immediately directed. While thus steering to the south, the appearance of land was observed on either hand, both to the eastward and westward.

Pursuing this course, we by midnight reached the solid barrier, and all approach to the land on the east and west was entirely cut off by the close packing of the icebergs. I was, therefore, reluctantly compelled to return, not a little vexed that we were again foiled in our endeavour to reach the Antarctic continent. This was a deep indentation in the coast, about twenty-five miles wide: we explored it to the depth of about fifteen miles, and did not reach its termination. This bay I have called Disappointment Bay: it is in latitude  $67^{\circ} 4' 30''$  S., longitude  $147^{\circ} 30'$  E. The weather was remarkably fine, with a bracing air: the thermometer in the air 22 degrees, in the water 31 degrees.

24 JANUARY—The next day, we stood out of the bay and continued our course to the westward.

25 JANUARY—The weather proved delightful, with light airs from the southward, and I determined to take this opportunity to fill up the water-tanks with ice. The ship was hove-to, a hawser got in readiness, the boats lowered, and brought alongside of an iceberg well adapted to our purpose.

The same opportunity was also taken to make the magnetic observations on the ice, and to try the local attraction of the ship.

Many birds were seen about the ship, of which we were fortunate in obtaining specimens. The day was remarkably clear, and the same appearance of land was seen. We filled nineteen of our tanks with ice, after having allowed it to remain for some time on deck for the salt water to drain off in part, and it proved very potable.

At about 5 p.m., we had completed our required store of ice, and cast off, making sail to the northward.

In threading our way through the many icebergs, it occurred to me that they might be considered as islands, and a rough survey made of them, by taking their bearings at certain periods, and making diagrams of their positions. This was accordingly done, and every few hours they were inserted on the chart which I was constructing in my progress.

This I found to be very useful, and it gave me confidence in proceeding, for I had a tolerable chart to retreat by in case of need, at least for a few hours, during which time I had reason to believe that there was not much probability of the icebergs changing their relative positions.

The dip observed on the ice was  $87^{\circ} 30'$ , and the variation  $12^{\circ} 46'$  easterly. The compasses were found to be very sluggish, having but little horizontal directive force.

26 JANUARY—At 6 a.m., we again made sail, and at 8 a.m., we discovered the *Porpoise*, to whom we made signals to come within hail. We found them all well, and compared chronometers.

As it still blew fresh from the south-east, and the weather became a little more clear, we both bore away, running through much drift ice, at the rate of nine knots. We had the barrier in sight; it was, however,

too thick to see much beyond it. Sailing in this way I felt to be extremely hazardous; but our time was so short for the examination of this icy coast, that while the barrier was to be seen, I deemed it my duty to proceed. We fortunately, by good look-outs, and carefully conning the ship, were enabled to avoid any heavy thumps.

27 JANUARY—We again had the wind from the south-south-west. The floe-ice had become so thick, that we found it impossible to get through it in the direction I wished to go, and we were compelled to pass around it. The *Porpoise* was in sight until noon. The weather proved beautifully clear. A long range of tabular icebergs was in sight to the southward, indicating, as I have before observed, that the coast was near. I passed through these, losing sight of the *Porpoise* to the north-west about noon, when we were in longitude  $142^{\circ} 40'$  E., latitude  $65^{\circ} 54' 21''$  S., variation  $5^{\circ} 8'$  easterly.

28 JANUARY—I found myself completely surrounded by the tabular icebergs, through which we continued to pass. Towards midnight the wind shifted to the south-east, and enabled me to haul more to the southward. At  $9\frac{1}{2}$  a.m. we had another sight of the land ahead, and every prospect of nearing it, with a fine breeze. The sight of the icebergs around us, all of large dimensions, was beautiful. The greatest number in sight at one time was noted, and found to be more than a hundred, varying from a quarter of a mile to three miles in length.

We took the most open route, and by eleven o'clock had run upwards of forty miles through them. We had the land now in plain view, but the weather soon began to thicken and the breeze to freshen. At noon it was so thick that everything was hidden, and no observation was obtained. The ship was hove-to, but shortly after again put under way, making several tacks to keep my position, which I felt was becoming a critical one, in case a gale should ensue. I therefore looked carefully over my chart, and was surprised at the vast number of icebergs that appeared on it. At 2 p.m. the barometer began to fall, and the weather to change for the worse. At 5 p.m. a gale was evidently coming on, so we took three reefs in the topsails. It appeared now that certain wreck would ensue, should we remain where we were; and after much consideration, I made up my mind to retrace my way, and seek the open space forty miles distant, taking for a landmark a remarkable berg that had been the last entered on the chart, and which would be a guide to my course out.

I therefore stood for its position. The weather was so thick, that it was necessary to run close to it, to be quite sure of recognizing it, for on this seemed to depend our safety. About the estimated time we would take to pass over the distance, an iceberg was made (we were within one thousand feet of it) which, at first view, I felt confident was the one sought, but was not altogether satisfied afterwards. I therefore again consulted my chart, and became more doubtful of it.

Just at that moment I was called on deck by an officer, who informed me that there were icebergs a short distance ahead. Such proved to be the case; our path was beset with them, and it was evident we could not regain our route. To return was worse, so having but little choice left, I determined to keep on. To encounter these icebergs so soon after seeing the other, was in

some respects satisfactory, for it removed all doubts, and showed me that we were not near the track by which we entered.

Nothing therefore, was to be done but to keep a good look-out, and the ship under sufficient way to steer well. My safest plan was to keep as near our former track as possible, believing it to be most free of these masses.

At 8 p.m. it began to blow very hard, with a violent snow-storm circumscribing our view, and rendering it impossible to see more than two ship's lengths ahead. The cold was severe, and every spray that touched the ship was immediately converted to ice. At 9 p.m., the barometer still falling and the gale increasing, we reduced sail to close-reefed fore and main-topsails, reefed foresail and trysails, under which we passed numerous icebergs, some to windward, and some to leeward of us. At 10h. 30m., we found ourselves thickly beset with them, and had many narrow escapes; the excitement became intense; it required a constant change of helm to avoid those close aboard; and we were compelled to press the ship with canvass in order to escape them, by keeping her to windward. We thus passed close along their weather sides, and distinctly heard the roar of the surf dashing against them.

After many escapes, I found the ship so covered with ice, and the watch so powerless in managing her, that a little after midnight, on the 29th, I had all hands called. Scarcely had they been reported on deck, when it was made known to me that the gunner, Mr. Williamson, had fallen, broken his ribs, and otherwise injured himself on the icy deck.

The gale at this moment was awful. We found we were passing large masses of drift ice, and ice-islands became more numerous. At a little after one o'clock it was terrific, and the sea was now so heavy that I was obliged to reduce sail still further; the fore and main-topsails were clewed up; the former was furled, but the latter being a new sail, much difficulty was found in securing it.

A seaman, by the name of Brooks, in endeavouring to execute the order to furl, got on the lee yard-arm, and the sail having blown over the yard, prevented his return. Not being aware of his position until it was reported to me from the fore-castle, he remained there some time. On my seeing him he appeared stiff, and clinging to the yard and lift.

Spilling lines were at once rove, and an officer with several men sent aloft to rescue him, which they succeeded in doing by passing a bowline around his body and dragging him into the top. He was almost frozen to death.

Several of the best men were completely exhausted with cold, fatigue, and excitement, and were sent below. This added to our anxieties, and but little hope remained to me of escaping; I felt that neither prudence nor foresight could avail in protecting the ship and crew. All that could be done was to be prepared for any emergency, by keeping every one at his station.

We were swiftly dashing on, for I felt it necessary to keep the ship under rapid way through the water, to enable her to steer and work quickly. Suddenly many voices cried out, "Ice ahead!" then, "On the weather bow!" and again, "On the lee bow and abeam!"

All hope of escape seemed in a moment to vanish; return we could not, as large ice-islands had just been



**THICK SNOW STORMS** and many ice islands did not dampen LT Wilkes' efforts to reach his long-sought goal.

passed to leeward; so we dashed on, expecting every moment the crash. The ship, in an instant, from having her lee guns under water, rose upright; and so close were we passing to leeward of one of these huge islands, that our trysails were almost thrown aback by the eddy wind. The helm was put up to pay the ship off, but the proximity of those under our lee bade me keep my course. All was now still except the distant roar of the wild storm, that was raging behind, before, and above us; the sea was in great agitation, and both officers and men were in the highest degree excited.

The ship continued her way, and as we proceeded, a glimmering of hope arose, for we accidentally had hit upon a clear passage between two large ice-islands, which in fine weather we should not dare to have ventured through. The suspense endured while making our way between them was intense, but of short duration; and my spirit rose as I heard the whistling of the gale grow louder and louder before us, as we emerged from the passage. We had escaped an awful death, and were again tempest-tost.

We encountered many similar dangers that night. At half-past 4 a.m., I found we had reached the small open space laid down on my chart, and at five o'clock I hove-to the ship. I had been under intense excitement, and had not been off the deck for nine hours, and was now thankful to the Providence that had guided, watched over, and preserved us. Until 7 a.m. all hands were on deck, when there was some appearance of the weather moderating, and they were piped down.

This gale was from the south-east, from which quarter it blew during the whole of its strength; and when it began to moderate, the wind veered to the southward. By noon we felt satisfied that the gale was over, and that we had escaped.

*Riding out this and similar storms along the way, Wilkes and the expedition continued their explorations along the ice barrier, finding additional evidences of land. Finally, with the weather worsening and his crews in ill-humor, Wilkes gave up the punishing reconnaissance on 17 February, and turned northward to warmer climes, heading for the southern Pacific area and other discoveries.*

*But, as a result of this hazardous expedition, the Navy and the U. S. gained new facts about the mysterious "Seventh Continent." Other expeditions (the latest was "Operation Highjump in 1948) have added more Antarctic lore but the recognition of Wilkes' contribution can be seen by looking at a polar map and noticing the large letters "Wilkes Land" which covers a good portion of the cold continent.*

# TAFFRAIL TALK

At Bainbridge, Md., Wave Patricia Ann Talbott, SR, USNR, was selected as "Honorwoman" of the first company of Wave Reservists to complete their two weeks' tour. Earlier her husband had won the "Honorman" award of his company during his two weeks' active duty at Great Lakes. Looks like there may have been a little coaching from the sidelines.

★ ★ ★

Two per cent of the population of Mascot, Nebraska, is on active duty in the U.S. Navy in the person of Glen R. Grosenback, RD1, USN. A picture with the story showed Grosenback with a magnifying glass searching for Mascot on the map. Hope he hasn't mislaid the glass—he may need it when he goes back if any more of the young men enlist.

★ ★ ★

On board the aircraft carrier *uss Oriskany* (CVA 34), the ship's dentists have gone all out to put their patients at ease. Now, apprehensive sailors sitting in the dentists chair acting as a target for a drill have their nerves soothed by music piped



into the office over the carrier's PA system. There seems to be only one catch to the novel idea: Someone up in the radio shack keeps slipping in "Taps."

★ ★ ★

Up at Point Pleasant, N. J., a new use was found for the versatile helicopter. A steeplejack working atop a water tank 163 feet above the ground had fallen inside the tank and lay there, critically injured. A hurry-up call went out to the 'copter gang at NAS Lakehurst and Lieutenant W. A. Sukor and Chief Boatswain's Mate Norm Dunning responded.

Flying the few miles to Point Pleasant, Sukor hovered his craft over the tank while medics who had climbed from the ground into the tank attached lines to a stretcher on which they had placed the injured man. Easily, gently, the helicopter lifted its load into the air, then just as easily deposited the stretcher on the ground nearby, where the steeplejack was removed and whisked off to the hospital. Getting the injured man down any other way would have been precarious at best and would have required much precious time.

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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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.

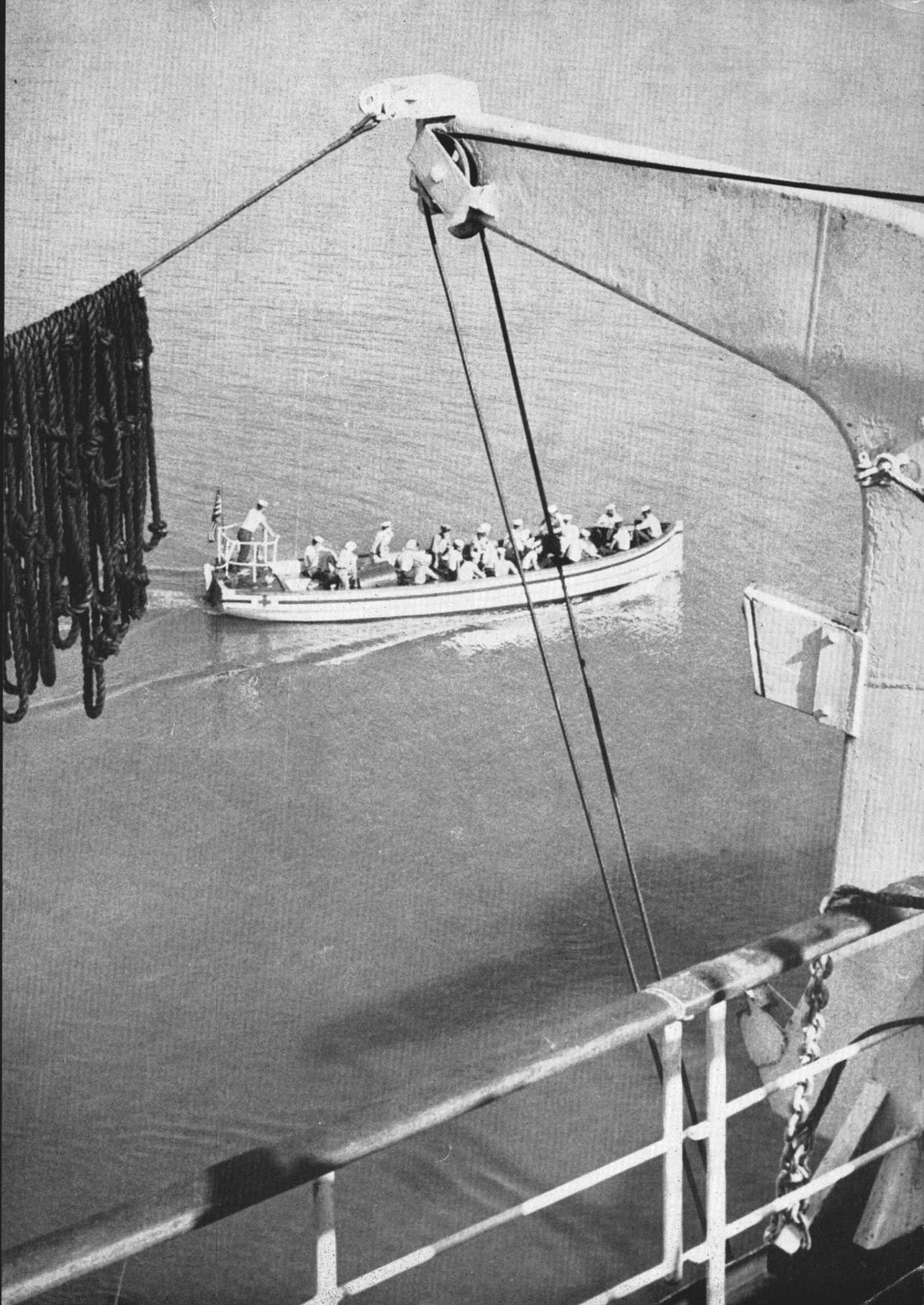
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: LIBERTY LAUNCH takes bluejackets from USS *Haven* (AH 12) ashore for a look-see at Inchon, Korea. Photo by David Strickler, JOSN, USN.





★ ★ ★ ★ **Service**  
**at sea**

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