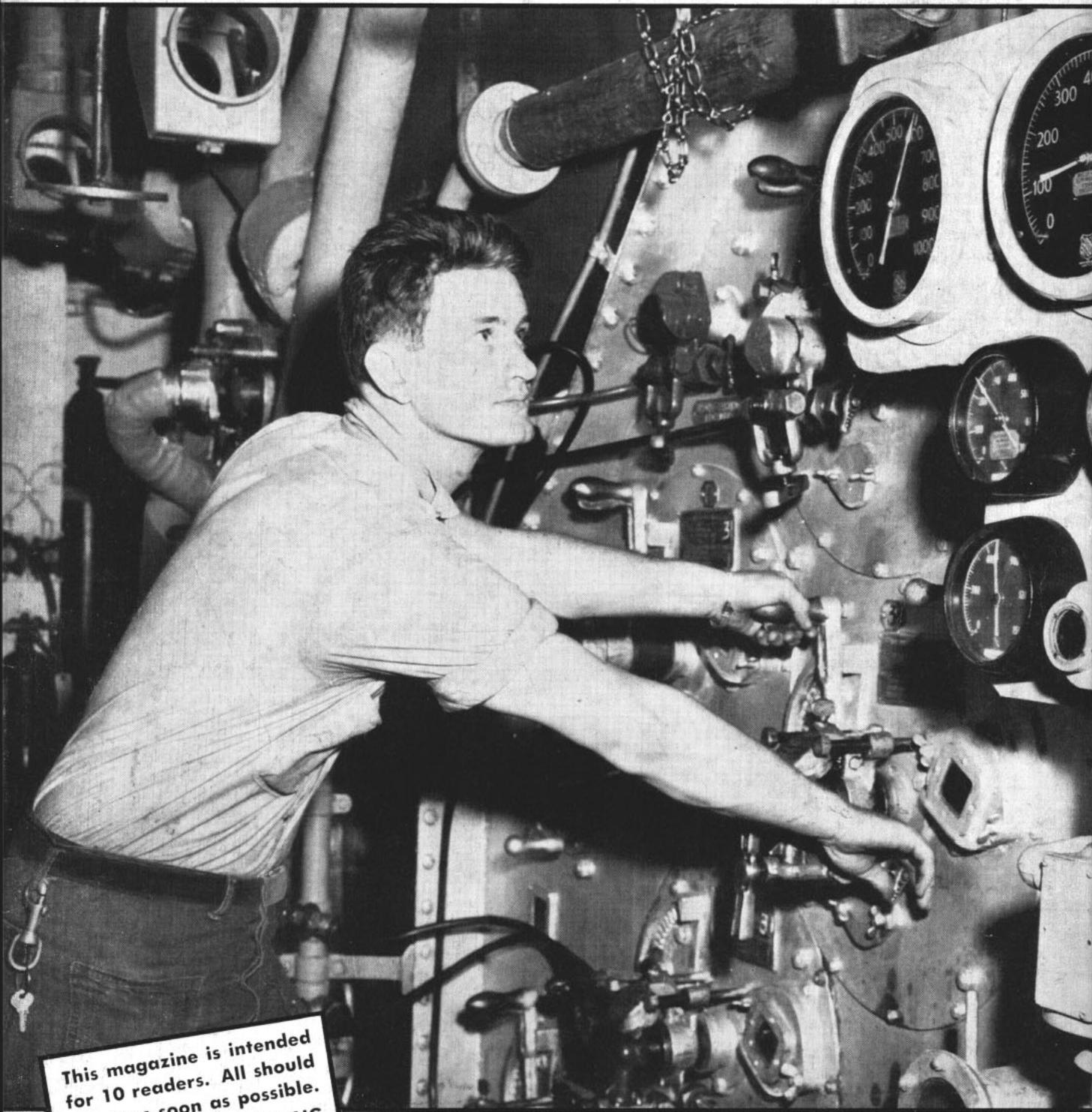


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

JANUARY 1955



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1955

Navpers-0

NUMBER 455

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

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

COLONEL WM. C. CAPEHART, USMC
Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Black Gang Magic Runs Navy Ships	2
The Word	6
A Whitehat Is Your Passport to Travel	8
This Is No Numbers Game—It Pays Off	12
Navymen Go Where the Wild Winds Blow.....	14
Servicescope: <i>News of Other Services</i>	18
Letters to the Editor	20
<i>Special Feature</i>	
Navy's 1955 All Star Team:	
Minute Profiles of the 33 Top Admirals	26
Today's Navy	35
This is How It Was Back in 17th Century.....	41
Navy Sports	42
Bulletin Board	45
New Deck Log Is Streamlined.....	45
Directives in Brief	47
Regular Navy Officer Retirement Roundup.....	48
New FHA Law Will Help Navymen to Get Needed Housing	52
Decorations and Citations	56
Book Reviews	58
Book Supplement: World Cruise—1838.....	59
Taffrail Talk	64

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

Associate Editors

G. Vern Blasdell, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

● **FRONT COVER:** FIREMAN checks dials in photo representative of the many Navymen working below decks.

● **AT LEFT:** EARLY MORNING MESSAGE is sent at sea. Signalman stands by signal searchlight ready to flash message to escorting destroyer.

● **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on page 41 by Washington, D. C., *Evening Star*.

Black Gang Magic Runs Navy Ships

BACK IN THE DAYS of the "Great White Squadron" the sailing ship tradition of "one hand for yourself and one hand for the ship" was already on the way out, with the top-hand sailor and his masts and spars being replaced by a new breed of seafarers and a more certain means of power—the "black gang" and steam propulsion plants.

In order to keep these plants in fuel, the Navy maintained coaling stations on far-flung coasts, and colliers were a part of every fleet. "Black gang" was an apt description for the coal-shoveling engineers who went to sea but rarely saw the waves, since they spent their time tinkering with slide bars, ash ejectors and erosion plates.

But today's Navy is different. Coal has been replaced on all ships by fuel oil. And while grease and oil can be dirty, "black gang" is no longer descriptive of the hard-working teams who man modern fleet engineering spaces—teams much more important today than they were back when the Navy's steam vessels were also required to have a full complement of sail.

For an idea of what "gives" with the black gang in our modern high-pressure high-temperature Navy,

suppose we use as an example a light cruiser such as the twin-screw *USS Juneau* (CLAA 119).

Juneau and her sisters are actually powered by two independent plants,

Bluejackets Below Decks

Put BTUs and RPMs Into

Your Ship, Keep It Going

one forward and one aft. Each includes two boilers which supply steam to the turbines, and a double reduction unit driving a propeller shaft.

The forward plant, located in the No. 1 fire- and engine rooms, furnishes power to drive the starboard shaft; the after plant, in the No. 2 fire and engine rooms, drives the port shaft.

Each plant is provided with sufficient fuel oil and equipment to supply the boilers with plenty of feed water, and each has condensing equipment to reconvert the exhaust steam into feed water again. If you want statistics, each propulsion plant is capable of delivering 37,500 shaft

horsepower at 265 propeller r.p.m. for ahead operation, or a total of 20,000 shaft horsepower (10,000 per shaft) at 163 propeller r.p.m. for astern operation.

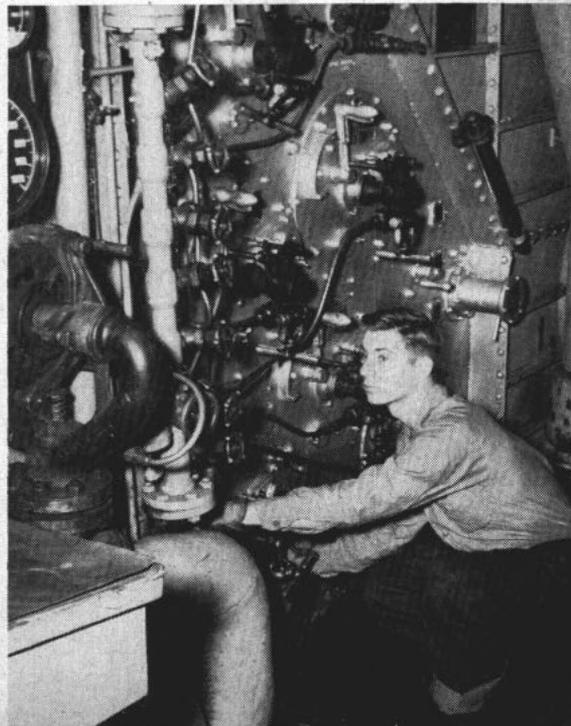
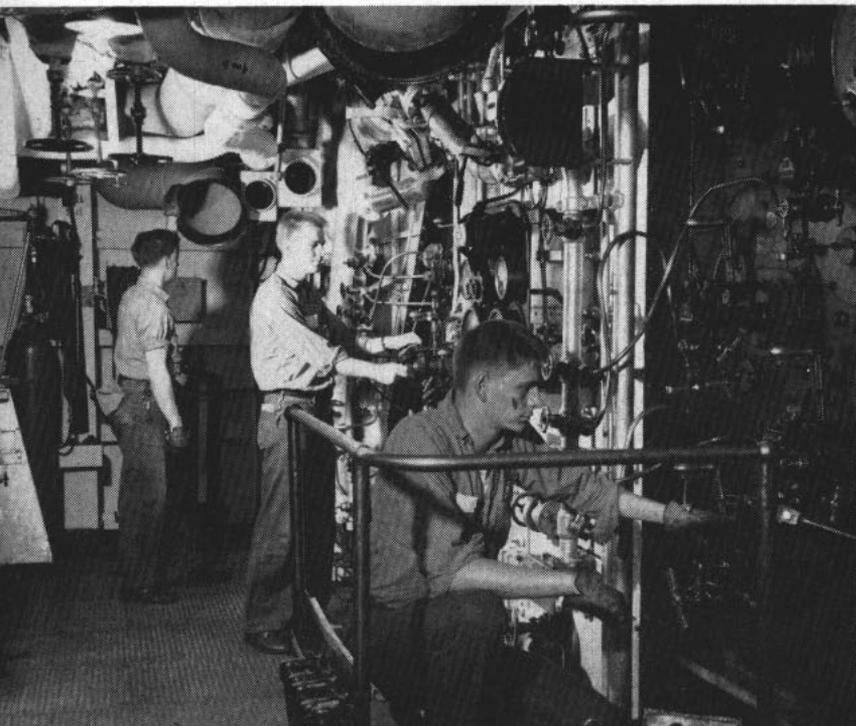
Well before the time comes for getting underway FAs and FNs, BTs, MMs and ENs head for their assigned spaces and set their watch. When a boiler is "lit off" there must be someone to man the feed-water pumps, while someone else mans the fuel oil pumps, heaters and burners. Other men must operate the forced draft blower system, to supply the air needed for combustion of the fuel.

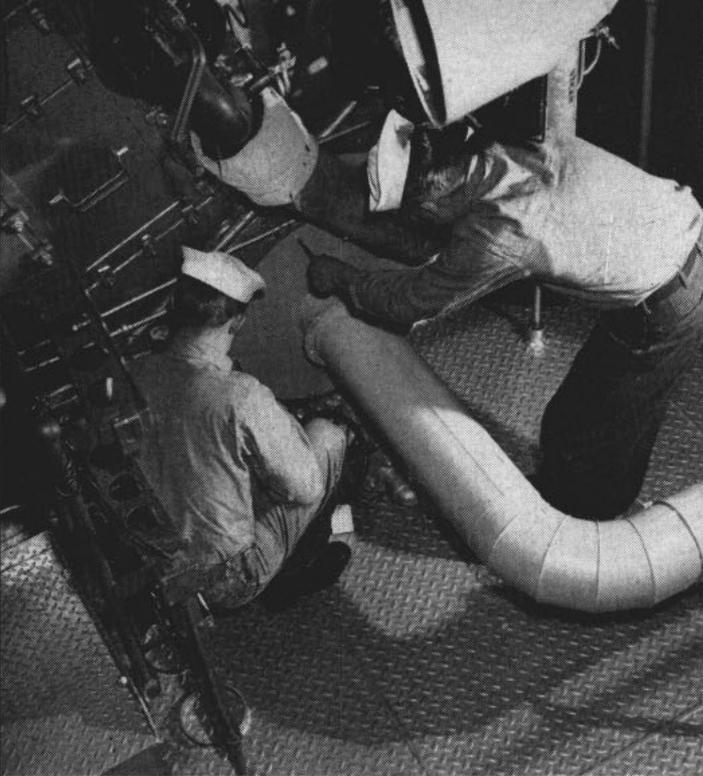
To get an idea of the complexity of the black gang's duties, let's start off with the largest group in the black gang force—the counterparts of the deck gang's seamen and apprentices.

Firemen—FAs and FNs—may be held solely responsible in some of the jobs described here, or they may assist a petty officer in a more complicated job. For the benefit of deck hands who have heard these terms but do not know what they represent, some of these fireroom billets are:

- *Burnerman.* This is a term familiar to all firemen working in a fireroom. Burnermen help to maintain proper steam pressure by con-

FIREROOM valves and dials are watched closely by black gang on modern carrier. Right: Fireman is cutting in a burner.





DEHUMIDIFICATION piping on boiler of ship in Reserve Fleet is tightened. Right: Check is made on number four throttle.

trolling fuel oil pressure to the burners and by cutting in or cutting out burners to regulate the firing rate. It is also the burnerman's duty to keep boiler fronts and drip pans free of oil.

- **Superheater Burnerman.** This is another job for the FN, maintaining proper steam temperature by controlling fuel oil pressure and by cutting in or cutting out burners in the superheater furnace. This man may also double as blowerman.

- **Blowerman.** When the ship's speed is increased, additional burners must be cut in to build up the necessary steam pressure. The blowerman speeds up the blowers before the burners are added, thereby maintaining the proper mixture of fuel and air for economical operation.

- **Checkman.** This job may be handled by either a BT3 or a qualified FN. A checkman handles the feed water system, operating the boiler feed check valve which regulates the rate at which feed water enters the steam drum. He may also maintain water at the correct level in the de-aerating feed tank.

Firemen in both the firerooms and the engine rooms may lend a hand in making the hourly readings to be entered in the ship's log. Other jobs for the fireman are in connection with operation of the turbines, condensers and condensate pumps, ship's service

generators and other equipment installed in the engine rooms.

Firemen or FAs may also be assigned to man the phones during general quarters or when entering or leaving port, or to keep watch on the bearings or propeller shafts leading from the reduction gears to the ship's props. And there are always such tasks as keeping oil wiped up, sweeping up floor plates, dumping trash cans, calling the relief watch, chipping and painting and mothering the "joe" pot.

The main engine rooms are perhaps one of the most fascinating parts

CLEANING, CHIPPING are routine matters for 'black gang' pictured at work in one of ship's firerooms.



of a ship. There you will find the control board with the many dials that register the pulse-beat of the ship, as well as valves that are turned to "pour on the coal," actually a process of feeding more steam into the turbines.

The great reduction gears, much like the transmission gears of your automobile, are sealed off and locked from view—and from possible damage. The keys are guarded as carefully as the paymaster guards the combination to his safe. Opening the reduction gears almost calls for a ceremony—say, at the time the Board of Inspection and Survey makes its annual inspection.

Even before the Board makes its decision, however, the results are known. You'd be safe in betting that not a day has passed without the Engineer Officer and a great many of the engine room personnel putting their sensitive fingers on the gear housing while listening for anything out of the ordinary. This they do to feel any possible vibration that might indicate a shaft which is slightly out of line, or a gear that is worn.

Up on a partial deck of the engine room will be found the generator flats. They are clean, extremely neat, and without movement except for the turning of shafts. A massive switchboard looms over the entire flat, while screens and warning signs keep men



BOILER MAINTENANCE is one of the many important jobs of the engineering force working below with black gang to keep ship operating at her best.

away from the "hot" boards. Rubber deck mats and wooden gratings are in evidence—safety devices to offset possible grounding through personnel.

So much for the "black gang's" domain—the enginerooms and fire-rooms, shaft alleys and generator flats which give your ship life. Scattered throughout the remainder of the ship are a number of other shops and locations manned by Engineering Department personnel in Group VII ratings. While they are not "black gang" in the strictest sense, their jobs are similar and they also are equally important to successful operation of the ship.

Before taking a check on such diverse jobs as damage control and maintenance of small boat engines, however, suppose we glance at the over-all Engineering Department set-up. The department is headed by the Engineer Officer, who is responsible for the operation and upkeep of all propulsion and auxiliary machinery, the control of damage, maintenance

of boat machinery, repair of the hull and its fixtures, and all repair beyond the capacity of other departments.

Normally, the Engineer Officer has the following assistants to help him in carrying out his duties:

- **Main Propulsion Assistant.** He is the officer in charge of the main propulsion plant and such additional machinery as may be assigned to him. He is responsible for the upkeep of such machinery and for training the men who operate it. While "M" and "B" divisions have their own division officers, he also has jurisdiction over those divisions. "M" division personnel take charge of such "innards" as main engines with their shafting and bearings, propellers, turbogenerators, hydraulic machinery and stowage. The men of "B" division are responsible for boilers, including tests of oil and water, maintenance of adequate reserves of feed and fresh water, and the operation of fireroom auxiliary machinery.

- **Damage Control Assistant.** The Damage Control Assistant is charged primarily with assisting the Engineer Officer in setting up and maintaining an effective damage control organization and in the supervision of repairs. Included in his duties are the preparation of damage control and watertight integrity bills, the training of men in damage control, repair, atomic, biological and chemical warfare defense and other defensive measures, and the operation and maintenance of the ship's repair facilities.

The DC Assistant's working force consists of the "A" and "R" divisions. "A" division men take charge of such items as the ship's refrigeration, distilling plants, steering gear, deck machinery, in addition to the ship's heating system and the machine shop. The men of "R" division constitute the primary damage control force, while also running the metalsmith, pipe-fitter and carpenter shops.

- **Electrical Officer.** The Electrical Officer has charge of the "E" division, and is responsible for the operation, maintenance and repair of the electrical machinery and systems throughout the ship. Electric power and lighting systems, and the internal communications are all under his supervision.

Working under these various officers are the following ratings: damage controlmen (DC), electrician's mates (EM), interior communications electricians (IC), pipefitters (FP), metalsmiths (ME), molders (ML), machinery repairmen (MR), and patternmakers (PM)—not to mention the fireman apprentices and the firemen who are striking for a higher rate in one of these ratings, or the BTs, MMs and ENs.

METALSMITHS (at right) fabricate sheet metal into galley vent. Left: New shaft is made with boring mill in machine shop.



Shops devoted to such specialties as carpentry and electricity are located in the larger ships. Of these, the machine shop is perhaps the most important. In the machine shop are located machine tools—lathes, drill presses and grinders—and a storeroom for hand tools and portable power tools.

Machinery repairmen use the larger tools in making replacements for broken parts when spares are not available. Portable tools and hand tools are checked out to working parties performing on-the-scene repairs.

Larger ships have a carpenter shop, which serves as a base of operations for the damage controlmen who repair and maintain the ship's small boats, make shipping boxes and crates, or possibly a blackboard for the I&E officer. Saws, jointers, planers and lathes are kept busy filling the many daily requests for woodworking jobs.

The DCs also maintain damage control lockers in different sections of the ship. These contain most of the equipment needed to meet almost any emergency. Other DC and carpenter shop tasks range from laying linoleum to recharging CO₂ fire extinguishers.

Another important shop is the metalsmith's workshop, where sheet metal is fabricated into dozens of necessary items. This shop also handles oxyacetylene and arc welding and cutting.

Many ships also have a pipefitter's shop, which installs, maintains and repairs all valves and piping, plumbing system fixtures and fittings.

In addition, there may be an electrical workshop, and an interior communications workshop, all under the supervision of the Electrical Officer.



PIPEFITTER'S SHOP found on many ships installs, maintains, and repairs the many valves and great length of piping used in operation of Navy's fleets.

These shops, in order, are responsible for the care and maintenance of your ship's AC and DC electrical equipment, and such interior communications systems as the IMC "squawk box" and the sound-powered phone system.

Two of the Group VII ratings are not likely to be found on your ship, molders (ML) and patternmakers (PM). Men in these ratings are usually assigned to major shore bases and repair installations, although a few of them are to be found on board tenders and repair ships.

Wherever you find the "black gang," however, you'll find a group of quiet, serious craftsmen who take pride in their machinery and their jobs. For example, you may see a machinist's mate explaining reduction gears to someone—and chances are he'll emphasize his lecture with a gentle pat or two on the housing. Or watch a chief engine man as he inspects the machinery under his charge. A smile, and all is well, but a frown will generate activity, and it

better not be something that was down in his notebook on a previous inspection.

The traditional rivalry between the "black gang" and the "deck apes" has almost gone out of the new Navy, except when it comes to competing with each other for an "Outstanding" during inspections—or in a game of softball. Other than that friendly and worthwhile rivalry, you'll find that the divisions on a ship respect each other for the knowledge that each has and the work that each does to ready his ship to fight and to carry out its mission.

No one rating in the Navy can be considered more important than another, but whether it's running the machinery of a ship, repair and maintenance, or damage control—when you see the men of the engineering force in action, you'll see that it takes brains and know-how, as well as solid muscle and hard work for members of the "black gang" and their repair and damage control shipmates to do their jobs. —Barney Baugh, JO1, USN

SALTWATER INTAKE pump is repaired below decks. Right: Bluejackets of ship's electrical shop wind transformer coil.



THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **TRAVEL BY AUTO**—The next time you're ordered to temporary additional duty and your orders authorize travel by privately-owned conveyance, as more advantageous to the Government, there's a chance that you will be entitled to only five cents instead of seven cents a mile for the travel performed. The two-cent reduction for travel performed under certain conditions is one of the major provisions of Change 29 to *Joint Travel Regulations*, dated 1 Dec 1954.

New paragraph 4203(3b) of Chapter IV, Part E, JTR, sets forth the following requirements for reimbursement at the rate of seven cents per mile: you must have been actually the owner or operator of the privately-owned conveyance used and primarily responsible for payment of the operating expenses of the vehicle, and you must sign a statement to that effect.

If you are not primarily responsible for payment of the operating expenses of the vehicle used—or if you fail to sign a statement to that effect, even though you were primarily responsible—the payment of only five cents a mile is authorized.

In effect, the new change means this: passengers in another man's auto will be authorized only five cents a mile as reimbursement, even though they help with the driving and share the expenses.

The new change points out, too, that reimbursement at the rate of

seven cents a mile will be made only when it has been determined by the government that travel by privately owned conveyance is more advantageous to the government. This determination is based on the facts in each case and the order-issuing authority must be convinced that such means of travel is clearly more advantageous. It should be noted, however, that this change does not affect mileage rates payable on permanent change-of-duty orders.

The advantage gained by Uncle Sam may be more efficient, economical or expeditious accomplishment of government business, such as trips to places where commercial transportation is non-existent or to places where travel by other means would be so time-consuming as to delay public business unduly.

• **WAR TROPHIES**—You can no longer bring war trophies into the United States or its possessions. The cut-off date for authority to retain and bring to the continental U. S. enemy war trophies was 29 Nov 1954.

Under this authority, published in OpNav Inst. 5800.4, personnel could bring back to the United States small items of enemy equipment, such as headgear and firearms (except automatic weapons). All war trophies had to be accompanied by a certificate from the individual's commanding officer that he (the man with the war prize) was on duty in Korea between 25 Jun 1950 and 29 Nov 1954.

• **VERTICAL TAKEOFF FIGHTER**—Test flights of the vertical takeoff fighter XFY-1, which are continuing almost daily at Brown Naval Auxiliary Air Station near San Diego, Calif., may open up an entirely new frontier in aviation (see *ALL HANDS*, May 1954, p. 6).

A test pilot at this Naval Air Activity is matching straight-up takeoffs to high speed horizontal flight and straight-down landings. The plane sits on its tail before takeoff, supported by caster-like wheels at the tips of its delta-wing and upper and lower fins.

More than four years of engineering and development work are embodied in the current flights. The plane represents the Navy's need of aircraft which can take off vertically from the fantail of a cargo ship, fly a fighter mission at more than 500 miles an hour and then back down to a pinpoint landing on its ship.

As presently designed, the experimental plane takes the advantages of the helicopter and conventional fighter and combines them in an airplane with a speed range—in the air—of zero to more than 500 miles an hour. It was designed as a convoy escort fighter but many new uses have been suggested. It can be used anywhere a small piece of ground is available as a base. The YT-40-A-14 jet engine develops 5850 equivalent shaft horsepower, enough to support the plane by its 16-foot propellers alone.

• **RELEASE PROGRAM**—Don't plan on an early separation if your present active duty obligation expires after 31 January.

The current release program which provides for an advance up to two months in the separation dates of both Regular Navy and Naval Reserve enlisted personnel will expire 31 Jan 1955. There are no plans at the present time to advance the



PASS THIS COPY ALONG—Nine other men in the chain of command are waiting to read this issue.

separation dates of Navymen who will become eligible for release after that date.

• **NEW TYPE SHIPS**—The Navy will soon add a new type ship to its roster when work is completed on four Liberty ships being converted to radar picket ships. These ships will be designated YAGR.

These ships will provide radar coverage offshore of the U. S. and will be manned and operated by naval personnel. Since the ships will be outfitted to remain at sea for long periods of time every effort to make the ship comfortable for the crew has been made.

• **SHORE DUTY BILLETS**—Navymen in certain "critical" ratings are finding shore duty a little easier to obtain now that the Bureau of Naval Personnel has opened up additional shore billets to their ratings. In the future these men can also look forward to shore duty in other parts of the country since a plan is underway to open up for each rate a portion of the available shore billets in each of the naval districts.

The critical ratings which previously required Navymen to spend longer periods at sea than other ratings before being eligible for shore duty are radarman, sonarman, boilerman, machinist's mate, builder and fire controlman.

To give Navymen in these six ratings a better chance at shore duty, the Bureau of Naval Personnel has opened up approximately 4100 shore billets to the critical ratings. These shore billets are identified as "General Administrative" billets and include such duty as security personnel, police petty officers, brig guards and shore patrolmen.

In less than a year these General Administrative billets have reduced the ratio of sea duty to shore duty by such noticeable figures that a chief petty officer in any of the critical ratings doesn't have to spend more than four years at sea for every one year ashore and a first class petty officer doesn't have any more than a six to one ratio.

Here's a brief run-down on how the General Administrative billets have reduced the ratio of sea duty to shore duty in the top enlisted pay grades of these critical ratings: (The top pay grades were selected as an example because it is in these pay grades that the majority of the Navymen in critical ratings have put in

the most sea duty and waited the longest for shore duty).

Radarman—Navymen in this rating were formerly required to spend lengthy periods at sea to every one year ashore. The ratio has been reduced so that men in pay-grade E-7 (CPO) now have only a 2.95 to 1 ratio. In pay grade E-6 (1st class) the ratio is 5.26 to 1.

Sonarman—The ratio in this rating has been reduced so that men in pay grade E-7 now have only a 3.30 to 1 ratio for sea, shore rotation. In pay grade E-6 the ratio is 5.42 to 1.

Boilerman—The ratio in this rating has been reduced so that men in pay-grade E-7 have a 2.8 to 1 ratio. In pay grade E-6 the ratio is 5.28 to 1 for rotation between sea and shore.

Machinist's Mate—The ratio has been reduced so that men in pay grade E-7 now have only a 2.83 to 1 ratio for sea, shore rotation. In pay grade E-6 the ratio is 5.15 to 1.

Builder—The ratio has been reduced so that men in pay grade E-7 now have only 3.77 years at sea to one year ashore. In pay grade E-6 the ratio is 4.68 to 1.

Fire Controlman—The ratio has been reduced so that men in pay grade E-7 now have only a 1.9 to 1 ratio. In pay grade E-6 the ratio is 3.58 to 1.

Another program underway in the Bureau of Naval Personnel is one that will help more Navymen to get shore duty "where they want it" by spreading the General Administrative billets among the naval districts. This program will enable every rating to get shore duty in any naval district. As it stands now there are several ratings that are not included in the billets allotted to certain NDs.

However, if you are in one of the critical ratings you have to keep in mind that there are a certain number of sea billets that must be filled. No matter how many billets are opened up ashore they cannot be made available to Navymen at sea until enough men have been trained and are available to fill the sea billets. With the knowledge that they will not have to spend as much time at sea as was previously expected of these ratings, more men should be striking for the critical ratings and your chances should become "just as good as the next sailor's"—critical ratings are no longer critical with respect to shore duty billets.

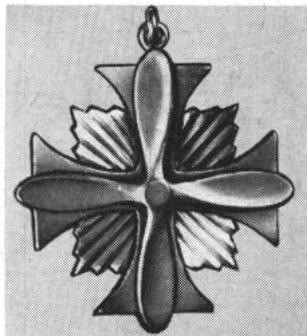
QUIZ AWEIGH

The Navy's Construction Battalions (Seabees) have made famous their motto of "Can Do." Although you might not be a Seabee, let's see what you "can do" with this month's quiz.



1. To get off on the right foot, here's a picture of a Seabee looking through his surveyor's (a) sextant (b) transit (c) level.

2. The instrument the man is using is to determine (a) angles, heights and distances (b) target angles (c) ship's position.



3. The above pictured medal is the (a) Air Medal (b) Commendation Medal for outstanding Aviation Machinist's Mates (c) Distinguished Flying Cross.

4. This medal is awarded for (a) meritorious achievement in aerial flight (b) extraordinary achievement in aerial flight (c) for being the best Aviation Machinist Mate in the squadron.



5. Here is one of the newest type ships to join the Navy. It is the (a) atomic-powered submarine (b) killer-type submarine (c) latest fleet-type submarine.

6. The primary mission of this submarine is to (a) torpedo enemy surface ships and lay mines (b) launch guided missiles against enemy shore installations (c) hunt and destroy enemy submarines.

The answers to the quiz will be found on page 55.



WORLD TRAVELING sailors view ruins of an old Roman fort which they visited during stopover in Med.

A Whitehat Is Your Passport to Travel

YOU'RE A DREAMER, even though you might not think so. Everybody is. All of us, at one time or another, have dreamed of great wealth, or of becoming a top star, a big league ball player, a Washington diplomat—or of traveling around the world.

Maybe some of these dreams are beyond our reach, but not the dream of traveling around the world. Many Navy men are "world travelers."

Remember that old recruiting slogan "Join the Navy and See the World."? That just wasn't a bill of goods the Navy recruiter was trying to sell you. If you haven't done so already, your chances of circling the globe are still good.

Most voyages around the world made by Navy ships since June 1950 have been made by DDs and DDEs.

It's only natural, since there are more of these type ships than any other in the Navy. But Navy ships of all types make the world circuit, from oilers to carriers.

You've never been around the world, you say? Then grab your sea bag as we take a quick "word" world cruise on board *uss Barton* (DD 722), as outlined in globe-trotting *Barton's* cruise book. Her voyage is typical of world voyages taken by numerous other Navy ships, most of which are listed below. We board *Barton* on a mid-May day in 1952. The ship is moored at the Convoy Escort Piers at Norfolk.

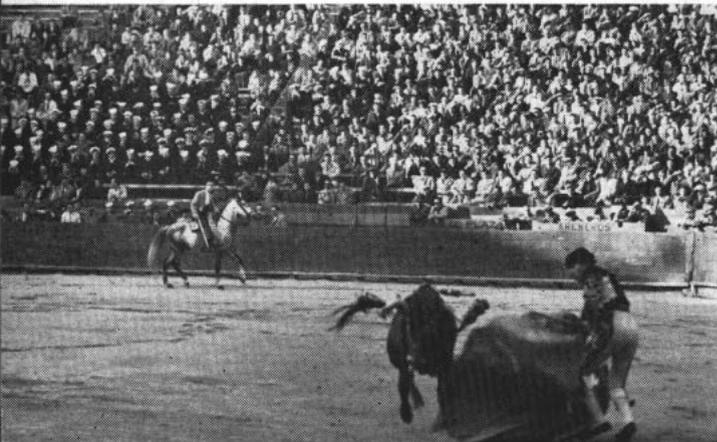
Barton, along with three other ships of DesDiv 21, *uss John R. Pierce* (DD 753), *uss Strong* (DD 758), and *uss Soley* (DD 707), departs Norfolk on 15 May, with final

destination Norfolk. But that's not to be reached until many months later, because DesDiv 21 will pull a tour of duty with UN forces in Korea.

The next five days after leaving Norfolk are spent in intensive training and drills. On 20 May, we reach the entrance to the Panama Canal and this calls for some "long glass liberty." This is the first trip through the "Big Ditch" for most of our shipmates. The unique donkey machines climbing steep grades as they tow us through the locks are fascinating.

We almost miss the noon meal as we watch the intriguing jungles, the man-made, fresh-water Gatun Lake, picturesque waterfalls and the three sets of locks we pass through. After seven hours, we emerge on the Pacific side and moor at Rodman Naval Base, set for a quick liberty.

IN SPAIN the bull fight is seen first hand. Right: Wonders of Tiger Balm Garden are seen during Singapore liberty.



In Panama we visit the Balboa Monument, the ruins of old Panama City and the Church of the Golden Altar and come back to the ship with alligator bags and woven native skirts, souvenirs of our visit.

Again we undergo intensive drills and exercises as we steam up the coast of Lower California, headed for San Diego.

Our short stay in "Dago" is used up in sightseeing, visiting such things as Balboa Park, Tia Juana, Mexico and some jai alai games, and tours to outlying cities of El Cajon, National City, LaMesa and Coronado.

Out to sea again, with our bow pointed West, we're headed for the "Pearl of the Pacific," Honolulu. We spend two days in Hawaii, touring such beautiful places as the Upside Down Waterfall, Diamond Head, Nuuanu Pali, the pineapple factory, and naturally, the beach at Waikiki.

But we have a job to do on the Bomblines in Korea with Task Force 77, so it's back to sea again. We stop at Yokosuka just before joining TF-77 for our tour in the Korean combat zone.

In Japan, tricycle taxi and ricksha immediately become popular with us. Souvenirs are numerous and unusual. Chinaware, wood carvings, binoculars, clocks, all forms of wearing apparel, pearls, ivory, lacquer ware and even single grains of rice into which the Japanese craftsmen had carved one of their gods, make fine gifts for those back home.

Some of our luckier shipmates get to go on a three-day leave in the mountains, at a recreation center, which features a pleasant atmosphere, good food, and a variety of recreational facilities. Other sailors take tours to Kamakura, well-known for its giant statue of Buddha; Yokohama, Japan's fifth largest city;

and Tokyo, the country's capital.

Leave and liberty become memories as we head into Korean waters with Task Force 77. We have a busy assignment as we patrol the coastline, join in the short bombardment, lend a hand in air-sea rescue operations, and generally perform all the duties of a combat destroyer.

Our second tour of duty with Task Force 77 is shortlived as *Barton* takes a "sucker punch" when it hits a floating mine on 16 September. This blows a gaping hole in *Barton's* hull, forcing the ship back to Sasebo for repairs.

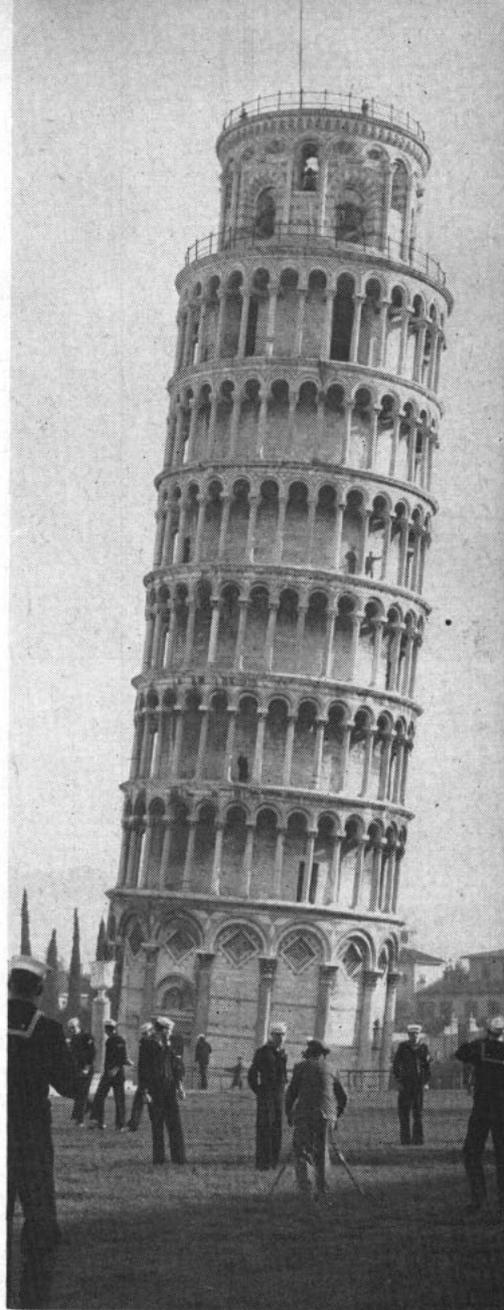
The period in the shipyard presents a terrific challenge to *Barton's* crew. The work must be completed by 19 October if *Barton* is to continue on its round-the-world cruise. On that date, the other ships of DesDiv 21 are scheduled to resume their voyage.

All hands work overtime and finish the job in time to meet the deadline.

Our next port of call, after leaving Japan, is Singapore, "The Crossroads of the World." Here, we are impressed with the sarongs, which are quite popular with the Malaysians, and the face-shielding veils worn by the Moslem women. Also capturing our fancy are the snake charmers on the streets, the Moslem mosques and the outdoor shrines. Tiger Balm Garden is a special attraction. Brightly colored plaster figurines of Chinese pagodas, bulls and village scenes provide plenty of subjects for camera bugs.

We steam out of Singapore on 28 May and cross the equator the same day. All Pollywogs are ceremoniously welcomed into King Neptune's Royal Order of the Deep, a ceremony known only to seafaring men. Everybody on board made out.

Three days later, we moor in Colombo, Ceylon, a beautiful, fascinat-



SAILORS' SHUTTERS click during visit to Leaning Tower of Pisa. 7

GIBRALTAR is seen from flight deck of *USS Tarawa* (CVA 40). *Right:* Mediterranean ports included a visit to the Acropolis.





SWISS BEARS (below) perform for sailors visiting zoo at Bern.



INDIAN MOSQUE is point of interest to sailors in Far East. Right: Art and sculpture are enjoyed during liberty in Italy.

ingly strange city. The best sight-seeing is reached by bus to beautiful Mount Lavinia Beach and the mountain resort of Kandy. On our Kandy tour, we see the last capital of the Singhalese kings, whose throne fell to the British in 1832. Main features of this tour are the 600-year-old palace and the world-famous Buddhist Temple of the Sacred Tooth.

The ships in our division then proceed to Aden, where all hands enjoy camel rides to our heart's content for a small price plus a little baksheesh (tip). The temperature is 100° in the shade as we fuel up and head for the Suez Canal.

We spend one day transiting the 100-mile-long canal. DesDivs 21 and 262 form into a convoy, with every other ship carrying a powerful light at her bow for night piloting. Traffic moves north and south through the canal by sections, similar to the operation of a single track railroad. Not far from us is the land of the Pharaohs, the pyramids and the Sphinx.

Control stations along the route "switch" our convoy or a south-bound convoy into a "siding" until the next section is clear. At one of these "sidings," Great Bitter Lake, we drop anchor and all hands enjoy a refreshing swim.

Barton then enters the Mediterranean, the part of our world cruise that many of us have been waiting for. Our first stop is in Italy, where we'll spend five days. We will visit such cities as Naples, La Spezia, Rome, The Vatican and Genoa.

Taking up our liberty hours in the Italian cities are the sidewalk cafes, and historical spots such as the Leaning Tower of Pisa, the ancient Roman coliseums, the ruins of Pompeii with its Amphitheater,

the temples of Apollo and the Forum.

We're extra lucky in our trip to the Vatican. We are granted an audience with Pope Pius XII. We wait anxiously for two hours before the busy world figure can spare a few minutes with us. Although we only spend a few minutes with His Holiness, they will long be remembered.

Our five-day stay in Italy ends much too soon, but we're off again, this time to the French Riviera. Our three-day stay here enables us to enjoy the beaches, sidewalk cafes, buy more souvenirs and take a number of tours.

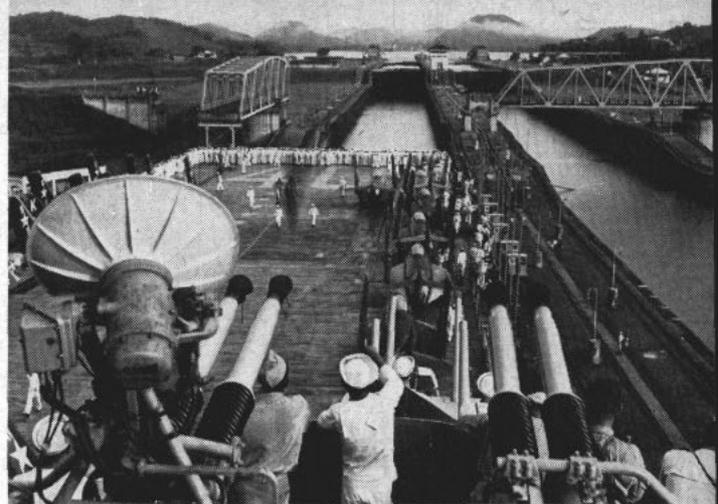
We take one special tour of the Alps, to peaks 5000 and 6000 feet high. We see castles built atop mountains, houses built on the mountain-side, and long-winding roads to the top of these snow-covered peaks.

We cast off from the Riviera, headed for Gibraltar. Our stay at "The Rock" is all too short, but the idea of returning home dulls the edge of our disappointment. After all, we've been gone almost six months now.

Stopping off long enough to fuel, we must hurry and explore the city of Gibraltar and to see the famous fortress. We leave with a good idea of why Gibraltar has long been considered an impregnable fortress, even in this era of modern weapons.

Barton then plows into the Atlantic, with her bow still headed West. We're bound for Norfolk and Christmas at home! We moor at Norfolk on 15 December, six months and 47,000 adventurous miles later.

We've taken a 'round-the-world cruise in less time than it would normally take a ship to clear a harbor. Although this was only a "word"



MAN-MADE SHORT CUTS are interesting to compare. Left: Navymen watch Suez. Right: Panama Canal is viewed.

voyage, it has been enjoyable, so till we meet again, "Smooth sailing!"

The cruise we have just completed in *Barton* is typical of many such voyages made by U.S. Navy ships. ALL HANDS doesn't have the manpower necessary to make a complete check of existing Navy records, but we think you'll find a good many of the Navy ships which have circumnavigated the globe since 1950 listed below. We'd be interested in hearing about all those we've missed.

Abbott (DD 629), *Ault* (DD 698), *Barton* (DD 722), *Benham* (DD 796), *Fred T. Berry* (DDE 858), *Black* (DD 666), *Beatty* (DD 756) *Borie* (DD 704), *Bristol* (DD 857), *Caperton* (DD 650), *Chauncey* (DD 667), *Cogswell* (DD 651), *Cony* (DDE 508), *Cotten* (DD 669), *Cowell* (DD 547) *Cushing* (DD 797).

Daly (DD 519), *Dashiell* (DD

659), *Dortch* (DD 670), *Fiske* (DDR 842), *Douglas H. Fox* (DD 779), *Gatling* (DD 671), *Hailey* (DD 556), *Lewis Hancock* (DD 675), *Hawkins* (DDR 873), *Haynsworth* (DD 700), *Hale* (DD 642) *Hazelwood* (DD 531), *Healey* (DD 672), *Henley* (DD 762), *Hickox* (DD 673), *John Hood* (DD 655), *Hunt* (DD 674).

Ingersoll (DD 652), *Hyman* (DD 732), *Ingraham* (DD 694), *Irwin* (DD 794), *Jarvis* (DD 799), *Willard Keith* (DD 775), *Joseph P. Kennedy Jr.* (DD 850), *Kepler* (DDE 765), *Kimberly* (DD 521), *Knapp* (DD 653), *Laffey* (DD 724), *Lowry* (DD 770), *Manatee* (AO 58), *Haven* (AH 12).

McCaffery (DDE 860), *W. A. Mann* (AP 112), *McCord* (DD 534), *McGowan* (DD 678), *McNair* (DD 679), *Miller* (DD 535), *Wm. Mitchell* (AP 114), *Moale*

(DD 693), *Noa* (DD 841), *Norris* (DDE 859), *O'Bannon* (DDE 450), *Owen* (DD 536), *James C. Owens* (DD 776), *Picking* (DD 685).

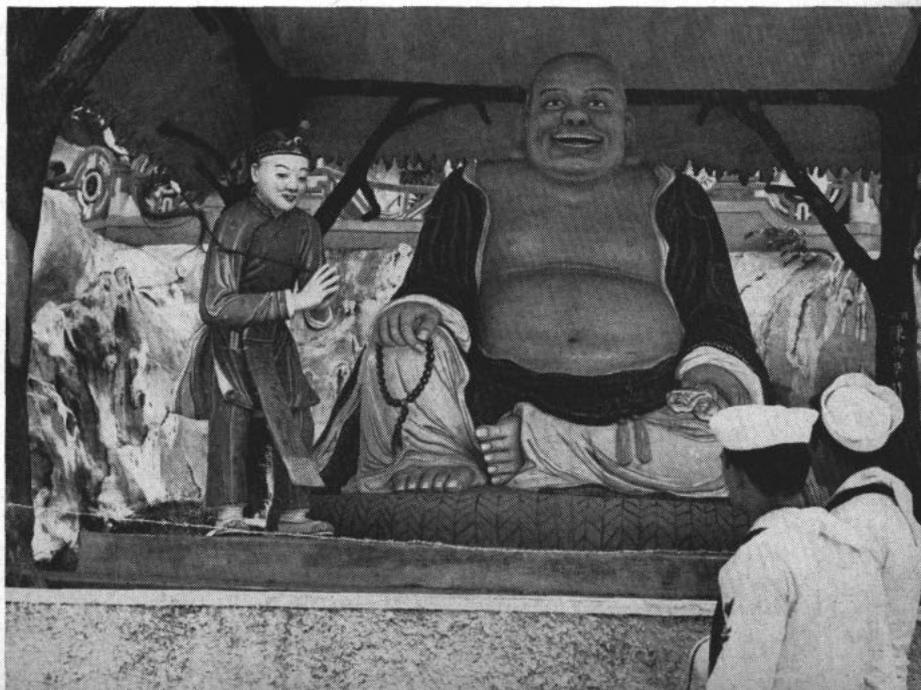
John R. Pierce (DD 753), *Porter* (DD 800), *Stephen Potter* (DD 538), *Preston* (DD 795), *Prichett* (DD 561), *Purdy* (DD 734), *Putnam* (DD 757), *Remey* (DD 688), *Rooks* (DD 804), *William R. Rush* (DD 714), *Sigourney* (DD 643), *Stickell* (DDR 888), *Stormes* (DD 780), *Stribling* (DD 867), *Strong* (DD 758), *Allen M. Sumner* (DD 692).

Soley (DD 707), *Tarawa* (CVA 40), *The Sullivans* (DD 537), *Van Valkenburgh* (DD 656), *Waller* (DDE 466), *John W. Weeks* (DD 701 and *Worcester* (CL 144).

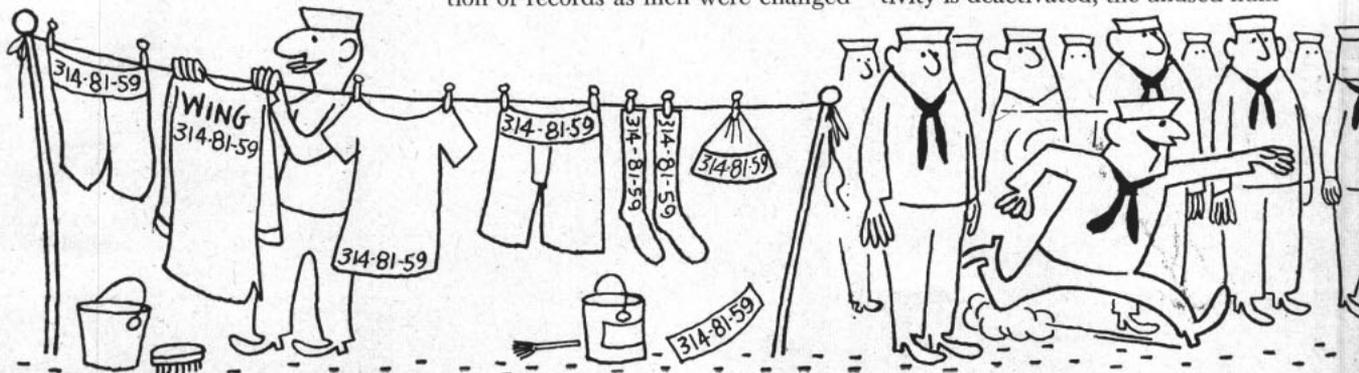
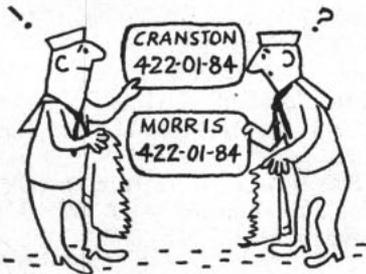
There are your world cruisers—at least the ones we know about. How about your ship?

—Rudy C. Garcia, JO1, USN.

JAPANESE DOLLS are popular souvenirs. Right: One of the many Buddhas in the Orient is visited by sailors.



This Is No Numbers Game—It Pays Off



WHEN THE NAVY RECRUITER gave his seal of approval, he also gave you a serial number. Since then, you've had to write it after your name and stencil it on your clothing. Most likely you've also had to listen to a lot of jokes about being "nothing more than a number to the Navy," or "just another prisoner with a number."

Well, if you ever run across one of those fabulous "old salts" who can tell you "how it was back in '02," just ask *him* what he thinks about the number system. He will probably surprise you by saying he didn't have a number then, and that he had more trouble with his records and pay accounts in one year than you are likely to have in twenty.

The service number is the thing which makes all the difference, according to the Bureau of Naval Personnel's Enlisted Services and Records Division (Pers E3).

The history of Navy enlisted service numbers starts just prior to the U. S. entry into World War I when Congress began enacting new legislation affecting the armed services. A Selective Draft Act was passed and Navy personnel quotas were quickly quadrupled.

Service record files at that time were arranged alphabetically by component, such as "Regulars," "Reserves" and "National Naval Volunteers," and contained the jackets of every man who had served in the Navy since 1885.

The big increase resulting from the draft act required more paper work than the Bureau of Navigation, as BuPers was then known, could handle under existing methods. In addition, separate files for each component resulted in frequent duplication of records as men were changed

from one component to another during the ensuing war emergency.

In what turned out to be a successful solution to the problem, the Navy Department in 1918 adopted a Bu-Nav recommendation calling for a service number system which functioned not only as positive identification but also simplified record keeping.

Under the setup, the several *alphabetical files* were combined into a single alphabetical system. The number assigned each jacket became that individual's identification number and was never to be duplicated or reassigned to any other individual in the naval service.

Seven digit numbers were chosen as being most practical and, when first set up, the system called for different blocks of numbers to be used for each separate component of the Navy.

The 1,000,001 - 1,999,999 block for instance, identified World War I entrants and all men who had enlisted in the Navy since 1 Jan 1885; the 2,000,000-3,999,999 block was held for assignment to stations and recruiting activities for USN enlistments—and so on up to the 8,000,000-9,999,999 block, which was reserved for Selective Volunteers and Inductees.

It soon became obvious, however, that the use of particular blocks, to identify various components of the naval service was impractical, so this procedure was abandoned.

Today, blocks of numbers are simply assigned to recruiting stations and Naval District Headquarters when these activities request them, upon using up their previously assigned block. When a recruiting activity is deactivated, the unused num-

bers are recalled by the Bureau and held for eventual reassignment to other stations. Because of this a low service number does not necessarily mean an old enlistment. The Bureau may hold the numbers for several years before reassigning them, even making it possible for a seaman recruit to have a lower number than a CPO with plenty of active naval service to his credit.

Those stories you hear about someone's having a "dead man's number" are not true either. Once a number has been assigned to an individual, the number remains the primary identification for his jacket, even though he may die or be separated from the service (when his records are forwarded to the Naval Records Management Center at Garden City, L. I., N. Y.).

Occasionally—and strictly by accident—two men may receive the same number, or one man may be assigned two numbers. When two seem to have the same number, the Bureau compares their Shipping Articles. If these show the same number, clarification is requested from the enlisting ship or station. If the numbers are not duplicated on the articles, a letter notifies the command concerned to make the appropriate correction.

The same procedure is followed in cases where one man is found to have two numbers. Service number errors are usually detected through numerical files in the Tabulated Records Branch in BuPers.

Incidentally, the file number system for officers preceded the enlisted system by a number of years, having been initiated about 1903, with "500" as the first number.

One other point: women in the Navy get their numbers on the same basis as the men. Wave officers and members of the Nurse Corps receive numbers from the regular officer's series, while enlisted Waves

get numbers from the same seven-digit series as their male counterparts.

Although the Marine Corps is part of the Navy Department, the Corps has its own Personnel Records Branch, with a separate filing system and serial number setup. Enlisted service numbers were initiated in 1905 with a five-digit series, which was followed by a six-digit series. The Corps is now using a seven-digit series. Marine officer numbers were first assigned in 1920-21 from an alphabetical listing; thus an officer whose name began with "A" was assigned No. 1, etc.

The service number system has proved its value in three ways:

- It serves as an excellent means of identification. The Bureau receives numerous letters, telegrams and reports with the name either illegible or misspelled. Yet, in every instance where the service number is given, the correct name can be determined readily and the proper action taken.

- The use of service numbers has enabled the Bureau to consolidate more than a million record jackets into one large file, resulting in untold savings in time, labor and money. Filing, recording and correspondence were placed on a higher plane of efficiency, since little time is now needed to locate a desired record or to determine its existence.

- By being able to represent a man's name by a number it is possible to denote by figures all pertinent facts concerning that individual. The use of a punch card system in conjunction with the alphabetical service jacket files, enables the Bureau to determine in just a few hours which men out of the thousands in the Navy will meet certain qualifications. The mechanical tabulating system insures a high degree of accuracy.

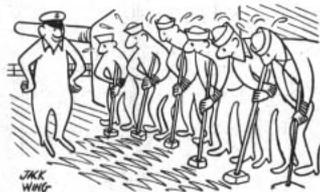
The Navy is currently using the 9,000,000 block of the seven-digit number series (plus lower numbers returned from the field) and has some 1,500,000 numbers remaining. Although the Enlisted Services and Records Division has not yet determined what series of numbers will be used when the seven-digit group is exhausted, you may be sure that no future Navyman will find himself in the same boat as the '02 swabbie—a numberless name in the Navy's files.



HERE'S YOUR NAVY

Steel decks of our modern ships and a General Order in 1931 now restrict the use by the Navy of one of the oldest cleaning devices, holystones. Still used to remove stubborn stains on wooden decks, holystones, the chipping hammers and wire brushes of yesterday, date back to the days of sail and were used to remove the grime and tar by polishing the wood to the grain.

There are many tales as to how these blocks of sandstone received this unusual name. One attributes it to the



fact that they were used so often on Sundays and holidays, and another, to the kneeling position required for their use before the advent of squeegee handles or broom sticks.

The most popular belief is that the early stones used by the British Navy came from fragments of tombstones and monuments of the Church of St. Nicholas at Yarmouth when it was despoiled during the Reformation in England.

Another reason given was that in Elizabethan times one of the Commandments or a passage from the Scripture was cut into each stone and that they not only cleaned a ship physically but also contributed to spiritual cleanliness.

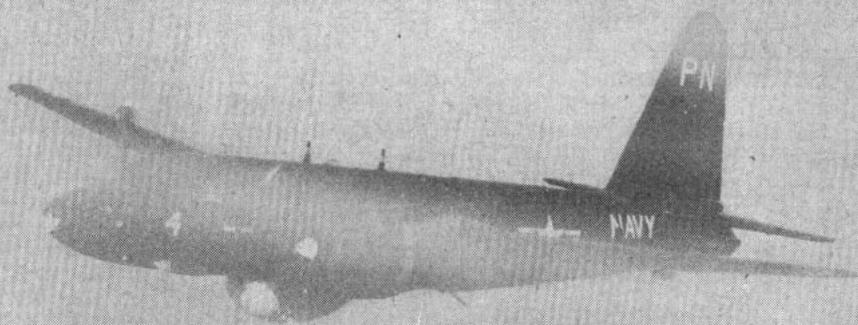
As late as 1931 holystones were of sufficient importance to become the



subject of a General Order issued by the Secretary of the Navy. As a result of the wear and tear on teakwood decks, General Order 215, 5 Mar 1931, states:

"The use of holystones for cleaning of wooden decks of naval vessels wears down the decks so rapidly that their repair has become an item of expense to the Navy Department."

The order therefore directed that the use of holystones or similar material for cleaning wooden decks be restricted to the removal of stains.



HUNTERS MOVING IN on hurricane in specially equipped P2V spot merchant freighter (below) near storm's center.

Navymen Go Where Wild Winds Blow

Hurricanes and typhoons are weather in some of its roughest forms. When these fanatic killer twins of the weather family arrive on the scene, it means real trouble ashore and afloat.

What can we do about it? Unlike most of the weather, which "everyone talks about, but nobody does anything about," there's a certain group of men who do something about hurricanes and typhoons. The twins cannot be curbed, or redirected—at least not yet—but it is possible to know when they are coming and generally the direction in which they are headed. With this knowledge, people in the path of a hurricane—or typhoon—can take the necessary precautions and save their lives, if not their property. Here's the story of the tough job done by these storm hunters.

DURING THE HURRICANE SEASON along the Atlantic seaboard, which runs from the first of June until the last of November, a select group of Navy flyers, known as "Hurricane Hunters," are on a 24-hour alert at NAS, Jacksonville. They are standing by at this strategic location—and at NAS Miami and NS Roosevelt Roads, Puerto Rico, as well—to take to the air whenever a suspicious squall is reported by a ship or a plane in the Caribbean area.

Out in the Pacific is a sister outfit of the Atlantic group, the "Typhoon Hunters" of VW-3, stationed at NAS Agana, Guam. A typhoon is the oriental version of the hurricane, occurring more often, however, and even rougher at times than its Atlantic sister.

Once a storm is located by the Navy's flying Hunters they keep it

under observation as long as it threatens to grow dangerous.

The hazardous work done by these Navy flyers has been described as one of the most valuable peace-time services rendered to the civilian population by the Navy; and the safety of naval ships and stations in the tropical storm belts depends upon the efficiency of this work.

Instead of ducking for cover when a storm is brewing, these flyers, in opposite parts of the world, respond much like firemen when they hear an alarm. Over the Atlantic, working closely with the Air Force and the Weather Bureau Office in Miami, Fla., the Navy's Hurricane Hunters can be airborne in their P2V-3W *Neptunes* and on their way to the source of the disturbance in a matter of minutes. Over the Pacific the Typhoon Hunters (who also serve as



part of the Navy's Air Search and Rescue team in that part of the world) cover an area as wide as the whole United States, some 2,000,000 square miles in all.

The work of the Hunters is first felt in the early stages of the storm when radio, television and press issue bulletins to the ships and people in the areas that may be hit. If the storm increases in intensity and scope, the bulletins become storm warnings and the familiar red pennant, indicating small craft warning, makes its appearance along the coastline.

Let's take a look at how one of these outfits—the Hurricane Hunters—operates. Except for the locations involved, the warning service is much the same in the Pacific as in the Atlantic.

As soon as the Hurricane Hunters send a radio report to Miami that the storm might possibly develop into a hurricane, there is a hurried conference at the Joint Hurricane Warning Center. Navy, Air Force and Weather Bureau hurricane officers reach an agreement on the position, intensity, and probable movement of the storm. Then a message is sent out from the Navy Hurricane Weather Central at Miami to all naval activities concerned with hurricane or destructive storm warnings.

At sea, Navy ships and merchant vessels alter their courses accordingly. In Palm Beach, Miami, Key West, New Orleans and all along the Carolinas, the newspapers carry the Weather Bureau's bulletin on the storm.

While the Weather Bureau is busy with evaluation of the storm or potential hurricane, the Navy flyers continue to scout around it—darting in and out of the roaring winds like moths around a candle as they determine the storm's velocity, intensity and character.

If the storm is determined to have winds of 73 miles-per-hour or more that are moving in a counter-clockwise direction around a central vortex or "eye" it is classified as a hurricane.

One of the techniques employed by the Hurricane and Typhoon Hunters is known as "low-level penetration"—which means just that.

Approaching the storm area, the Hunters descend to a low altitude—sometimes as low as 500 feet—and at that dangerously low level they enter the turbulent area. Violently bouncing through this, they suddenly break out into an "opening" or relative calm,

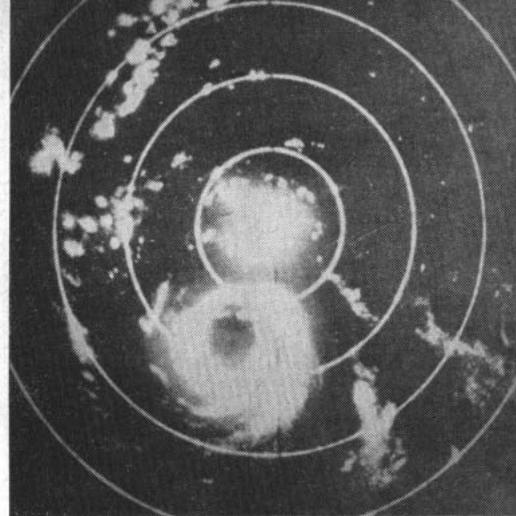
known as the "eye" of the hurricane.

Depending upon the severity of the storm, the size of the eye varies from two to five miles in diameter in a young storm and from 40 to 80 miles in diameter in a "bad" one. The violent winds of the hurricane roar around the eye in almost a "true circle."

It is here that the seasoned hunters compile their information. Although they have been sending back reports to the Navy ever since the storm was first sighted, the information they obtain by circling the eye tells them the storm's magnitude, characteristics and speed. To compile this data the Hunters use, in addition to standard aircraft instrumentation, a radio altimeter, a highly sensitive aneroid barometer, a psychrometer and a radar camera.

Credited with flying through "the roughest weather known to man," the Navy's "weather chasers" stay with the hurricane until another crew flies out to relieve them—and this may not be until they have taken a vigorous battering from the storm for 10 hours.

Meanwhile, on land, in the hurricane's possible path, weather-wise residents are methodically battening down their hatches. Today, there is no rush or panic. When a hurricane is headed toward the U. S. continent, there is usually ample time to get ready, thanks to the early warning of the Navy's Hurricane Hunters as well as the bulletins sent out by the Weather Bureau. In the Pacific, the warnings are especially appreciated by ships traveling in that huge and



RADARMAN'S view of hurricane is shown by photograph taken through radarscope while on hurricane hunt.

lonely ocean.

Planes, both military and private, are flown to safety farther inland from the coast or are put in hangars, awnings are taken down, shutters go up, and windows are taped to prevent shattering. Residents in coastal lowlands are moved inland, and poultry, livestock and harvested fruits are taken to sanctuary.

As this year's experience has shown, the casualty list written by hurricanes, once so great, has diminished markedly. Government agencies, realizing the toll taken by these destructive storms, have initiated steps to safeguard against them. In the past 25 years, the destruction in the United States has been reduced to less than three per cent of what it was in the late '30s. There are no

PHOTOGRAPHER needs help to hold position at port of a P2V in middle of raging hurricane. Photographs are taken to help weathermen study storm.





RADAR OPERATOR keeps constant check on storm. Electronic instruments help in tracking hurricane's course and reading its characteristics.

longer any "surprise attacks" by tropical hurricanes. Every hurricane that threatens the U. S. East Coast is shadowed like the potential killer that it is. From the time it is first recognized as a "threat" these tropical storms are watched by the Navy, Air Force and Weather Bureau with the combined "thoroughness" of the F. B. I. and Scotland Yard!

Unfortunately, these tropical hurricanes and typhoons haven't always been under such close observation. In September 1938, for example, a hurricane made an unannounced attack on the Atlantic coast from the Carolinas to Maine. Eleven hundred people were killed or injured and property damage was estimated at \$300,000,000. In 1900 a hurricane devastated Galveston, Texas, taking more than 6000 lives, and others have struck elsewhere usually, if not always, taking the populace by surprise and causing untold suffering that could have been prevented with

sufficient warning. In the Pacific the toll taken by typhoon visits has been even higher. Everyone remembers the typhoon in the last months of fighting in World War II which sank three destroyers—uss *Hull*, uss *Spence* and uss *Monaghan* (see *ALL HANDS*, March 1945, p. 8).

Since 1943 the Navy, Air Force and Weather Bureau have operated, from 1 June through 30 November, a Joint Hurricane Warning Center at Miami. This includes an emergency Sub-Center at Washington, D. C., and a Hurricane Reconnaissance Squadron at NAS Jacksonville, with an advance detachment at NS Roosevelt Roads, Puerto Rico. The Air Force also has a reconnaissance squadron at Kindley Field, Bermuda.

The Fleet Weather Central, Miami, advises Commander Eastern Sea Frontier, and other commands having need for such information, regarding all hurricanes in the Gulf of Mexico, the Caribbean area and the Atlantic.

TENSE MOMENTS are recorded by navigator computing flight data as flyers from Jacksonville Naval Air Station follow path of a tropical storm.



Except in emergency, no advisory warning or other statement concerning a new tropical storm is issued by an office of the Navy or Air Force without coordination with the Joint Center. Advisories, warnings and other information for the public distribution are issued only by the Weather Bureau.

Plotting the path of the hurricane is a complicated and somewhat "risky" job, for they have been known to head for land, suddenly turn around and make a half circle and blow out to sea, or sometimes they have even made a complete circle and then continued on their original course. Because of their "unpredictable nature," weathermen in recent years have named the hurricanes for women, "Alice, Barbara, Carol" etc. In addition they are "expensive and cause a lot of trouble."

Once a hurricane has been formed it is pulled along with the general currents of the atmosphere or with the trade winds—in the West Indies, its direction is usually westward. The movement of the hurricane may be compared with that of a whirlpool being carried downstream with the current of a river.

The first hurricane last fall of any consequence was "Carol." She swept up the Atlantic from the Caribbean with such violence that she left a wake of ruin wherever she traveled. One of the ships in her path was uss *Gilmore* (AS 16). Her experience is typical. *Gilmore* felt the full fury of "Carol" before she spent her wrath on New England. As soon as the ship received word from the Fleet Weather Central at Miami that Carol was headed her way, word was passed to "batten down hatches" and secure loose gear as *Gilmore* prepared to ride out the storm.

The first hour was gentle compared with the fury that came later. The ship was tossed around so that most crewmen below decks thought she had just run into "heavy seas" when Carol struck—but this was nothing compared to the pitch and roll that came later. By the time the worst part of the storm had passed over, most of the crew who were not on duty were in their bunks "taking a roller coaster ride" that made even some of the oldest salts seasick. Meals could not be served in the usual manner, so only steak sandwiches were available for those who felt like eating.

Damage control parties were on station throughout the storm, alert

for any possible break in the ship's watertight integrity as mountainous waves pounded against *Gilmore*.

At the height of the storm most of the storerooms were feeling the impact of Carol and the supplies hit the deck on each roll of the ship. Several life rafts were ripped off and swept to sea along with other gear that could not take the strong winds. Word was passed about every five minutes warning crewmen that they would not be allowed on the weather decks, as well as giving them a vivid description of Carol's wrath, and how much longer the hurricane was expected to be around.

Finally word was passed that the ship had gone through the worst part of the storm and would soon be out of it. But even so, *Gilmore* was still pitching and rolling so heavily that it was impossible to stand in one spot for very long. One of the crewmen, C. H. Webster Jr., ET3, USN, who had been through several hurricanes ashore said this was the worst he had ever seen. Another crewman, M. H. Chapman, TM2, USN, said it looked as though *Gilmore* "was plowing through water as high as the Rocky Mountains!"

When it was determined that Carol was headed for New England, the Weather Bureau immediately sent out word that "all precautions should be taken." However, it was then in the middle of the night and too late to get the news in the evening papers or on many of the radio networks that had signed off for the night. As a result, Carol's visit to New England was a surprise to many residents and she inflicted extensive damage. However, when "Edna" came along it was a different story. When the warnings went out during the week that Edna was getting ready to make a trip that might take her to the East Coast, the press and Weather Bureau officials were determined that the public would not be caught unaware again.

"Florence" and "Gilda," who were born after Edna, never amounted to much, but big sister "Hazel" who came next, really took the U. S. by storm. Although she left a path of destruction across the eastern seaboard, thanks to the U. S. Navy Hurricane Hunters and prompt action by the Air Force and the Weather Bureau the whole East Coast was ready for Hazel when she blew into town and her destruction was not one-tenth of what it might have been.

Even so, Hazel has been termed



HURRICANE HUNTERS can't stop the high winds that destroy buildings and property but their warnings radioed ahead allow evacuation to save lives.

one of the worst continental storms of the century. Born in hurricane breeding grounds of the Caribbean, Hazel buzz-sawed across the island of Haiti killing more than 100 persons. The aircraft carrier *uss Saipan* (CVL 48) rushed immediate aid to Port-au-Prince, Haiti, where helicopters from the carrier evacuated children from a flooded orphanage, and medical supplies and food were provided to the storm-wrecked country.

At Norfolk, where Hazel's winds reached speeds of 75 miles per hour, light damage was reported at several Navy temporary installations. Eighty large ships put to sea as the storm approached and rode out the blow unharmed.

While the damage done by Hazel was extensive and residents along the East Coast agree that she was "no lady," things could have been much worse had proper precautions and

preparations not been made. Realizing the full value of advance warnings on hurricanes, the U. S. Navy, Air Force and Weather Bureau are continuing in their efforts to find new means of tracking hurricanes and of improving on the present methods of tracking storms by reconnaissance aircraft and radar.

But whether new aids or improved methods are ready for next season's twin killer storms, the U. S. Navy's Hurricane and Typhoon Hunters will continue to perform the rugged but necessary job of keeping tab on these tropical "femme fatales," and they'll maintain a constant "weather eye" on the Carols, Ednas and Hazels that come out of the ocean.

There is little chance of surprise visits from the storm "Sisters" because their movements are watched by the U. S. Navy, Air Force and Weather Bureau. —Ted Sammon

NAVY RECONNAISSANCE PILOTS at Jacksonville, Fla., check charts to find an intercept point before manning their planes for flight into eye of storm.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE NEW AIR FORCE ACADEMY being built at Colorado Springs, Colorado, will begin operations next summer at temporary quarters until the permanent location is ready.

The first 300 cadets (Class of '59) will begin studies in temporary quarters at Lowry AFB, Denver, in July. These quarters will serve until the academy is constructed.

More than 580 towns were suggested as the "home" of the new academy. Of these, 67 were checked first-hand by the Air Force site selection team before the 15,000-acre permanent site at Colorado Springs was selected.

Costing 126-million dollars, the new Air Academy will serve the same purpose for the Air Force as Annapolis and West Point do for the Navy and Army. At present certain quotas of midshipmen and cadets from the other two academies enter the Air Force each year. As at the other service academies, cadets at the Air Force Academy will be nominated mainly by their Congressmen.

The Air Force has already outlined a four-year curriculum consisting of humanities, sciences, and airmanship, including drill as well as flight. In addition to the schools and barracks the academy will feature an airfield and a stadium for football.

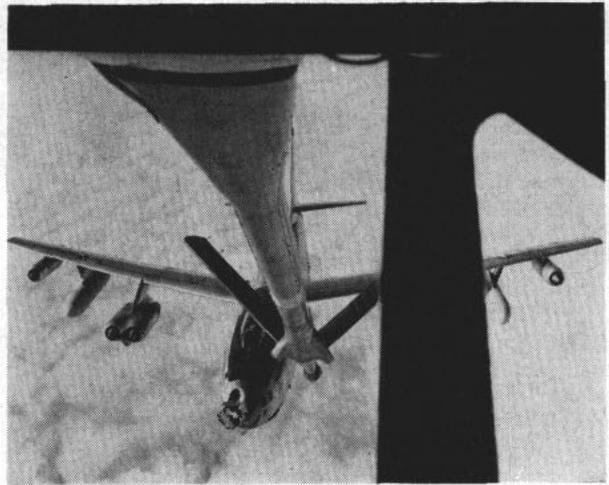
★ ★ ★

ARMY DIVERS—The Army, like the Navy, has underwater men—divers doing repair and salvage work on the ocean's bottom.

Both the Transportation Corps and the Corps of Engineers have a crew of divers, trained at an Army diving school at Fort Eustis, Va., who have been hard at work ever since World War II.



ARMY DIVER surfaces from the waters of Inchon Harbor, Korea, after exploring harbor's underwater conditions.



STEADY HANDS operate telescopic fueling boom of KC-97 tanker plane as Stratojet moves in to gas up.

Their prime missions are cleaning out harbors, repairing moorings and doing salvage work. Typical of their jobs is the one done by Army divers at Inchon, Korea. They constructed underwater railroads for beaching various landing craft, set up permanent moorings for ships and repaired the locks of the Inchon tidal basin.

Earlier, Army divers in Yokohama, Japan, had done a clean-up job, checking on the various pilings in the harbor and clearing all underwater obstructions to make the harbor safe for shipping.

When the Army first went into the diving business they trained their divers at Navy schools, but later opened up their own school at Fort Eustis. At the school the students get training in both shallow and deep water diving along with salvage instruction.

The Navy has occasionally called in the Army divers for assistance as they did in the clearing of the harbor at Pearl Harbor. There the Army brought in a hopper-dredge and with divers leading the way cleaned up the bottom of the harbor.

★ ★ ★

SKELETON JET FIGHTER detachments of selected Air National Guard units have been placed on active duty in a ready alert status to supplement regular Air Force units in the air defense of the U. S.

Personnel for the Air Guard Alert program will all be volunteers. The pilots will serve on active duty for varying periods up to approximately two months; technicians will be Guard members employed as civilians.

The detachments will maintain a 14-hour daylight alert, seven days a week, 52 weeks a year. All-weather interceptors of the Air Defense Command will continue on a ready alert 24 hours a day as before.

Nine different squadrons from eight states are participating in the program and each will provide two jet aircraft, five pilots and 10 air technicians at each of the selected locations.

Assignment will be rotated throughout the unit or units in an area to obtain maximum training benefits for all tactical personnel.

A SECTIONALIZED, SELF-PROPELLED 50-foot plastic barge, designed for use in shallow inland waters, has been announced by the Army. The new craft weighs 10.2 tons and can transport five tons of dry cargo with a draft of only 21 inches. In deeper water its 10-by-20-foot hold has a maximum capacity of 10 tons.

Intended for easy, rapid transportation, the new craft is so designed that it can be shipped in sections, either by air, rail or truck, and assembled in the water without special skill or equipment.

The 15 sections have a "sandwich" construction, with a central core of honeycombed cotton duck impregnated with phenolic resin plastic. Protecting the core on either side are layers of woven fiberglass laminated with a new polyester resin.

★ ★ ★

ARMY HAS CONSOLIDATED its Quartermaster Corps research laboratories into a new \$11,000,000-Quartermaster Research and Development Center at Natick, Mass.

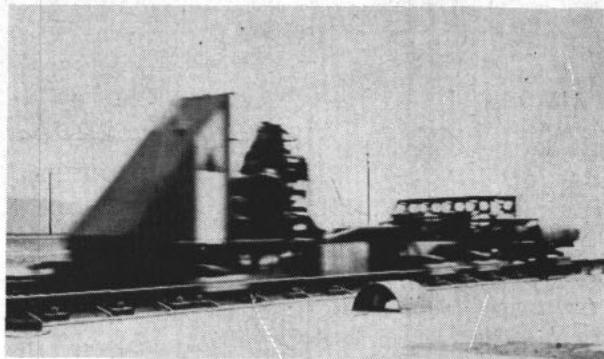
Located on Lake Cochituate, about 15 miles west of Boston, the Quartermaster scientific center features a Climatic Research Building that eventually will house climatic chambers in which simulated weather conditions may be produced ranging from 70 degrees below zero to 168 degrees above. It will also be able to simulate tropical cloudbursts and Arctic snowstorms with winds up to 40 miles an hour. This building will permit the Army scientists to study human physical reaction and evaluate experimental military equipment under practically all climatic conditions.

Other laboratories at the center will be equipped to study fabrics, leathers, metals, plastics, chemicals and other materials and processes involved in fashioning the more than 70,000 items of QM supply. The facilities of the Center are designed to perform both basic scientific research and the practical testing of everything from footwear to bakery equipment and from insecticides to tent material.

Situated on a 100-acre site, the center includes 10 reinforced-concrete buildings. When in full operation the laboratories will use more than 8,000,000 gallons of water daily—this water will be drawn from Lake Cochituate and returned uncontaminated.



OBSTACLE COURSE for Army clothing is used by QM Corps at Fort Lee, Va., to determine its durability.



ROCKET SLED starts on fastest ride that man has taken on ground, 421 miles per hour. Rider is behind shield.

AN AIR FORCE OFFICER has taken the fastest ride on the ground ever accomplished by man.

Lieutenant Colonel John P. Stapp, Chief of the Aero-Medical Field Laboratory at Holloman Air Force Base, New Mexico, was the passenger in a rocket sled which reached a speed of 421 mph. The ride was part of tests being conducted to determine effects on flyers bailing out at high altitudes and supersonic speeds.

The sled was powered by six 4500-pound thrust rockets and was mounted on heavy steel tracks seven feet apart. A special braking system had to be rigged up to slow it down after the maximum speed had been reached.

Between the rails is a trough 18 inches deep in which water can be run. At the desired breaking point in the 3500-foot track, small dams hold the water at two levels. Metal devices under the sled scoop up the water, funneling it through vents to provide a measureable braking force.

On his record-breaking run Colonel Stapp was subjected to a braking force of 22 "G's" which means his body assumed a weight of 3960 pounds.

It is anticipated that eventually tests will carry volunteers up to 800 mph. in the sled, the equivalent of 1800 mph. at 40,000 feet.

★ ★ ★

THE FIRST MILITARY TRANSPORT to be designed for turbo-props, YC-130, began initial tests at Edwards Air Force Base after successful completion of taxi tests. The transport was flown to the Air Force base from Burbank, Calif., on its maiden flight.

The YC-130 was revealed as having a high, wide-spread wing; a low-to-the-ground fuselage; an upswept, very high tail which permits loading at truck-bed heights from the rear; and sleek nacelles housing four turbo-prop engines.

The four-engine freighter, which can also be converted into a hospital plane, can carry a bulldozer, a tank, a tractor-trailer, or other items weighing 12 to 20 tons. The YC-130 has huge turbo-electric three-bladed propellers and each of the engines can produce 3750 horsepower.

The new airplane is pressurized for most efficient operation at altitudes far above those commonly flown by transports today. It has an over-all length of 95 feet, wing span of 132 feet, and height of 38 feet.

LETTERS TO THE EDITOR

From 0000 to 2400

SIR: We have a difference of opinion on the use of the terms "2400" and "0000," when showing the time.

One opinion is that there is no 2400 because radiomen never use it; the other is that there are both 2400 and 0000 and that they are the same thing, except that one is used to indicate the end of one day, while the other indicates the beginning of the next day.

Would you please clarify this for us?
—C. D. C., RM3, USN.

• Both 2400 and 0000 are correct, but their use depends upon the situation.

For communication purposes you should refer to Article 315b.(2) of ACP121(B). This reference states that 2400 should be avoided where practicable and that 0000 should be used only to indicate a fraction of a minute past 2400. This article directs the use of 2359 or 0001 instead.

Accordingly, it is believed that a date-time-group could contain 2400 in only one case, and that is at midnight of the earliest day when the second hand of the clock is on 12 (Example: 162400). Anytime between 162400 and 170001 could then be written as 170000. Also, the date-time-group containing 0000 is rarely seen, and the one containing 2400 is almost never seen.

For another situation see the instructions on page 4 of the "Deck Log Book" (NavPers 130) and read Article B-3301(11) of the "Bureau of Naval Personnel Manual." These sources specify that for log purposes you begin each day with 0000 and end it with 2400.

The final answer, of course, is that what you write depends upon where you work. It is not a case of right or wrong, but one of accuracy for a particular situation or purpose.—Ed.

Transfer from QM to ET

SIR: Some time ago I submitted an application to change my rate from QM to ET and I received a card from BuPers acknowledging receipt of my request. However, that was at least four months ago and I haven't heard anything more. Can you tell me what might be causing the delay?—R. J. H., QM1, USN.

• The reason for the time lapse is the large number of requests on hand from the QM rating. So keep a steady course old man, you will probably be

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.

selected for the March 1955 ET class at Great Lakes, Ill. Eligible personnel who have submitted a request for this program will either receive a set of orders or notification that they have been placed on the waiting list with the approximate date they will be ordered.—Ed.

Change in Sea Duty Time for SDEL

SIR: Our ship recently received BuPers Inst. 1306.20B, concerning the new sea/shore rotation plan. This instruction changed the sea duty requirement for personnel in my rate. I have previously submitted my request and my name was placed on the SDEL. My question is this: Does this new instruction pertain to me, although I already had my name on the SDEL?—A. J. B., RM1, USN.

• The new sea duty requirement will not affect your status on the Shore Duty Eligibility List. Reason for this is that your request was submitted prior to the publication date of BuPers Inst. 1306.20B.—Ed.



FOURTH BATTLE Efficiency 'E' for USS Furse is hung by F. W. Walker, BT1, representing crew members.

Re-up Bonus Not Retroactive

SIR: When a man's normal discharge date was 16 Jul 1954 or later (the date on which the new bonus became effective), but the man was released two months early under the provisions of BuPers Inst. 1910.5B and immediately reenlisted, would it still be possible for him to draw the new reenlistment bonus?

It seems to me that he should be eligible for the bonus, inasmuch as he had no choice in the matter of early release.—H. M. Y., YN2, USN.

• The reenlistment bonus as enacted did not provide for the payment of the new bonus to persons who were discharged and reenlisted prior to 16 Jul 1954.

However, on 13 Jul 1954, prior to enactment of the legislation, the Secretary of the Navy promulgated to all duty stations information in regard to this legislation. It was pointed out that the pending bill would not provide a retroactive feature and that persons who reenlisted prior to enactment of the law would not be eligible for the increased bonus. All personnel eligible for early discharge were accordingly given the opportunity to take advantage of the pending legislation by delaying their discharge, if they so desired, up to but not later than the normal expiration of their enlistment.

Such information could not be promulgated prior to 13 Jul 1954, because approval of the bonus bill did not appear to be a certainty until that date.—Ed.

Time Required for WO to Advance

SIR: According to the Warrant Officers' Act of 1954 a warrant officer must serve six years in each grade before he becomes eligible for promotion to the next. However, during the period from about 1950 to the middle of 1951, the promotion of all warrants was frozen by a Secretary of Defense directive. This resulted in many W2s serving between seven and seven-and-a-half years before being advanced to W3. Does the new Act permit a warrant officer to be promoted to the W4 grade 12 years after his first appointment to W2 even though the 12 years were not equally divided six years in W2 and six years in W3?—W. G. H., CHGUN, USN.

• It does. Commissioned Warrant Officers will be eligible for advancement to pay grade W-4 twelve years after their first appointment to pay grade W-2.—Ed.

Scratch That Panther!

SIR: I refer to the picture on page 30 of the August issue of ALL HANDS. If there's a Panther in that picture my name isn't Hailstone and I'm not in the USN. Those are Cougars. Are you sure that's the USS Midway? — J. H., QM3, USN.

• Your name is J. Hailstone. You are in the U. S. Navy. They are Cougars. It is the USS Midway—Ed.

Passed Over for Promotion

SIR: I am a lieutenant commander, USN. My present permanent date of rank is 3 Oct 1945. I would appreciate an answer to the following questions: (1) I was passed over for commander in 1953 and again this year. How long will I be retained on active duty? (2) Is there any chance of my being selected for commander in the future? If so, will it change my status as to how long I will be retained on active duty?—W. B. T., LCDR, USN.

• (1) Under the Officer Personnel Act of 7 Aug 1947, a lieutenant commander who has failed of selection before two statutory selection boards must be retired on 30 June of the fiscal year in which he has completed 20 years of total commissioned service. (2) During the period between your second failure of selection and the date on which you complete 20 years of total commissioned service, you will continue to be considered for promotion provided you are not otherwise rendered ineligible. If you are selected you may continue your naval career.—Ed.

Guns For Ballast

SIR: Could you clear up a little argument that a shipmate and I have been having? It is the question of which hospital ship carries a 16-inch gun in her hold for ballast. I say it was USS Consolation, and he thinks it was USS Relief. —P.W.B., HN, USN.

• Before we looked it up, we asked around and got several different answers. Some said it was a 14-incher, and in the shaft alley of two other ships. But, of course, none could prove that they had the straight facts. Here's the answer, as it appeared some years ago in ALL HANDS.

The story is an old one. There was supposedly an 18-incher in USS Relief. Someone thought the account started out on the China Station back in '33.

Our research went back into the 1920s. A BuOrd expert said there had actually been an 18-incher built. Only one though. The holds of Relief were searched, so we were told, and no such thing was found.

Finally, a former QM1 wrote in to say that he had been on board Relief from the beginning, and she did not have that big barrel as ballast, but had pig-iron and concrete. The reason for the extra ballast, we understand, is that



PANTHERJETS are lined up close to the edge on flight deck of USS Kearsarge (CVA 33). Photo was taken from atop cargo crane in port.

there had been space set aside for an experiment on a gyro-stabilizer, which hadn't proved to be practical.

It's a good story, but all the research adds up to the fact that it probably is fictitious. However, strange things happen in this Navy of ours. Someone may come up with the information that a 14- or 16- or 18-inch gun barrel had been placed in the hold of some auxiliary ship. We rather think, however, that this is one of those stories that start up when a ship is on a long cruise.—Ed.

Reservist Wants to Ship Over

SIR: My present status is that of a Reservist on active duty, but I would like to ship into the Regular Navy. I previously served six years in the Regulars, between August 1941 and July 1947. I was advanced to EM1 in November 1945 and held that rate until discharged.

From July 1947 to date I have been a member of the Reserve, with my present active duty beginning in February 1954 at my own request. I also rate the maximum advancement credits for service and awards.

Now here are my questions:

1. Can I ship into the Regular Navy rate-for-rate without taking a substantiating examination?

2. If I shift from EMP1 to EM1, either by authorization from the Bureau or by taking a substantiating exam, will I be eligible to take the EMC exam in Feb 1955?

3. What are the possibilities of changing my rate from EMP1 to ET1 and then shipping into the Regular Navy?

4. Is it possible for a Reservist on active duty to extend his enlistment to comply with "obligated time" requirements for schooling?—P. M. C., EMP1, USNR.

• 1. The practice of conducting substantiating examinations for Naval Reserve personnel was discontinued with

the August 1954 servicewide examinations. BuPers Inst. 1130.4A contains instructions whereby certain critical rates may request authority to reenlist in the Regular Navy in equal pay grades. EM1 is one of the critical rates listed in this instruction. Consult your personnel officer for details.

2. A review of your service record indicates that you do not meet the service in pay grade requirements (computed in accordance with BuPers Inst. 1414.2) for taking the February 1955 EMC exams.

3. If you desire a change of rate from EMP1 to ET1, it is suggested that you consult BuPers Inst. 1440.5 for more complete information.

4. Your last question may be answered as: BuPers Inst. 1910.5B contains instructions whereby Reserve personnel on active duty may request retention for periods of 12, 24 or 36 months. You should consult your personnel officer for details.—Ed.

Dependent's Travel for TAD?

SIR: My men and I have been assigned to a vessel on temporary additional duty orders for a period of eight months. Is it possible to obtain dependents' travel due to the extended TAD period?—J. E. S., LTJG, USNR.

• According to Paragraph 7007 of the "Joint Travel Regulations," transportation of dependents is authorized when the period of temporary duty is contemplated to be for a duration of twenty weeks or more, if the orders do not provide for return to the permanent duty station. If your orders specify either the length of TAD or return to your permanent station, then you are not entitled to dependents' travel allowances.—Ed.

Advancement to Chief

SIR: Since no exams for ADC will be given in February 1955, I have been wondering if the grades on the tests taken in February 1954 will be changed to correspond with the new multiple system which has been put into effect. Then if more ADCs were promoted from the last exams it would be in line with the new multiple system. In my case it would help as it would mean I would get 43 more points, possibly bringing me close to the top of the list.—J. J. S., AD1, USN.

• Any additional advancements to ADCA, prior to February 1956, will be selected from the waiting list established as a result of the February 1954 exam. Those scores will not be adjusted to the new multiple system but will remain as computed.—Ed.

Fuel and Water Report

SIR: There is a difference of opinion on our ship as to when a fuel and water report made out as of 1200 should be entered in the rough deck log. I say it should be logged as of the day it is made out and the chief says it goes in the previous day's log. Can you set us straight?—C. O. R., QM1, USN.

• A fuel and water report should not be entered in the log unless it is an accurate account of the fuel and water for the period ending at 2400 the previous day. Such a report made out as of 1200 would be entered in the log for the previous day.

Directions for keeping the ship's log appear in the rough deck log form NavPers-130 (Revised 11-51). Item 37 under synopsis of entries to be made

in the log states that the quantity of water and fuel on hand, reported in the columns, will be as of midnight closing the day.

Incidentally, this holds true for the new rough deck log (see page 45) except for consumption for water, which will not be accounted for in columnar data ("Weather Observation Sheet").
—Ed.

CO and Acting CO

SIR: Article 1378, U.S. Navy Regulations, 1948, states the following: "Should an officer in command be detached without relief, he shall be succeeded in command by that officer who, in accordance with these regulations, would succeed to command in case of the incapacity, death, or absence of the officer in command."

Does the officer who succeeds to command assume the duties as "commanding officer" or as "acting commanding officer?"—R. S. C., YN1, USN.

• In the particular instance of an officer in command being detached without relief, the officer who succeeds to command assumes the duties of, and is in fact, the Commanding Officer. In accordance with Article 1373, "U.S. Navy Regulations," he remains in the capacity of commanding officer until relieved by competent authority.

In practice, an acting commanding officer is found only when the commanding officer is temporarily away from his command for a period such as leave or while on other official duties. An officer in command detached without relief does not fit into that category.—Ed.

Retainer Pay and Retired Pay

SIR: Since we have been unable to get authoritative answers from anyone aboard, we're depending upon you for answers to the following questions:

1. What does retainer pay amount to when one has completed 20 years' active duty before transferring to the Fleet Reserve?

2. Is there any increase in retired pay over retainer pay after one has completed 20 years' active service and 10 years in the Fleet Reserve?

3. If one takes a straight retirement at the end of 20 years, what is the amount of retirement pay?

It is our understanding that one has a choice of straight retirement or retainer pay, and if one completed 20 years of active duty, then drew half pay as retainer for 10 years, at the end of that time his pension would be increased to two-thirds of his basic pay. Is this correct?—W. A. S., RMC, USN.

• 1. Once you have completed 19 years and six months of active federal service, your retainer pay is computed in this way: multiply two and one-half per cent of your basic pay by the total number of years of active service. A fractional year of six months or more is counted as a full year in computing active service for transfer purposes. That will add up to fifty per cent of your basic pay.

2. & 3. Inactive Fleet Reserve time cannot be used for any purpose in computing either retainer or retired pay. If you performed no active service between the date of your transfer to the Fleet Reserve and the date of retirement for 30 years' service, then your retired pay would be in the same amount as your retainer pay. As stated above, an enlisted member transferred to the Fleet Reserve after "19 and 6" is entitled to retainer pay computed as fifty per cent of the basic pay of the rate he held at time of transfer. There is no provision of law which will permit an enlisted member of the Regular Navy to retire with less than 30 years' service.—Ed.

Waiving Shorthand Requirements

SIR: In the 1954 examinations for CPO, BuPers waived the shorthand exam for men going up for YNC. It was also waived for the other pay grades in the August 1954 exams. Now to the point—do you have any information on whether shorthand requirements for the February 1955 exams will be waived for YNC?—D. A. H., YN1, USN.

• You can breathe easy. BuPers Notice 1418, paragraph 5c, dated 3 Sep 1954 waived shorthand for the YN rate. However, those men going up for YNS (an emergency service rating) will still have to take the stenographic test.—Ed.



USS LOS ANGELES (CA 135) enters port while the crew members line the rail. Home port for the heavy cruiser is San Pedro, California.

Duty Days and Leave Days

SIR: A question has arisen concerning the computation of leave. Varied interpretations of Articles C-6313 and C-6316 of *BuPers Manual* form the basis of the problem:

A man leaves a station outside the continental U. S. on leave that is to begin upon arrival in the U. S. He arrives at an airfield in Massachusetts at 2100, 7 December. He departs on leave at 2115, 7 December. He returns to the Receiving Station at Brooklyn for transportation to return overseas at 1910, 15 December.

Is the leave to be charged as 8 December (eight days) or from 7 through 14 December (eight days)? I realize that the total in both cases is eight days, but which is correct?—J. R. M., PNI, USN.

• *The first version is correct. The 7th day of December is a day of duty. The 15th day of December is a day of leave in this case because the man reported after 0900. Therefore the member must be charged eight days leave (8 through 15 December).—Ed.*

Flag Officer's Personal Flag

SIR: When a flag officer departs from his assigned flagship on 15 days of authorized leave, without temporarily turning his command over to another officer, should his personal flag be hauled down upon his departure and replaced with the commission pennant?

I am of the opinion that when such an officer goes on leave he normally would turn his command over to the officer next senior to him, in which case that officer's personal flag or the command pennant would be displayed and the admiral's flag would come down. I contend also that unless the admiral actually turns his command over to another officer his flag is flown even while he is on leave, as an outward sign that someone is in charge of the activity.

How is anyone to tell just who is in charge if the admiral's flag comes down even though he retains command?—D. C. G., QMC, USN.

• *The personal flag of a flag officer is his alone and cannot be used by another officer. When such an officer departs on leave (over 72 hours) his personal flag should normally be hauled down.*

The administration command may remain in the ship, however, with responsibility devolving upon the Chief of Staff or the next senior line officer eligible for command. Articles 2170 and 2175, "U. S. Navy Regulations," apply in this case.

Article 2175 makes an exception in a foreign port when the flag officer is absent from his command for a period of over 72 hours. In such ports a flag

How Many Stars Does 'Admiral of the Navy' Rate?

SIR: On page 23 of the Sep 1954 *ALL HANDS* you printed a letter and editorial comment on George Dewey, Admiral of the Navy, USN.

I believe you are incorrect in stating that the highest rank held in the Navy is that of the five-star Fleet Admiral. Although he had only four stars, Dewey was not a "four star admiral" as we understand the term today. His epaulet insignia was four stars, with two of them surcharged on anchors. His cuff insignia was two broad stripes separated by a narrower one, about one inch wide.

Insignia change over the years, so a comparison cannot be drawn too closely. However, I believe that *U.S. Navy Regulations, 1951*, indicate that Admiral of the Navy was a grade equivalent to General of the Armies, which was held only by "Black Jack" Pershing, and that both of these ranks were higher than the present five-star ranks of Fleet Admiral and General of the Army.

My belief is based primarily on Article 2139 of *Navy Regs*, which prescribes a 19-gun salute and full dress uniforms for the arrival and departure of an Admiral of the Navy and a General of the Armies, while a Fleet Admiral or a General of the Army rates only a 17-gun salute.

—P. R. R., LCDR, USN.

SIR: The editorial comment on Admiral Dewey in your September issue states that the highest rank held in the history of the Navy is that of the five-

star Fleet Admiral. This is in direct contradiction to an article on page 52 of the December 1950 *ALL HANDS*, which states the following:

"The highest rank ever bestowed on an officer of the U.S. Navy was that of 'Admiral of the Navy.' On 2 Mar 1899 George Dewey was appointed to this 'six star' rank. It expired upon his death."
—H. V. C., AMC, USN.

• *"Admiral of the Navy" and "General of the Armies" (note plural) were honorary offices which no longer exist. The two titles were especially created for Admiral Dewey and General Pershing, and both offices were abolished upon their respective deaths. Each of these men were of an equal rank, and each outranked all other flag officers of their respective services, so it is easy to see that Dewey was not a "four star admiral" as we understand the term today.*

Many readers have misinterpreted the term "six star" rank (we put it in quotes) as used in ALL HANDS' December 1950 story on Navy ranks and titles. We were well aware that Dewey actually had only four stars, but were attempting to point out that—in terms of present-day grades—he would have needed six stars in order to outrank present Fleet Admirals.

It should be noted, however, that the law passed by Congress in 1944, establishing the ranks of Fleet Admiral and General of the Army, states that there is no higher rank in the respective services, and "Navy Regulations" are in the process of revision on this point.—Ed.

officer's flag is flown until the ship leaves port. At that time the personal flag is hauled down and is not hoisted again until flag officer returns.—Ed.

Ships in Inactive Status

SIR: My ship was in the yard for a couple of months before we got underway for Beaumont, Tex., for decommissioning.

After two weeks at Beaumont we were towed, in "cold iron" status, to Orange, Tex., to complete "Phase B" of decommissioning, with the actual decommissioning expected to take place about three months from now.

Our commission pennant is still flying and we still have our commanding officer, but our sea pay was stopped seven days before we left the yard for Beaumont.

My question is this: Are the crew members entitled to sea pay as long as the ship is in commission and, if not, on what date should sea pay actually stop?—J. F. H., DCFN, USN.

• *We know how you feel about losing all that sea pay, but it looks as if you're just going to take it a little easier on future liberties—for a while at least.*

"Navy Comptroller Manual" (Paragraph 044060.2.b., Vol IV) states in part that "... no enlisted member will be considered to be on sea duty for special purposes (such as sea pay) ... while on duty on a vessel which is in an inactive status except for periods of eight days or more in each case while such vessel is actually operating outside of inland waters."

Your ship was placed in an inactive status ("in commission, in reserve") on the date your sea pay was correctly stopped—and the ship has not operated at sea for eight or more consecutive days since that date.

"In commission, in reserve" is defined as an inactive status by Article 2002, "U. S. Navy Regulations" 1948.—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 Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Barton* (DD 722)—The sixth reunion is scheduled for May, in Washington, D. C. For further details contact F. M. Shore, Jr., 9915 Dickens Ave., Bethesda 14, Md.

• *uss Yorktown* (CVA 10)—The eighth annual reunion will be held in New York City on 3, 4, 5 June. Contact George M. Bernard, 60 East 42nd St., New York 17, N. Y.

• *uss Bennett* (DD 473)—A reunion for men who served in this vessel during World War II is being planned, with time and place to be designated by mutual consent. Contact L. J. Ves-covich, 2581 East Huntington St., Philadelphia 25, Pa.

• *uss Tabora* (AKA 45)—It is proposed to have a reunion of the men who served in this ship, with time and place

to be designated by mutual consent. Contact William J. Adley, 2030 Terrace Drive, R.D. #1, Langhorne, Pa.

• *uss LCI (Mortar) 673*—It is proposed to have a reunion of the men who served on board, with time and place still to be decided. Those interested may contact John H. Norton, 1559 Post Road, Fairfield, Conn.

• *uss PC 1599*—Personnel who served in this ship—formerly *uss Exploit* (AM 95)—who are interested in a reunion in May or June should contact Joseph Yenosky, 13 Jacques St., Schuylkill Haven, Pa.

• *78th Seabees*—A reunion is being planned for New York City sometime in May. Interested personnel may contact Edwin R. Bush, 60 Longview Ave., White Plains, N. Y.

• *Squadron VC-83*—All personnel of *Squadron VG-83* who are interested in holding a reunion sometime in August or September, at a place and date to be determined by mutual consent, may write to E. A. Parker, P.O. Box 2112, Corpus Christi, Texas.

Aircraft Warning Lights

SIR: Would you please give the naval source which contains authority for vessels to turn on aircraft warning lights while at anchor or moored?—R. J., QMC, USN.

• The authority you seek is contained in Tactical Publications, which are classified. The Operations Officer on your staff could give you the information contained therein.

Also, SOPA Instructions in many localities contain this data.—Ed.

Clothing Allowance On Reverting?

SIR: On 1 Jun 1954 I reverted from a temporary rank of chief warrant officer to my permanent rate of ADC. Am I entitled to a clothing allowance for this change in status?

I received an allowance when promoted to CPO and again when I made warrant. However, to date, the cost of getting my uniforms revamped to CPO style has come out of my own pocket.—A.S., ADC, USN.

• There is no provision for a cash clothing allowance to temporary officers reverting to their permanent enlisted status in pay grade E-7.—Ed.

Kicking the (Boat) Gong Around

SIR: A number of the officers on board have been in doubt as to the correct or accepted hours of the day during which the boat gong is used to inform the crew of the arrival, departure or passing of commanding officers, commanders, etc. If regulations

exist regarding this question, could you give us a reference?—L. H. H., ENS, USN.

• The use of boat gongs is best explained in the "Watch Officers Guide," page 72 and 218 (1953 Edition). It should be noted, however, that gongs when used in this way are not honors but are merely for the convenience of those concerned on board ship. No hours are specified for their use. Therefore, it would be a question for the command to decide. Actually, there would be no need to sound "gongs," if those who need to know are "standing by" regardless of the hour of day.—Ed.

Commendation Metal Pendant

SIR: In 1945 I was awarded a letter of commendation with ribbon. I understand there is a metal pendant that goes with it and I would like to have it. Can you tell me how I go about obtaining one?—D. W. J., ELEC, USN.

• Application for a Commendation Metal Pendant should be made to the Chief of Naval Personnel (Attn: Pers B4b), Washington 25, D.C. If possible a copy of the letter of commendation should be enclosed with your request.—Ed.



Commendation Ribbon with Metal Pendant

Sea Pay, Commuted Rations, Travel

SIR: I would appreciate answers to several questions concerning pay and allowances for men stationed in *uss Repose*, which is in the first phase of decommissioning.

We are told that the ship's current status disqualifies us for sea pay, despite the fact that *Repose* is in a seaworthy condition (she spent some six hours outside the three mile limit one day last month). The ship is also expected to move from Long Beach to San Francisco at the end of this month. In view of that, are we still ineligible for sea pay? And if so, may the married personnel receive commuted rations?

I also would like answers to the following questions on travel reimbursement. I was married at my last duty station, during which time I held the rate of HM3. My advancement to HM2 was effected after my transfer to the present duty station. I then moved my wife to this area. However, I am told that I cannot receive reimbursement for her travel because my duty station has not changed since my advancement.

It is my understanding that the same reason will prevent me from receiving transportation for my wife and household goods when I report to the local receiving station for discharge in the near future. Is that correct?—P. R. W., HM2, USN.

• Paragraph 044060, Volume IV, "Navy Comptroller Manual," states that enlisted personnel attached to a ship which is in an inactive status are not entitled to receive special pay for sea duty, except in each case when the ship actually operates eight days or more outside inland waters. You do not rate sea pay because the current status of *uss Repose* (AH 16) is "in commission, in reserve," an inactive status.

Commanding officers of vessels have no authority for the payment of commuted rations; commuted rations will be paid to enlisted personnel authorized to mess separately by commanding officers of the following activities:

1. Shore Activities
2. Receiving Stations
3. Ship-based units while actually based ashore where a general mess is operated.

Paragraph A-4404, "BuPers Manual," provides that when personnel of ship-based units are subsisted from a general mess on shore not under the administration of their commanding officer, requests for commutation of rations will be addressed via their commanding officer to the shore activity charged with economical administration of the mess.

What it really boils down to is this: you may not be authorized to receive commuted rations until the general mess

of Repose is discontinued and the enlisted personnel of the ship are receiving subsistence at a shoreside general mess.

Now for your questions on transportation. Inasmuch as you did not have your second class rate on the effective date of your orders to duty at your present station, you were not entitled to dependent transportation to that station unless you had completed seven or more years of service on the effective date of the transfer orders.

If you are still second class at the time of your discharge and your dependents are located at your permanent duty station, they will be entitled to travel reimbursement from that station to your home on last enlistment, or to the place from which you were ordered to duty on last enlistment.

"Joint Travel Regulations" provide that upon discharge, you are entitled to shipment of household goods from the last or any previous permanent duty station (or place of storage in connection therewith) to your home or to the place you were actually located at the time of entry into the service. The regulations also provide that shipment may be made to some other place, provided the cost is limited to what it would be for shipment from the last duty station to the home of record.

Accordingly, you will be entitled to shipment of your household goods, within the weight allowance prescribed for your rate, from Long Beach, Calif., (the home yard of Repose) to your home or the place you were located at the time of entry into the service, whichever affords the greater advantage.—ED.

Exams for OCS Candidates

SIR: I recently completed the examination for Officer Candidate School and would like to know what grade I

made on the exam. Can you tell me how I can find out whether or not I passed?—J. J. L., QM1, USN.

• The Officer Selection Test is not intended to measure an applicant's specific qualifications but is used as an aid in finding out what his abilities might be.

There is no "passing" or "failing" score for the test. However, a score based on a percentile is used to determine the applicant's academic achievement or level of aptitude of the sort that is known to predict officer success. This information is for the use of the Selection Board in determining, along with the other essential qualifications of the applicant, the men best qualified to be selected for appointment to commissioned status in the Regular Navy. The raw score made by the applicant is not used by the selection board for purposes of selection and the percentile score which is used is not made available.—ED.

Plank Owner

SIR: Enclosed you will find a copy of the "Plank Owner" certificate for USS Bulwark (AM 425). I think it is worthy of note as it was drawn by one of our crew members. Donald S. Churchill, QMSN, is the "artist" who drew the certificate, a plank owner himself. Bulwark is a wooden mine sweeper that was commissioned at Norfolk Naval Shipyard in November 1953.—E. F. M., ENS, USNR.

• Thanks for your interest in forwarding a copy of Bulwark's certificate. Please present our compliments to Churchill and assure him that his masterpiece is worthy of inclusion in the collection of unofficial certificates presented in Nov 1952 issue.—Ed.



'PLANK OWNER' certificate for USS Bulwark (AM 425). She was commissioned at Norfolk in November 1953.

Church Pennant at Half-Mast

SIR: As you know, the church pennant is displayed above the national ensign during divine services aboard Navy ships at sea. During mourning, however, the ensign is flown at half-mast. What does one do with the church pennant under those circumstances?—R. W. W., QMC, USN.

• That's a good question, chief. If the ensign is already at half-mast and it is necessary to use the same halyard for the church pennant, you must hoist the ensign to the peak, lower it and attach the pennant, and then haul both to the peak before returning them to half-mast. The same procedure would be used to remove the pennant.

If a separate halyard is available for the church pennant (and there should be), it is only necessary to hoist the pennant to a position immediately above the ensign for the duration of worship, then lowering it on completion of divine services, without hoisting to the peak.

Rules on the use of the church pennant may be found in Article 201.4 of DNC-27—Ed.

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

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

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

NAME.....

ADDRESS.....

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

★ ★ Navy's 1955 All-Star Team ★ ★

ASTRONOMERS CAN GIVE YOU a long and varied list of the more important stars in the sky, a list that would run into the thousands. However, to you—a Navyman—the 112 most important and impressive stars repose on the shoulders of 33 men. Each of these men wear either three, four or five stars and compose the top echelon of the Navy.

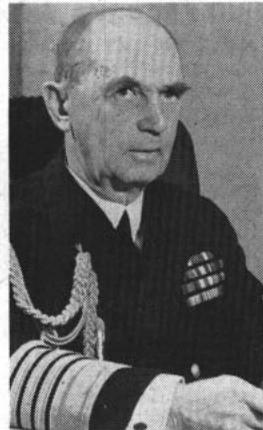
On this and the following pages are thumbnail sketches of the 33 Navy men who rank as vice admirals and above, presented so that every Navyman may get to know the men who run the Navy.

Three of these men have achieved five-star rank and as such are in a special category. Elevated to the rank of Fleet Admiral during World War II, they remain on active duty as special advisers and although they take no active part in running today's Navy, their knowledge, skill and experience is still utilized when the need arises. They are FADM William D. Leahy, USN; FADM Ernest J. King, USN; and FADM Chester Nimitz, USN. (Fleet Admiral William F. Halsey, Jr., USN, has been retired and is therefore not included).

One other Admiral must also be placed in a special category. He is Admiral Arthur W. Radford, USN, Chairman of the Joint Chiefs of Staff. Although still wearing a Navy uniform and drawing Navy pay, the Admiral is not technically in the Navy but serves as the senior military man in the country. However, no run-down of Navy leaders would be complete without Ad-

★ ★ ★

FLEET ADMIRAL WILLIAM D. LEAHY, USN, has a career of service to his country which spans well over half a century and can only be described as legendary. As a midshipman he was on board USS Oregon when that ship went into battle under Admiral Sampson at Santiago Harbor. From that day on Midshipman Leahy was a marked man and in the intervening years he rose to a stature that will long be remembered by a grateful nation.



He saw action in the Boxer uprising in China and later was a member of the occupation forces in Nicaragua. During World War I he had command of a ship transporting troops to France and in 1921 he was given the responsibility of protecting Americans and American interests in Turkish waters during the war between Turkey and Greece. By 1937 he had achieved the rank of Admiral and was appointed Chief of Naval Operations. He thought his naval service had ended in 1939 when he retired with over 46 years of service to become Governor of Puerto Rico. In 1940 he was appointed U. S. Ambassador to France, leaving that post when he was recalled to active duty in the Navy to serve as Chief of Staff to the President.

Two years later he became a Fleet Admiral with five stars on his shoulders, in recognition of the tremendously important role he was playing as a member of the Joint Chiefs of Staff and the Combined Chiefs of Staff. He remained in his position as Chief of Staff to the President until 1949. Since that time Admiral Leahy has continued on duty in an advisory capacity in the Office of SecNav.

Two years later he became a Fleet Admiral with five stars on his shoulders, in recognition of the tremendously important role he was playing as a member of the Joint Chiefs of Staff and the Combined Chiefs of Staff. He remained in his position as Chief of Staff to the President until 1949. Since that time Admiral Leahy has continued on duty in an advisory capacity in the Office of SecNav.

miral Radford, long an outstanding naval figure.

Headed by Chief of Naval Operations ADM Robert B. Carney, USN, some 29 Admirals play a major role in running the Navy today; they are the men whose planning and foresight have done so much to keep the Navy at its present strength and whose job it is to insure that the Navy is ever ready to achieve its prime purpose—maintain control of the sea lanes.

ALL HANDS would have liked to include information on the 243 rear admirals in the Navy today, for they are a vital part of the organization and many will move up in the coming years to lead the Navy, but space limitations preclude the possibility.

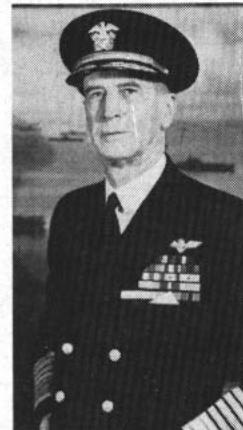
Something to remember is that the admirals of today are the junior officers of yesteryear. And that brings up the thought, where are the admirals of 10, 20 and even 30 years from now? Well, there is a good chance they are serving in your ship or station. Take a look around. That junior division officer doing such a fine job in your destroyer may well be a future CNO.

You too may be on a future all-star Navy team. In any case you may be assured that wherever the admirals of the future may be serving, whatever they may be doing, the higher-ups are keeping their eyes on them. Also you know that they are doing a thorough job of whatever duties are assigned them. That is what marks them as future admirals. Now read on and *Meet the Bosses*.

—Bob Ohl, JO1, USN

★ ★ ★

FLEET ADMIRAL ERNEST J. KING, USN, couldn't wait for graduation from Annapolis to get into action. On summer leave from the Naval Academy he wangled orders to sea duty and served in USS San Francisco during the Spanish-American War. His naval career didn't begin with a soft billet. When he reported on board there wasn't a bunk to be had for the young midshipman and, as a result, he ended up sleeping under a mess bench during the cruise.



Admiral King returned to the Academy after the war, graduating with the class of 1901. Over the years he has served in just about every type ship in the Navy and in almost every billet from junior OOD to CNO. He is one of the few officers who qualified both as submariner and aviator, qualifying for the latter after he had been in the Navy for 26 years. By 1941 he was in command of the Atlantic Fleet.

When World War II broke out he at once became Commander-in-Chief of the U. S. Fleet. Soon thereafter he became CNO when the office of Chief of Naval Operations was merged with CominCh, giving him the responsibility of exercising complete military control of the naval forces of the U. S. Navy, Marine Corps and Coast Guard in all theatres of operation.

As CNO, Admiral King earned such a reputation for being "the toughest man the Navy had ever seen," that President Roosevelt wrote him a letter asking if there were any truth to the rumors that he (King) "shaved with a blow torch and used a torpedo net cutter to trim his toe nails."

As CNO, Admiral King earned such a reputation for being "the toughest man the Navy had ever seen," that President Roosevelt wrote him a letter asking if there were any truth to the rumors that he (King) "shaved with a blow torch and used a torpedo net cutter to trim his toe nails."

ADMIRAL ARTHUR W. RADFORD, USN, Chairman of the Joint Chiefs of Staff, wanted to be an Army officer. As a youth in Grinnell, Iowa, his one desire was to attend the Military Academy at West Point. However, when he reached the eligible age, all openings for West Point in his District had been filled. Young Radford then made application for the Naval Academy and was accepted, to rise in time to the highest military position in the U. S.



Long known as one of the outstanding exponents of airpower, Radford qualified as a naval aviator in 1920. Since that time he has been instrumental in the growth of Naval Aviation over the years. During World War II he commanded two carrier divisions, developing the first carrier-borne night fighter teams. These were organized and trained at sea, and proved their value the first time out when they turned back a powerful enemy torpedo attack.

Prior to his appointment as top man in military circles, Admiral Radford had been wearing three hats as Commander in Chief Pacific, Commander in Chief U. S. Pacific Fleet, and High Commissioner of the Trust Territory of the Pacific Islands.

Many of the officers and men who have been closely associated with the Admiral have been heard to remark that his main hobby is "more work," but that is not entirely correct as he does find time to dabble in photography and follow the sports page. Although Admiral Radford's work confines him to a great extent to the role of an armchair athlete, his trim figure hasn't changed much since the days he starred in track and soccer at USNA.

★ ★ ★

FLEET ADMIRAL CHESTER W. NIMITZ, USN, will long be remembered as one of the greatest naval leaders the U. S. has ever known. When he raised his flag as CinCPac, only a few short weeks after the Japanese hit Pearl Harbor, he was faced with one of the biggest tasks ever presented any man. Despite the losses at Pearl Harbor and the tragic shortage of vessels, planes, and supplies he organized his forces and carried on a defensive warfare which halted the Japanese advance. Soon the defense shifted to offense and the rest is history, as his forces fought their way across the Pacific right to the Japanese mainland.



Fleet Admiral Nimitz's distinguished career stretches back to 1905 when he graduated from the Naval Academy. As a passed midshipman (two years at sea after graduation from Annapolis was required before commissioning) he skippered the gunboats *USS Panay* and *USS Decatur* on the Asiatic Station before moving into submarines. During World War I he served as Chief of Staff to ComSubLant. He was serving as Chief of the Bureau of Navigation (now Bureau of Naval Personnel) before taking over his all important post of CinCPac at the outbreak of World War II.

Following the capitulation of the Japanese, at which time he served as one of the signers for the U. S. when Japan formally signed the surrender terms aboard *USS Missouri* (BB 63) in Tokyo Bay, Fleet Admiral Nimitz capped his long and distinguished career when he took over the top Navy military job of CNO. At present he is special Assistant to SecNav in the Western Sea Frontier.

ADMIRAL ROBERT B. CARNEY, USN, Chief of Naval Operations (known only as "Mick" by his contemporaries), has been a blue



water sailor all of his life. The son and grandson of naval officers, the future admiral inherited a yearning for the sea. He entered the Naval Academy in 1912, and began a steady climb to the top—a pyramid which gets steeper and more difficult as it goes along.

When Admiral Carney was appointed to the Navy's highest post in 1953, he expressed his innermost feelings about the Navy. Said he, "Nothing more wonderful could happen to a sailor."

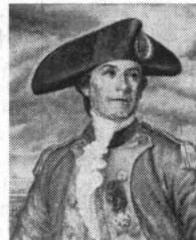
Admiral Carney is well known for his professional accomplishments, both as a sailor and sailor statesman. As a shiphandler in his earlier years, he had the reputation of being able to bend a destroyer around a square corner, and park a 17,000-ton cruiser as though it were a jeep. He won world-wide acclaim for his tactical bafflement of the Japanese war planners as head of the Third Fleet's "Dirty Tricks Department" during World War II. And after he commanded the armies, air forces and navies of NATO's southern flank, General Eisenhower summarized his professional competence, thus: "I consider...him qualified for any military responsibility the U. S. could offer him."

Something less known about Admiral Carney's life is his love for the outdoors. His quarters are filled with such items as hunting guns, fishing equipment, guitars and even diving goggles, all of which he still uses with masterly skill.

★ ★ ★

Admiral's Title Has Proud Tradition

The title of Admiral has long been one which commands high respect. It comes from the Arabic "amir-al-bahr," meaning ruler of the sea. The French and English used the title admiral long before America was discovered, and Christopher Columbus was "Admiral of the Ocean Sea"; however, it was nearly 100 years after the colonies had won their independence before the American Navy established the rank of rear admiral.



COMO Jones

During the early days of the American Navy, many highly respected citizens, led by John Paul Jones, urged the inclusion of the grade of admiral in the framework of the U. S. Navy. But the highest rank established in our Navy was that of captain until the Civil War (although captains in command of two or more vessels were customarily addressed as "Commodore"). In 1862 Congress authorized the establishment of the rank of rear admiral. Nine captains on the active list and nine on the reserve list were promoted to that rank, among them David Farragut, who in the next few years was promoted to vice admiral and finally to admiral.



ADM Farragut

After the Spanish-American War, Dewey became "Admiral of the Navy" (see page 23). Another major change came with the creation of Fleet Admiral in World War II.

ADMIRAL WILLIAM M. FECHTELER, USN, Commander in Chief Allied Forces, Southern Europe, is a big, relaxed man with a sense of humor, best illustrated by an event that took place during World War II.



As the proud skipper of the brand new *USS Indiana* (BB 58) Admiral Fechteler was standing out of Pearl Harbor in company with several much older battlewagons. One day the Admiral received a message from one of the other BBs, saying that *Indiana* was making too much smoke. His reply was short and to the point, "Can't help it. Have to burn garbage to keep speed down to yours."

A battleship man throughout a large part of his career, Admiral Fechteler reported on board *USS Pennsylvania* upon graduation from Annapolis in 1916. He stayed on board until the end of World War I and then during the next several years alternated between sea duty and instructor duty at Annapolis. Shortly after World War II erupted he took command of *Indiana*, fought her through several big battles and then moved on to take command of an Amphibious Group. After the war he went back to battleships, as Commander Battleships-Cruisers Atlantic Fleet. His next duty was as Chief of Naval Personnel, leaving that command to become Commander in Chief Atlantic Fleet.

Upon Admiral Forrest Sherman's death he was appointed CNO for two years. His present job is a unique post for an admiral, inasmuch as he has command of the armies, navies and air forces of all the Southern European Countries in NATO. A left-hander, the Admiral is a fair golfer and tennis player, and plays a good hand of poker.

★ ★ ★

ADMIRAL FELIX B. STUMP, USN, Commander in Chief, Pacific and U. S. Pacific Fleet, almost had a short naval career. Instead, he



serves as an inspiration to plebes at the Naval Academy, especially those who find the going tough at first. In his early plebe days his grades left much to be desired and for awhile it looked as though Midshipman Stump might soon be headed back to West Virginia. Needless to say it never came about as Admiral Stump finished his days as a midshipman with a highly respectable average, went on to become a two-time recipient of the Navy Cross and today commands one of the largest fleets in the world.

Aviation was just coming into its own when the Admiral completed his undergraduate days at the Academy and after a few years spent at sea during World War I he reported to NAS Pensacola, Fla. In 1920 he had completed pilot training and won his wings. When the U. S. entered World War II he was skipper of the seaplane tender *USS Langley* (AV 3). Almost at once he was moved to the staff of Commander in Chief, Asiatic Fleet, and to command a special combined Allied operation center. Next he put *USS Lexington* (CV 16) into commission. Under Admiral Stump the "Lex" built an illustrious war record until stung by a torpedo.

After he brought the crippled carrier back to the States the Admiral moved up to command of a carrier division and back into the thick of the fight. Following the war he held several important commands before assuming his present post, last of which was Commander Second Fleet.

ADMIRAL DONALD B. DUNCAN, USN, Vice Chief of Naval Operations, has an alias that always calls for double-takes from strangers—Mr. Wu.



As a midshipman, the admiral and several of his classmates saw a play in London, England. One of the characters was an Oriental whose resemblance to Midshipman Duncan was striking. As a result it has been "Mr. Wu" to the Admiral's close friends since that day.

Flying was just coming into its own when he graduated from the Academy and it wasn't long before the Admiral qualified as a naval aviator. When World War II burst upon the scene he was in command of his first ship and soon thereafter was advanced to the rank of Captain. He commanded *USS Essex* in the 1943 raids on Wake and Marcus Islands, which caught the Japanese flatfooted. By 1947 he had advanced to the Vice Admiral's job of DCNO(Air). Then after a tour of duty as Commander Second Task Fleet he moved back to Washington, became VCNO with the four stars that now adorn his shoulders.

A quiet, unhurried man who never gets excited, Admiral Duncan finds reading his main relaxation. Possessed of an almost photographic memory, he can skim through even the most complex Op order in a matter of minutes, remembering every detail. His home work consists principally of doing a little gardening and taking care of his car. He still loves to fly and often on trips around the country takes over the controls. And he keeps up to date on the latest electronic aids to air navigation, in which he pioneered three decades ago as a one man radio division in BuAer.

★ ★ ★

ADMIRAL JERAULD WRIGHT, USN, Commander in Chief, U. S. Atlantic Fleet and Supreme Allied Commander, Atlantic, had a



sound military background when he entered Annapolis. He was the son of an Army officer, who rose to the rank of General. But for some reason or other, from his earliest childhood, the Admiral had a desire to follow the sea. When he became old enough he followed his inclination and won an appointment to Annapolis.

His early assignments were in destroyers operating in and out of the Mediterranean on convoy and patrol duty during World War I.

The outbreak of World War II found him serving as Executive Officer of *USS Mississippi* (BB 41) but it wasn't long before his ability to work closely with members of our Allies was put to use. During most of the war he served on special planning staffs dealing with U. S. and Allied war plans.

One of his most interesting assignments came shortly before the invasion of North Africa when he served as the U. S. Navy member of an expedition, led by General Mark Clark, USA, which landed on the shores of North Africa two weeks prior to the invasion. The group conducted negotiations with French officers which did much to make the invasion a success. Admiral Wright temporarily served as skipper of the British submarine *Seraph* which evacuated a group of high ranking French officers from Southern France. Before assuming his present post the Admiral had served as Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, with headquarters in London, England.

ADMIRAL JOHN H. CASSADY, USN, Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean, was a delight



to the eyes of the Naval Academy basketball coach when he reported for practice. A tall, lean man, quick of movement, he was soon tabbed as a "varsity man." He didn't disappoint and for three years was a standout on the Annapolis team. Today, the Admiral still retains his basketball player's build, and looks as though he could drop a few long shots.

In his CinCNELM command, Admiral Cassady is on familiar ground as he has spent a great deal of his career in and around the territory that falls under his present command. His first trip in that direction came a few years after his graduation from the Naval Academy when he joined the staff of Commander U. S. Naval Forces, Eastern Mediterranean, on board *USS Olympia*.

After alternating between sea duty and shore duty for the next several years, during which time he picked up his wings as a naval aviator, Admiral Cassady returned to the Mediterranean area in the tense pre-war years of 1937-39. This time he served as Assistant Naval Attache at the American Embassy, Rome, Italy.

During World War II he shuttled back and forth between Washington, D. C. and the Pacific, skipping the famed "Sara," *USS Saratoga* (CV 3) during one tour in the Pacific. Following the war he kept moving up and his last command before taking over as CinCNELM found him back in the Med, serving as ComSixthFleet, top naval operating command in that area.

★ ★ ★

VICE ADMIRAL FRANCIS S. LOW, USN, Commander Western Sea Frontier and Commander Pacific Reserve Fleet belies the age old



chestnut about seafaring men not being able to swim. During the Admiral's undergraduate days he not only captained the swimming team at Annapolis but in an important meet established an Academy record for the 220-yard free style sprint that stayed on the record books for several years.

It was a good thing that he liked the water, for he saw a lot of it during the next few years, following graduation in 1915. With the exception of six months TAD he served his first 10 years at sea, most of it in command of five different submarines. During that time he also served on the staff of Commander Submarine Division Five and Commander Control Force while the U. S. was engaged in World War I. His first shore duty returned him to Annapolis where he served as an instructor for the midshipmen in Seamanship, a billet for which he was well qualified.

By the time the U. S. entered World War II Admiral Low was a recognized expert on submarines and in 1943 he was given the important assignment of Chief of Staff, Tenth Fleet, the organization which was handed the job of dealing with the German submarines. Later he moved to the Pacific and took command of a cruiser division which supported the Okinawa invasion. Following the war he served as both Commander Destroyers, Pacific Fleet, and Commander Service Force, U. S. Pacific Fleet, before moving to Washington as DCNO (Logistics), then to his present command.

VICE ADMIRAL LYNDE D. MCCORMICK, USN, President of the Naval War College, is the son of a rear admiral and grew up in



the shadow of the Naval Academy at Annapolis, his birthplace. It was only natural that he should go to the Academy, and he entered in 1911 on an appointment by President Taft. He graduated with distinction, second in a class of 183, and was immediately assigned to *USS Wyoming*, serving with that ship when she operated with the British Grand Fleet during World War I.

After the Armistice he served in battlewagons and destroyers before qualifying as a submariner. By the time World War II began he had advanced to Captain and was serving as Assistant War Plans Officer on the Staff of CinCPac. Shortly after Admiral Nimitz took over as CinCPac, he was elevated to War Plans Officer and served as such during the battles of the Coral Sea, Midway and Guadalcanal. He next assumed command of *USS South Dakota* (BB 57) operating in the Atlantic with the British Home Fleet.

Following the end of the war he had several high commands and was serving as Vice Chief of Naval Operations upon the death of Admiral Forrest P. Sherman, USN. Admiral McCormick was Acting CNO until a new CNO was named. At that time he was designated Commander-in-Chief U. S. Atlantic Fleet, with Headquarters at Norfolk. While serving in that capacity he was appointed Supreme Allied Commander Atlantic, when that command was established by the North Atlantic Treaty nations.

★ ★ ★

VICE ADMIRAL ARTHUR D. STRUBLE, USN, Navy Representative of the Joint Chiefs of Staff on the Military Staff Committee of the



Security Council of the United Nations (surely one of the longest titles ever held by an admiral), earned the praise of the free world for his inspirational leadership of the Seventh Fleet during the Korean conflict. His execution of the invasion at Inchon will long be remembered by military men, for it was brilliantly effected with a minimum loss of landing forces. At Wonsan his bravery came in for the same high praise when he personally supervised the mine sweeping needed to clear the way.

Admiral Struble's success in Korea came as no surprise as he had been one of the Navy's top amphibious commanders for some time, dating back to World War II. During the war he had been at the Normandy beachhead as Chief of Staff to the Western Naval Task Force Commander. Later he commanded an amphibious group in landings at Ormoc Bay, Leyte, P. I., and also in the successful amphibious assault on Mindoro. In addition, his forces put the 11th Army Corps ashore in the San Narcisco Area, northwest of Subic Bay.

A native of Portland, Ore., the Admiral graduated from the Naval Academy with the class of 1915, serving on sea duty during World War I and the Haitian Campaign. Following World War II he commanded the Pacific Amphibious Force and was DCNO (Operations) before taking over the Seventh Fleet. Before reporting to the Joint Chiefs of Staff he was Commander First Fleet.

VICE ADMIRAL MATTHIAS B. GARDNER, USN, Deputy Chief of Naval Operations (Plans and Policy), owns what is undoubtedly the most famous steaming hat in the Navy today. It's a well seasoned hat which the Admiral wore cocked over one eye, giving him a salty look that was imitated by everyone under his command, while he served as ComSix-Fleet. No one else could achieve quite the same effect. That hat betokened good will wherever it was seen while Admiral Gardner was serving as top Navy man in the Med and as a roving ambassador for the U. S. It still hangs in the Admiral's Washington office, a reminder of his days at sea.



Graduated from the Naval Academy in 1918, the Admiral served as a junior officer in several destroyers, and then qualified as a naval aviator in 1922. A few years later he led one of the Navy's first acrobatic teams, "The Three Flying Fish." This group delighted the country with some of the most skillful formation flying ever seen. During World War II, Admiral Gardner commanded *USS Enterprise* (CV 6) through the heaviest of the fighting in the Pacific, moving up to command a carrier division in 1944.

A top notch golfer who shoots in the middle and low 80s, the Admiral has, for the past three years, been one of the participants in the National Celebrities Golf Tournament held in Washington, D. C. Whenever the Admiral can find any free time, he alternates between golfing and flying with golf running a strong, but definite second. Although the Admiral was born in Washington, D. C., he now lists his home as Coronado, California.

★ ★ ★

VICE ADMIRAL ARTHUR C. DAVIS, USN, wears two important hats as Director of the Office of Foreign Military Affairs (ISA) and Deputy Assistant Secretary of Defense for International Security Affairs. Although the Admiral was born in South Carolina, he is a Nebraskan by adoption. He entered the Academy from the Cornhusker State and graduated with the class of 1915. He stood eighth in a class of 188. At present he is the senior naval officer from the state of Nebraska.



His first duty after leaving Annapolis was *USS Florida*, operating in the Atlantic. During World War I he served in destroyers out of Ireland and France and then set his eyes on the skies, qualifying as a naval aviator in the early '20s. He had duty concerned with light bombing (diving) attack during Fleet maneuvers in 1927, and was credited with being largely responsible for the development of the Norden bombsight and with the art of dive bombing in the U. S. Navy.

He alternated between duty in the Pacific and Washington during World War II. In the Pacific he had command of *USS Enterprise* (CV 6) and a carrier division. While in Washington he had various staff assignments and at one time was Assistant Chief of Staff to CominCh. Since the war Admiral Davis has spent most of his time in Washington. He was serving as Director, The Joint Staff, Joint Chiefs of Staff, when ordered to his present duty. The Admiral hasn't lost any of his love for flying and still takes to the wild blue yonder whenever possible. Any spare time left over is spent putting around the house and his garden.

VICE ADMIRAL HAROLD M. MARTIN, USN, Commander Air Force, U. S. Pacific Fleet, was an all around athlete during his midshipman days, starting on the varsity football, basketball and lacrosse teams. He did so well in sports that upon graduation in 1918 he was awarded the Athletic Association Sword and the Thompson Cup, awards given annually to the midshipman who attains general excellence in athletics.



Following a tour of sea duty in Atlantic waters during World War I, the admiral moved into aviation and reported to Pensacola, Fla., where he found that flying was to become a major interest. He received his wings in 1921 and a few years later had command of a patrol squadron that made the first non-stop flight from Midway to Pearl Harbor. As a result of that flight he was ordered to the Hydrographic Office, Washington, D. C., to compile a textbook on aerial navigation. In 1940 he reported to Kaneohe Bay, Oahu, T. H., to help in the establishment of the Naval Air Station there, taking over as commanding officer when it was completed.

At the height of World War II he skippered *USS San Jacinto* (CVL 30), which became famous for flying the Lone Star Flag of Texas in battle, and he later commanded a carrier division during the battle of Okinawa. More recently he commanded the Seventh Fleet during the Korean conflict and was credited with being "directly responsible for the success of close air support activities, bombardment of enemy shore installations, blockading of strategic ports and vital mine sweeping operations," during the fighting.

★ ★ ★

VICE ADMIRAL ROBERT P. BRISCOE, USN, Deputy Chief of Naval Operations (Fleet Operations and Readiness), is an ardent devotee of outdoor life. As a boy in Centreville, Mississippi, he developed his skill with rod and gun in some of the finest hunting and fishing country in the state.



After graduation from the Naval Academy in 1918, six years as a destroyerman included service in French waters during World War I and subsequently in Turkish waters. During the following eight years, varied duties in battleships and cruisers were interspersed by tours ashore which developed his aptitude and interest in electronics. His important part in the development of radar in the years prior to World War II was cited in a Letter of Commendation from the Secretary of the Navy.

He assumed command of the *USS Prometheus* shortly after the outbreak of World War II, and then was ordered as Commander Destroyer Squadron 5. As the "Cactus Striking Force," his ships fought in the struggle for the Solomons.

In July 1943, he took command of the *USS Denver*, and received the Navy Cross for his part in the Battle of Empress Augusta Bay.

Subsequent to World War II, his duties have included Commander, Operational Development Force, Commander Amphibious Force, Atlantic, Commander Seventh Fleet, and ComNavFE.

In his present position, DCNO (Fleet Operations and Readiness), Admiral Briscoe is the direct intermediary with the Fleet in matters of operations and readiness.

VICE ADMIRAL LAURANCE T. DU BOSE, USN, Commander Eastern Sea Frontier and Commander Atlantic Reserve Fleet, has packed a lot of action into his 42 years in the Navy, dating back to his first ship, *USS Connecticut*, in 1913. He reported on board shortly after graduation from the Naval Academy and soon found himself right in the middle of the Mexican revolution. That was only the beginning.



The next year, still serving in *Connecticut*, he saw action during the Haitian Campaign when the ship transported a regiment of Marines to Haiti with orders to protect American life and property. He was no more than out of that action when World War I started and he was assigned to duty in *USS Alabama* operating in the Atlantic. Before the war had

been fought to a finish he also served in the Bureau of Navigation (now BuPers). Between wars the Admiral had the usual variation of duty and shortly after World War II began, took command of *USS Portland* (CA 33). He led that cruiser through some of the heaviest fighting of the war, then commanded a cruiser division.

After his division had clobbered the enemy during the landings on Sicily they moved back to the Pacific and into the thick of the fight there. For his services during World War II Admiral DuBose was three times awarded the Navy Cross and is entitled to wear 16 battle stars on his campaign bars. Following the war's end, Admiral DuBose served as Commander Sixth Naval District and then as Commander Battleships-Cruisers, Pacific Fleet. He was Chief of Naval Personnel when assigned to his present command.

★ ★ ★

VICE ADMIRAL JAMES FIFE, JR., USN, Deputy Commander in Chief, Mediterranean, had as unlikely a background for a naval career as would seem possible. He was born and reared on a ranch in Nevada, far from the salt air. However, once he entered the Naval Academy there was no doubt as to his future — it was to be Navy all the way, particularly the submarine Navy. In fact he became so engrossed with sea going matters that he was known as a "walking encyclopedia," because of his determination to learn.



He graduated in June of 1917, reporting on board *USS Tacoma* almost at once for Atlantic convoy and escort duty in WW I. He soon put in, and was accepted for, submarine school. After qualifying in submarines he served in and commanded

the underseas raiders on both coasts for the next several years. He served in *USS Idaho*, destroyers and several submarines before the outbreak of World War II which found him Chief of Staff to Commander Submarines, Asiatic Fleet. With the exception of a brief tour of duty on the staff of CominCh and CNO in Washington, D. C., during which time he served as one of the naval representatives at the Quebec Conference, Admiral Fife spent the entire war in the Pacific. By the time the war was over he had advanced to Rear Admiral and was holding the position of Commander Submarines, Seventh Fleet, and Commander Naval Forces, Western Australia. In 1947 he became Commander Submarine Force, Atlantic, and then advanced to DCNO (Operations) before being appointed to his present duty.

With the exception of a brief tour of duty on the staff of CominCh and CNO in Washington, D. C., during which time he served as one of the naval representatives at the Quebec Conference, Admiral Fife spent the entire war in the Pacific. By the time the war was over he had advanced to Rear Admiral and was holding the position of Commander Submarines, Seventh Fleet, and Commander Naval Forces, Western Australia. In 1947 he became Commander Submarine Force, Atlantic, and then advanced to DCNO (Operations) before being appointed to his present duty.

He served in *USS Idaho*, destroyers and several submarines before the outbreak of World War II which found him Chief of Staff to Commander Submarines, Asiatic Fleet. With the exception of a brief tour of duty on the staff of CominCh and CNO in Washington, D. C., during which time he served as one of the naval representatives at the Quebec Conference, Admiral Fife spent the entire war in the Pacific. By the time the war was over he had advanced to Rear Admiral and was holding the position of Commander Submarines, Seventh Fleet, and Commander Naval Forces, Western Australia. In 1947 he became Commander Submarine Force, Atlantic, and then advanced to DCNO (Operations) before being appointed to his present duty.

VICE ADMIRAL WILLIAM M. CALLAGHAN, USN, Commander Naval Forces, Far East, is a tall, lanky man who looks as though he has the makings of a pretty fair tennis player. As a matter of fact, he was a much better than average player at the Naval Academy, starring on the midshipmen's team, and he can still swing a pretty mean racquet. He calls California home, being one of those rare people who was born in that state.



His first seven years as a naval officer were spent mainly in destroyers, with brief periods allotted to graduate study in electrical engineering. He had his first command in 1936, the old four stacker *USS Reuben James* (DD 245).

At the start of World War II he was on the staff of CNO but moved to CinCPac's staff shortly thereafter. He saw a great deal of action in 'frontline' operations, like his brother Rear Admiral Daniel J. Callaghan, USN, who was killed in action on board *USS San Francisco* (CA 38) during the Battle of the Solomons. When time came to pick a skipper for the brand new *USS Missouri* (BB 63), Admiral Callaghan was the man for the job and he fought the huge battlewagon at Iwo Jima and Okinawa, and led her into Japanese waters for the first mass air strike against Japan.

After the war he became the first Commander Military Sea Transportation Service. It was then he received the title of "the stingiest Admiral in the Navy," due to the many money saving procedures he installed in the huge organization. In 1953 he became commander Amphibious Force, U. S. Pacific Fleet.

After the war he became the first Commander Military Sea Transportation Service. It was then he received the title of "the stingiest Admiral in the Navy," due to the many money saving procedures he installed in the huge organization. In 1953 he became commander Amphibious Force, U. S. Pacific Fleet.

★ ★ ★

VICE ADMIRAL FRANK G. FAHRION, USN, Commander, Amphibious Force, Atlantic Fleet, is known as "Spike" to his friends and that nickname backs up the description tagged on him during his undergraduate days at Annapolis. In a year book it was said of Admiral Fahrion that, "he is a man's man, first, last and always." Born and reared in the small city of Pickens, West Va., the Admiral graduated from the Naval Academy in 1917 and drew *USS South Dakota*, patrolling in the South Atlantic, for his first ship.



After the war he returned to the U. S. and Annapolis for instruction in ordnance engineering at the Post-graduate School. His later billets were involved with working on torpedoes and he became an expert in that field. By the time World War II

burst upon the scene he had advanced to command of a destroyer division but soon moved to duty as Chief of Staff and Aide to Commander Destroyers, Battle Force. In that job he aided in the formulation of the initial plans to repel the enemy in the Aleutians and for the progressive advance of U. S. forces westward until the conclusion of the Aleutian Campaign. He next served as CO at the Naval Torpedo Station, Newport, R. I., directing the research and development of torpedoes during a critical time. Later he was CO of *USS North Carolina*, then commander of a carrier division.

Following the war he was one of the Navy's top commanders during Operation Crossroads, directing all operations of the target and salvage units during the atom bomb tests. Prior to his present post he was Commander Destroyer Force, Atlantic Fleet.

Following the war he was one of the Navy's top commanders during Operation Crossroads, directing all operations of the target and salvage units during the atom bomb tests. Prior to his present post he was Commander Destroyer Force, Atlantic Fleet.

VICE ADMIRAL RALPH A. OFSTIE, USN, Deputy Chief of Naval Operations (Air), a native of Wisconsin, graduated from the Naval Academy in 1918 and saw his first combat service in *USS Whipple* during World War I. The destroyer was engaged in coastal convoy and anti-submarine work off the west coast of France during that time. He served the next few years in other destroyers until returning to the States and reporting to Pensacola, Fla., for flight training.



The Admiral received his wings as a naval aviator in 1922 and soon thereafter joined a team of Navy pilots who took part in a naval air meet. In that meet, flying a CR-3, he established three world's speed records for seaplanes and the following year was selected as a member of the American Team in the Schneider Cup Race. He continued in aviation billets until just a few years before World War II.

During World War II Admiral Ofstie served mainly in the Pacific beginning with his assignment as Aviation Officer on the Staff of CinCPac. Next he commanded *USS Essex* (CV 9) during much of the heavy fighting. Under his command *Essex* and her planes took part in the aerial attacks on Rabaul, scoring one of the great naval air victories of the war. Later he assumed command of two different carrier divisions before the fighting ended. Since the war he has held several high commands and was Commander First Fleet when he received his orders to his present job. He recently married the former Captain Joy Bright Hancock, USN, (Ret.) who headed the Waves until her retirement.

★ ★ ★

★ ★ ★

VICE ADMIRAL JAMES L. HOLLOWAY, JR., USN, Chief of Naval Personnel, has often stated that the Navy is both his vocation and avocation, and he has few interests that are not strictly Navy. One of these is an occasional game of golf, always played early in the morning, long before working hours. Aside from golf the Admiral gets very little relaxation due to the tight, demanding schedule he sets for himself. Born in Arkansas the Admiral moved to Texas early in his youth and still calls the "Lone Star" state home.



Admiral Holloway has spent most of his time at sea in destroyers, cruisers and battlewagons. He had his first sea-going command, the destroyer *USS Wainwright* (DD 62), only three short years after graduation from Annapolis in 1917. Since that time he has risen steadily, with his last tour of sea duty as Commander Battleship-Cruiser Force, Atlantic. In between those commands he served on various staffs, commanded a DD-DE force and skippered the battleship *USS Iowa* (BB 61) during her all-out raids on the Japanese mainland in World War II.

Despite the fact that the Admiral is at his happiest on the bridge of a ship with the wind whipping across the forecandle and a steady throbbing under his feet, he is also known as one of the most able administrators in the Navy today. As Assistant Chief of Naval Personnel for Demobilization in 1945 he handled the knotty problem of demobilization in a quick and efficient manner, and the Holloway Plan for NROTC students has now become a household word. Both of these achievements will long be remembered.

★ ★ ★

VICE ADMIRAL FRANCIS C. DENEBRINK, USN, Commander Military Sea Transportation Service, was born in Chicago and received his public school education in Wyoming and California. Graduating from the Naval Academy with the class of 1917, he served throughout World War I in the first *Warrington*—a three stack destroyer based at Queens-town, Ireland and Brest, France.



For the first fourteen years, Admiral Denebrink's duty afloat was all in destroyer types, culminating with command of *USS McCormick* on the China Station. Between tours at sea during this period, he served as aide to the Superintendent of the Naval Academy.

Later the Admiral had duty on the staffs of the Scouting Force in the Pacific and Battle Force in the Pacific.

The beginning of World War II found Admiral Denebrink serving as aide to the Chief of Naval Operations. In 1942-43, he was commanding officer of *USS Brooklyn*, and participated in operations off Casablanca, and in the dramatic rescue of 1500 survivors of *USS Wakefield* when that transport burned at sea.

In 1944 he became Commander Fleet Operational Training Command, Pacific Fleet, commanded Cruiser Division Five in the Aleutians, and later became Commander Naval Forces in the occupation of Northern Japan. He commanded Service Squadrons Ten and Three in the Far East following the war.

During the atomic tests conducted in Operation Sandstone at Eniwetok in 1947-48, Admiral Denebrink commanded the Naval Task Group. He was ComServPac before heading MSTs.

★ ★ ★

VICE ADMIRAL ROSCOE F. GOOD, USN, Deputy Chief of Naval Operations (Logistics) divided his time between school and the local newspaper office as a youth in Fostoria, Ohio. At the newspaper office he rose from printer's devil to reporter before receiving his appointment to the Naval Academy in 1916. His background made him a natural for the job as Editor-in-Chief of the "Lucky Bag," at Annapolis; however, he didn't neglect his studies, graduating fourth in a class of 452 members.



Between the two World Wars he served in several ships, qualified as a submariner and was on the staff of Commander in Chief, Pacific Fleet, when World War II broke out. During the war he had the unusual experience, for a naval officer, of finding himself ashore during two of the biggest campaigns. At Guadalcanal in September of 1942 he spent several days on the beach as a special observer. Later at the Normandy beachhead, four days after the historic invasion in Europe, he was ashore at the front as aide to FADM King during an inspection tour by the Joint Chiefs of Staff. In 1944 he assumed command of the battleship *USS Washington* (BB 56) and led that ship through the remainder of the battles in the Pacific.

Admiral Good's favorite sports memories hinge on a champion Navy baseball squad he coached between 1932 and 1935. The team, from the Submarine Force on the China Station, swept to four straight Fleet Championships with Admiral Good at the helm.

★ ★ ★

★ ★ ★

VICE ADMIRAL THOMAS S. COMBS, USN, Commander Sixth Fleet, was a destructive man during his days at the Naval Academy but he never got called down for it.



Main reason for this apparent oversight was the fact that his destructiveness was always aimed at Navy's opponents on the football field where the Admiral was a member of the varsity. In addition to his football prowess, Admiral Combs served as a company commander during his midshipman days. He graduated in 1919 and in quick succession served in four different battleships.

When his sea duty was completed he reported to NAS Pensacola, Fla., and emerged a naval aviator with orders to a squadron based aboard *USS Langley* (CV 1). While aboard that carrier his squadron took the

1925 Gunnery Trophy, and he received a commendatory letter from SecNav. At his next duty station, NAS Coco Solo, C. Z., he again came under the watchful eye of SecNav and was commended for making the highest individual bombing score in naval aviation in 1926. For the next several years he remained in aviation billets and shortly after World War II began he assumed command of the newly commissioned *USS Casco* (AVP 12), fighting her throughout the Aleutian Islands Campaign.

Later in the war he served as CO of *USS Yorktown* (CV 10) and was awarded the Silver Star Medal for "conspicuous gallantry." After World War II he served as a carrier division commander before being appointed Chief of the Bureau of Aeronautics, his last position before taking over the Sixth Fleet.

★ ★ ★

VICE ADMIRAL ALFRED M. PRIDE, USN, Commander Seventh Fleet, is an ex-whitehat who climbed to three star rank without going through the Naval Academy.



The Admiral enlisted in the Navy during World War I, gained promotion to CPO and then went through flight school to win his wings and commission. All this took place within one-and-a-half years after his first enlistment, which may or may not be some sort of record.

One of the real pioneers in naval aviation, Admiral Pride helped to put the first Navy carrier, *USS Langley* (CV 1) in commission. When the converted collier joined the Fleet he was one of the first to take part in the experimental take-offs and landings aboard that ship. During the next two decades Admiral Pride continued in various aviation posts and in 1943 assumed command of the *USS Belleau Wood* (CV 24) at her commissioning. He fought the carrier throughout a great deal of the war in the Pacific until his promotion to Rear Admiral when he moved up to take command of the Naval Air Center and Naval Air Base in 14th ND.

While serving as Chief of BuAer he was credited with the development, Navy-wise, of the turbo-prop engine and of many of the planes that are now flying from carriers under his command. Prior to taking over as Commander Seventh Fleet, he had been Commander Naval Air Test Center, Patuxent River, Md. As for off duty pastimes, the Admiral enjoys hunting and fishing but for pure relaxation he prefers to sit and play on such weird musical instruments as the sweet potato and kazoo.

While serving as Chief of BuAer he was credited with the development, Navy-wise, of the turbo-prop engine and of many of the planes that are now flying from carriers under his command. Prior to taking over as Commander Seventh Fleet, he had been Commander Naval Air Test Center, Patuxent River, Md. As for off duty pastimes, the Admiral enjoys hunting and fishing but for pure relaxation he prefers to sit and play on such weird musical instruments as the sweet potato and kazoo.

VICE ADMIRAL WILLIAM K. PHILLIPS, USN, Commander First Fleet, is a real triple threat Navyman. During his career he has qualified in submarines, won his wings and proved to be an excellent surface commander.



He graduated from the Naval Academy in 1917 and after his first few years at sea qualified as a submariner. When he graduated from Submarine School he was given command of the *R-24* and over the next several years alternated between submarines and shore duty.

He moved back up on the surface in 1928 when he took command of *USS Peary* (DD 226) and then, after a tour of duty at the Naval Academy as an instructor, looked around for new fields to conquer. He moved into aviation and became one of the elite few in the Navy who can wear both

the dolphin and wings, when he was designated a naval aviator, lighter-than-air.

During World War II the Admiral proved that he wasn't limited to either the air or underwater work as he operated in destroyers as a DesDiv commander, escorting ships in the North Atlantic run. By 1943, he was in the Pacific in command of *USS Oakland* (CL 95) operating with fast carrier task forces, in the capacity of screen commander.

Following the war he commanded a cruiser division in the Western Pacific and then returned to the Atlantic as Commander Destroyers, Atlantic Fleet. His last post before becoming Commander First Fleet was in Pearl Harbor, T. H., where he served as Chief of Staff to Commander in Chief, U. S. Pacific Fleet.

★ ★ ★

VICE ADMIRAL THOMAS G. W. SETTLE, USN, Commander Amphibious Force, U. S. Pacific Fleet, has really flown high during his Navy career.



So high, in fact, that he set an altitude record for a stratosphere balloon flight in 1933. He and a Marine major took a balloon up during the World's Fair at Chicago in 1933 and reached the height of 61,236.691 feet. During those days the Admiral was known as "the American eagle" for his feats in free ballooning.

He began making his record-breaking balloon flights a few years after graduation from the Naval Academy in 1918. At one time he held the distance record for a 19,000 cu. ft. balloon when he covered a distance of 478 miles in 21½ hours.

Meanwhile, the Admiral continued to move up in the Navy as well, and in 1934 took command of *USS Palos* (PR 1) operating in the Yangtze Patrol. At the same time he served as Acting Consul at Chungking. During World War II he served on the staff of Commander Cruisers Atlantic and in Washington, D. C., before commanding Fleet Air Ships, Pacific.

His next command was *USS Portland* (CA 33) and during his time as CO of that cruiser the ship earned an outstanding battle record, including, in addition to the heavy damage inflicted on surface ships, 18 enemy aircraft destroyed and three assists. Near the end of the war he took command of a cruiser division. Later, Admiral Settle served in various positions including the important post as Chief, Naval Group, American Mission for Aid to Turkey. He was ComEight when assigned to his present post.

VICE ADMIRAL EDMUND T. WOOLDRIDGE, USN, Commander Second Fleet, wears another important hat as Commander Striking Fleet, Atlantic, a NATO command under Supreme Allied Commander Atlantic. As such he is actually in two navies, the U. S. and the NATO organization. A native of Lawrenceburg, Ky., the Admiral graduated from the Naval Academy in 1919 and spent his first two years in *USS Delaware* (BB 28).



A few years later he reported to *USS Chewink* at the Submarine Base, New London, Conn., and underwent a course of instruction in submarines. Upon finishing the course and qualifying as a submariner he served in *USS S-36* before reporting to the Naval Academy as an instructor. His first command was the destroyer

USS Tattall (DD 125) in 1936. During the early days of World War II Admiral Wooldridge served as Chief of Staff of Task Force 24, Atlantic Fleet, before reporting to Washington, D. C., and eventually becoming Director of Personnel in the Bureau of Naval Personnel. From Washington he moved to command of *USS New Jersey* (BB 62), supporting the landings on Iwo Jima and Okinawa.

When the war ended Admiral Wooldridge was given the important job of Commander Occupation Forces, Northeast Japan and at the same time commanded a cruiser division. In 1947 he returned to Washington, this time as Assistant Chief of Naval Operations (Political Military Affairs) and then took over as Commander Destroyer Force, Atlantic Fleet. He was serving as Commander Battleship-Cruiser Force, Atlantic Fleet before his present duty.

★ ★ ★

VICE ADMIRAL AUSTIN K. DOYLE, USN, Chief of Naval Air Training, was a crackerjack first baseman on the Naval Academy's baseball team for three years during his midshipman days. Later, while serving as an instructor at the Academy, he coached the 1933 baseball team to one of its best seasons. Still an avid baseball fan, the Admiral may often be seen rooting for the home team wherever he is stationed.



Graduating from the Academy in 1919, the Admiral served three years at sea in three different ships before moving to Pensacola, Fla., to become one of the early birds in naval aviation. He got his wings in short order, did a tour of sea duty and then returned to the Florida base to become an instructor in the growing aviation program. He served in *USS Langley* (CV 1) and *USS Lexington* (CV 2) during the next few years and by 1938 had been given command of a squadron aboard *USS Saratoga* (CV 3). Shortly after World War II exploded on the scene he was in *USS Nassau* (CVE 16), commanding that carrier during the operations off Guadalcanal, then moving her up to Alaska to take part in the battle for the Aleutian Islands.

After a short tour of duty in Washington, D. C., he returned to sea as skipper of the second *USS Hornet* (CV 12) and led that ship through heavy fighting until the fall of the Japanese Empire. After the war he became Inspector General of the Pacific Fleet and did such a good job that he soon found himself in Washington again, as Deputy Naval Inspector General. Prior to his present post, he served as Commander, Caribbean Sea Frontier.

VICE ADMIRAL FREDERICK W. MC MAHON, USN, Commander Air Force, Atlantic Fleet, got his first taste of Navy Life as an enlisted man back in the days of the "Old Navy." After a year's service as a white hat he decided that the Navy was the career he wanted and set about getting an appointment to the Naval Academy. He was appointed by President Woodrow Wilson and graduated with the class of 1920.



After a three-year tour of sea duty in various ships, Admiral McMahon cast his lot with the then brand new development, naval aviation. He qualified as a naval aviator after going through the flight school in Pensacola, Fla., in 1922 and reported to a torpedo bombing squadron. Over the next few years he remained in aviation billets and when World War II broke out was serving in the Bureau of Aeronautics in Washington, D. C. From that post he moved to the Pacific and eventually took over as commanding officer of *USS Suwannee* (CVE 27). It was during his tenure as skipper of that gallant little ship that she proved that escort carriers are "shooting ships," when she was thrown into the fight in the Solomons.

From the *Suwannee* Admiral McMahon moved to duty as Deputy Commander and Aide and Chief of Staff to Commander Air Force, Pacific Fleet. During that time he did the important planning for several major offensive operations against the enemy. More recently he was one of the top carrier men during the Korean war, leading Carrier Division Five into action before serving as the Chief of Staff and Aide to Commander Naval Forces, Far East.

★ ★ ★

VICE ADMIRAL MURREY L. ROYAR, SC, USN, Chief of Naval Material, has the proud record of being a staff corps officer who has attained three star rank. A graduate of the University of California, he was appointed ensign in the Navy in 1917 and after completing a course of instruction at the Naval Pay Officers' school was assigned duty in *USS Columbia* which was engaged in convoy duty between New York and Europe during World War I.



While still a junior officer Admiral Royar got involved in one of the strangest jobs ever handed a supply officer. At the time, he was on board *USS New Orleans* while she was serving as station ship at Vladivostok, Siberia. Admiral Royar was given the task of outfitting a brand new navy. It was to be composed of former Czech prisoners of war. These men had escaped and made their way across Europe and Asia, a distance of approximately 5000 miles in search of freedom. They had plans to continue on around the world and become the new Czech Navy. Somehow Admiral Royar scraped up uniforms and gear to do the job.

During his Washington duty in World War II he set up the International Aid Division of the Bureau of Supplies and Accounts. He was appointed General Inspector of the Supply Corps and later served as Commanding Officer of the Naval Supply Centers at Norfolk and Oakland. His last position was that of Paymaster General of the Navy and Chief of BuSandA, and he was serving in that post when informed of his appointment as Chief of Naval Material.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

New EM Club at 'Sailor's Field'

The Boston, Mass., Receiving Station has added a new Enlisted Men's Club and recreation area for Navy-men in the Hub area. The \$200,000-project was financed entirely from non-appropriated funds. A total of \$185,000 for the project was a grant from the BuPers Central Recreation Fund.

The EM Club, which also houses the CPO Club, has modernistic, wrought iron furniture and a bar featuring draught and bottled beverages and good food. The club can accommodate 500 guests.

The recreation area is a 17-acre plot adjacent to the EM Club. Named "Sailor's Field," the area will feature a football field, a baseball diamond, three softball diamonds, a regulation quarter-mile cinder track, four tennis courts, two handball courts, a five-hole golf course and a recreation hall.

The recreation hall, which can handle 4000 people, is equipped with a boxing and wrestling ring, three basketball courts, two badminton courts, a stage for plays and dance bands and a movie theater.

Miniature Gyro-Compass

A gyro-compass weighing only nine pounds and having an accuracy that compares favorably in performance with the larger gyro-compass now installed on most Navy ships, will be installed in small naval craft.

The Navy's smaller ships, such as landing craft, currently use the magnetic compass, which is of extremely limited value because of the large amount of magnetic material affect-



MEN OF USS DES MOINES, Sixth Fleet Flagship, lunch with Secretary of Navy. (L-R) George H. Cross, BM1, Charles H. Thomas, Corell Thomas, BM1C.

ing it under combat load conditions.

Named "Mark 22," the new miniature compass occupies less than one-half cubic foot of space. It fits easily on a shelf close to the steering station, so that a repeater system is unnecessary, although repeaters may be attached. In addition, the simplicity of the new compass permits operation by personnel without specialized training, while its design simplifies replacements of components or complete units during field operations.

In rugged tests the Mark 22 gyro-compass has proved its accuracy during sharp, fast turns of speeding boats, in adverse sea conditions and in beachhead operations.

The Navy anticipates widespread

use of the new instrument in the Fleet, particularly on certain landing craft and amphibious vehicles of several types. Its development brings nearer reality a naval goal to improve beachhead operations by equipping landing craft and other small vessels with compasses which will insure precise maneuvers and pinpoint landings in combined arms assaults.

NAS Is 'Gateway to Korea'

Iwakuni Air Depot, on the southern end of Japan's Honshu island, has become the newest Naval Air Station. Known to thousands of UN military personnel as the "gateway to Korea," the installation was transferred from the Air Force to the Navy on 1 October.

Earlier, a Naval Air Facility had been located on the base, which is also the home of Fleet Air Wing Six, Fleet Air Service Squadron 120, Patrol Squadron 17 and Patrol Squadron 50. The Royal Australian Air Force and the British Royal Air Force also use the base.

Captain W. E. Premo, USN, who had commanded the Naval Air Facility at Iwakuni, became the first commanding officer of the air station.

YESTERDAY'S NAVY



In January 1840 Lieutenant Charles Wilkes, USN, Commander of America's first naval exploring expedition, reported Antarctica to be a continent. On 22 Jan 1944 joint forces landed at Anzio and established a beachhead in Italy. On 10-11 Jan 1863 a U.S. gunboat squadron with RADM David D. Porter, USN, in charge of the Mississippi Squadron, attacked and captured the Confederate fort at Arkansas Post. On 9 Jan 1945 U.S. forces entered Luzon via Lingayen Gulf. On 30 Jan 1862 *Monitor* was launched. On 6 Jan 1927 U.S. Marines sent to Nicaragua.

Routine Flight Breaks a Record

A 1900-mile non-stop flight in a plane whose normal range is approximately 800 miles has been recorded by a Navy ensign piloting an F2H-2 *Banshee* jet. The transcontinental hop was made between Los Alamitos, Calif., and Cecil Field, Fla., by Ensign Duane L. Varner of Fighter Squadron 34, at Cecil Field.

The 24-year-old pilot, just one year out of flight training, was on a routine weekend familiarization flight in the *Banshee*. When he started his return to Jacksonville, he had no plans for a non-stop flight, nor did he believe his fuel capacity would enable him to make the hop without refueling at Shreveport, La. Over Dallas, Tex., however, he requested a ground check on his speed and weather information. Informed that weather and prevailing winds were favorable he abandoned plans for refueling.

As he passed over Tallahassee at an altitude of 48,000 feet, Ensign Varner shut off one of his two engines and throttled back on the other, thereby conserving fuel and increasing his margin of safety. He landed with about 600 pounds of fuel remaining.

Believing that the flight may have set an unofficial transcontinental endurance record, Ensign Varner requested that his time be checked. He became airborne at Los Alamitos airport at 4:46 EST, and touched down at NAS Cecil Field just three hours and 58 minutes later—a record if national authorities uphold his claims.

Ensign Varner's cross country flight closely parallels the record-breaking flight of three Navy pilots last year. While that three-hour 44-minute dash from San Diego to Floyd Bennet Field, N. Y., was of record-breaking proportions, it was not established as official as authorities did not time the *Cougar* flight.

Rescue Coordination Center

Near Rota island out in the far Pacific the motor vessel *SS Malakai*, carrying five crew members, was without power or gas. The small merchantman's distress signals were picked up by the naval station on nearby Guam and forwarded to the Rescue Coordination Center operating out of NAS Agana, Guam.

Immediately RCC laid plans for a search and rescue mission—another of the SARs which avert many disasters in the vast two-million square mile Marianas-Pacific area.

If Your Ship Earned More Than One NUC or

As anticipated, considerable discussion has been aroused by the statement in the November 1954 issue of *ALL HANDS* that *USS Pigeon* (ASR 6) is "the only surface vessel of the U. S. Navy to have been twice awarded the Presidential Unit Citation."

Many Navymen, eager to defend the prestige of their own ships, have claimed that they, also, were entitled to special mention.

USS Fanshaw Bay (CVE 70), for example, has been named as recipient of two PUCs. Navymen have reminded us of the proud records of numerous submarines, and still others have called our attention to the award of their ship of both the PUC and Navy Unit Commendation.

The fine record of Navy ships is, of course, always a matter of interest and of heated controversy. That's the way it should be. For the benefit of the men who have sailed and fought in these ships, we have asked Medals and Awards Division of BuPers to prepare a special list of those U. S. Navy vessels and units who have participated in awards of the PUC and/or NUC on more than one occasion.

It might be mentioned that crew members of *Fanshaw Bay* share with *Pigeon* the distinction of having received two PUCs; *Fanshaw Bay* having been cited once by name and having served as a member of a task unit which was awarded a PUC. However, to have been technically correct, *ALL HANDS* should have stated that *Pigeon* was the only surface vessel to have been cited *individually* by the award of two PUCs.

Here's the list of Navy ships and units which have, as of November 1954, received two Presidential Unit citations and/or Navy Unit Commendations. A PUC is awarded

for "outstanding performance in action;" an NUC is a unit citation junior to the PUC awarded to any ship, aircraft, detachment or other unit in the naval service which has "distinguished itself by outstanding heroism in action against the enemy but not sufficiently to justify award of the PUC," or to any similar unit which "has distinguished itself by extremely meritorious service not involving combat but in support of military operations and such as to render the unit outstanding compared to similar units rendering similar service." It should also be noted that participation in extended periods of duty or in a large number of combat missions does not in itself justify the award.

• *USS Fanshaw Bay* and attached air squadrons VC-68, VC-66, and VOC-2 received an individual PUC for participating in the Marianas, Western New Guinea, Leyte, Okinawa Gunto and Third Fleet Operations from 15 Jun 1944 to 27 Jul 1945. *Fanshaw Bay* was also a member of Task Unit 77.4.3 which participated in the award of the PUC "for extraordinary heroism in action against powerful units of the Japanese Fleet during the battle off Samar, Philippines, 25 Oct 1944." Personnel attached to the vessel during the actions specified are entitled to the Facsimile and Ribbon Bar of the PUC award.

• *USS Columbia* (CL 56) received a Navy Unit Commendation for its action 5-9 Jan 1945 during the battle of Lingayen Gulf, Luzon. She was a member of Cruiser Division 12 which was awarded an NUC for its action 1-2 Nov and 2 Nov 1943 at Empress Augusta Bay.

• *USS Enterprise* (CV 6) and Air Groups 6, 10, 20 and 90 received an NUC for their part in the Pacific campaign from 19 Nov 1943 to 14 May 1945. *Enterprise* also received

A P4Y patrol aircraft from the naval air station and the escort vessel *USS Whitehurst* (DE 634) from Apra Harbor were dispatched to help the stricken vessel.

Shortly, the plane sighted the crippled ship taking in water and with her decks already awash. A fix was given to *Whitehurst*, which arrived on the scene without delay

to remove the *Malakai's* crewmen.

Saving men and vessels at sea is only a small part of the Rescue Coordination Center's mission, however. Having taken over the SAR job from the Coast Guard in 1953, the Navy unit operates on the slogan that "no job is too large or too small," dispatching help for a lost islander; or, minutes later, dispatch-

PUC, She's Listed Here

the PUC for action in the Pacific from 7 Dec 1941 to 15 Nov 1942.

● **USS Hopkins** (DMS 13) received two Navy Unit Commendations. The first was earned 6-7 Jan 1945 at Lingayen Gulf; the second, during the Solomon Islands campaign from 7 Aug 1942 to 4 Jun 1944.

● **USS Hovey** (DMS 11) received a Navy Unit Commendation for its Solomons Islands activities 7 Aug 1942-17 May 1944. As part of Task Unit 32.9.3, 12-15 Sep 1944 at Angaur, Peleliu and Kossol Passage, it participated in another NUC.

● **USS Pigeon** (ASR 6) received a Presidential Unit Citation for its action 10 Dec 1941, Philippine Islands; and received second PUC for outstanding services in Philippines during December 1941.

● **USS Barb** (SS 220) was awarded the Presidential Unit Citation for four war patrols—the 8th, 9th, 10th and 11th—in the Pacific from 21 May 1944 to 15 Feb 1945. It won the Navy Unit Commendation for its 12th war patrol in the Pacific from 8 Jan to 2 Aug 1945.

● **USS Bowfin** (SS 287) was individually cited for a PUC and an NUC. She was awarded the PUC for her second war patrol in the Pacific from 1 Nov to 9 Dec 1943; and received the NUC for her sixth war patrol in the Nansei Shoto area 16 Jul to 13 Sep 1944.

● **USS Guardfish** (SS 217) was one of two submarines to have received two PUCs. (*USS Tang* (SS 306) was the other.) *Guardfish* earned her first PUC during her first and second war patrols in the Pacific from 6 Aug to 28 Nov 1942. Her eighth war patrol, Pacific, from 14 Jun to 31 Jul 1944 won her the second PUC.

● **USS Seawolf** (SS 197) received two NUCs. Her first was awarded



OUTSTANDING HEROISM and performance in action add to the proud record of Navy ships and crews trained in gunnery perfection while at sea.

for her fourth war patrol, Pacific, from 15 Feb to 7 Mar 1942. Her second, for her seventh war patrol from 7 Oct to 1 Dec 1942 in the Davao Gulf, Palau and Yap areas, her 10th war patrol from 14 Aug to 15 Sep 1943 in the East China Sea, and her 12th war patrol from 22 Dec 1943 to 27 Jan 1944.

● **USS Sentry** (AM 299), **Scout** (AM 296) and **Scuffle** (AM 298) participated in an NUC as part of Task Unit 78.3.6 and also a PUC as members of Task Unit 78.2.9. The NUC award was earned during 14 to 18 Feb 1945 at Manila Bay. The PUC was awarded for the period from 15 Jun to 1 Jul 1945 at Balikpapan, Borneo and Netherlands East Indies.

● **USS Tang** (SS 306) shares with *Guardfish* the distinction of being one of only two submarines to have earned two individual citations for the PUC. *Tang's* first PUC was earned for her first, second and third war patrols, Pacific, from 22 Jan to 14 Jul 1944; her second PUC was received for her fourth and fifth war patrols, from 31 Jul to 3 Sep 1944 in

the Honshu area and from 27 Sep to 24 Oct 1944 in Formosa Strait.

● **USS Trigger** (SS 237) received an individual NUC and PUC. The NUC was awarded *Trigger* for her ninth war patrol in the Palau Islands area from 23 Mar to 20 May 1944. Her PUC covered her fifth, sixth and seventh war patrols, Pacific, from 30 May to 8 Dec 1943.

● **USS Grasp** (ARS 24) participated in an NUC awarded to Ship Salvage, Fire-Fighting Unit, 7th Fleet, 17 Oct 1944 to 10 Jun 1945 in the Philippine Islands area. *Grasp* was also awarded the NUC for service in Korea from 1 Feb to 15 Oct 1951.

● **USS YMS 46, 50, 53, 314, 315, 335, 336, 339 and 364** participated in an NUC awarded to Task Unit 78.3.6 for service at Manila Bay from 14 to 18 Feb 1945, and in a PUC as elements of Task Unit 78.2.9 at Balikpapan, Borneo and Netherlands East Indies from 15 Jun to 1 Jul 1945.

For the most recent list of US ships receiving an NUC for service in Korea, see page 56.

ing a plane for an emergency inter-island evacuation.

The vast area under RCC's eye extends from the Marianas and Bonin Island in the north, to Yap, Ulithi and the Palau islands in the southwest, and the Caroline Islands to the south and southeast—an area well over two million square miles. Difficult circumstances, arising from

the huge area to be covered, demand that RCC have every military facility at its disposal. Planes, surface craft, overland rescue squads and hospital facilities are available at a moment's notice.

Planes come from both the Operations Department and Early Warning Squadron Three (VW-3) at NAS, Guam, and from the 79th

Rescue Squadron at Andersen Air Force Base, Guam.

The Marine Barracks at the Naval Station furnishes a rugged overland rescue team, while Apra Harbor provides a crash boat and Service Division 51 offers the facilities of surface craft. Medical facilities are provided by Guam Naval Hospital.



SHIPS OF SAME CLASS transfer Sixth Fleet flag. After serving as Fleet flagship since May, *USS Salem* (CA 139) is relieved by *USS Des Moines* (CA 134).

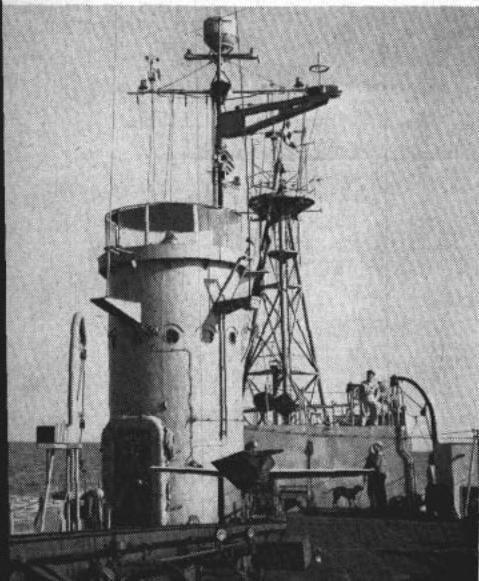
YV 2 Is Drone Ship

USS YV 2, a little ship with a unique mission, is the newest floating addition to LantFleet's Air Force. Her job is to launch, direct and recover KD target drones—the small target aircraft used by the Fleet to keep antiaircraft gun crews in fighting trim.

Converted from an LSM, *YV 2* was commissioned to fill the need for a small, economical ship to provide drone service. A 10-man drone launching unit from Utility Squadron Six operates the drones, while the ship carries a regular complement of 40 men and four officers.

The stubby little vessel is equipped to handle every phase of drone operation—launching, directing, recovering and servicing. Designed

UNIQUE in mission and appearance, the Navy's *USS YV 2*, was converted from an LSM for operation of drones.



along carrier lines, her 200-foot length is mostly flight deck, with bridge to starboard and two drone launching catapults forward.

The only target aircraft catapult control and launching vessel in the Atlantic Fleet, *YV 2* has only one counterpart in the Navy—*uss YV 1*, assigned to the Pacific. Since hoisting her commission pennant, the midget carrier has been operating under the control of Commander Utility Wing, Atlantic Fleet.

Frogmen Take to the Air

The "Week End Traffic Blues" no longer bother the men of UDT Unit Two in Norfolk, Va. They decided that since they had trouble bucking the traffic they'd go over it when they head out on liberty. They've formed a flying club.

Prime aim of the club is to provide transportation for members going on camping trips, or to football games or distant homes which couldn't be reached by normal methods of transportation on week-ends.

The whole idea got its start a little over a year ago when one of the members of the unit bought his own plane. When he started making his week-end trips the other members of the unit began to get interested.

It wasn't long before four of the men in the unit had their own planes and 12 got either private or student flying licenses.

Soon, trips over the week-end to New York, Philadelphia, Miami and various other spots, became the rule rather than the exception. The long-

est hop on record by the group was a 900-mile jaunt to Madison, Wis.

The group figures that they are actually saving money as a result of their flying week-ends. Cost of maintenance and general upkeep is low on the small planes they use and they have it figured out that it costs less than three cents a mile to travel when four passengers share the expense.

—Dick Baier, JO3, USN, PhibLant.

Retraining Command Lends Aid

Men on duty at the U. S. Naval Retraining Command at New Castle, N. H., were commended by local citizen groups for the aid given during the series of hurricanes of last fall that created havoc in that section.

In commendatory letters to BuPers, residents of the area called particular attention to the fact that, through the efforts of the staff of the Retraining Command, roads rendered impassable were cleared so that power and light were restored in the minimum length of time, and "blow-downs" which endangered lives and property were removed to make rehabilitation possible. Retraining personnel were dispatched to all homes in the area with offers of assistance and assurance of all possible co-operation. They assisted in the evacuation of such places as were necessary and worked throughout the storms.

The letters further cited the administrative personnel at the Retraining Command for the way in which they took the lead in rendering aid, "in keeping with the high standards set for officers of the U. S. Naval service."

Take-off While Tied Up

Launching planes while moored to a wharf is not usual carrier practice, but *uss Hornet* (CVA 12) recently launched 23 *Skyraider* bombers while tied up alongside at Yokosuka, Japan.

Using the carrier's catapults, the eight-and-one-half ton planes were airborne after a 192-foot run from a dead standstill.

Though not new in naval carrier aviation, the unusual event brought a large group of civilian workers as well as naval base sailors to watch the catapulting. Foul weather had prevented launching the planes before *Hornet* entered the harbor.

The *Skyraiders* were flown to the U.S. Naval Air Station, Atsugi, Japan, where the pilots underwent routine training.

Guided Missiles Go for Pogo

"Pogo," the Navy's first high-altitude target for guided missiles, has been announced by BuOrd.

The new target is a rocket-carried parachute which automatically zips open at high altitudes and floats slowly to earth. A metallic silver coating on the parachute silk reflects radar signals so that at high altitudes the parachute resembles an aircraft on the radar scopes.

The chute has a diameter of 20 feet and is packed into the nose of a small 13-and-one-half foot rocket which is fired to the desired altitude from a portable vertical launcher. When the proper height is reached a strong spring ejects the parachute. The rocket's 17-pound nose cone serves as a stabilizing weight for the chute's downward trip.

Aside from representing the first true physical simulation of a high-altitude target for guided missiles, the rocket-parachute technique is considered economical. For instance, "Pogo" floats to earth slowly enough to allow several guided missiles to be fired at it. Previously, according to BuOrd officials, the expense of providing high-altitude targets for guided missiles has been prohibitive.

Air Force's Man-of-the-Month

A Navyman has been selected by Air Force personnel at Kirtland Air Force Base, Albuquerque, N. Mex., as the outstanding "Airman of the Month." This is the first time the honor has been awarded to a Navyman.

Gordon S. Stevens, AM3, USN, a member of U.S. Naval Air Special Weapons Facility, at Kirtland, received the award from the Commanding General of the Air Force Base.

In addition to the certificate naming him "Airman of the Month" Stevens received several gifts from local merchants, appeared on television shows and was guest of honor at a Chamber of Commerce luncheon in Albuquerque.

Kodiak Ski Patrol

If you've seen television lately, you've heard of Space Cadets, Rocket Rangers and The Space Patrol. But Navyman at the Kodiak Naval Station are having none of that. Some of the sailors up north are in training to join the "Kodiak Ski Patrol."

Beginning its second year of operation, the Kodiak Ski Patrol is an af-

83-Year-Old Japanese Dons U. S. Navy Uniform Again

Ham and eggs, toast and coffee, American cigarettes—these are such familiar items most Navyman would never think of them as reminders of his career. Recently, however, Iwakuni Naval Air Station, in southern Honshu, Japan, was visited by such a man.

He was 83-year-old Sasaki Torajiro, Japanese resident, naturalized U. S. citizen and retired 30-year Navyman. Sasaki had received a letter from BuPers informing him that he was eligible for improved retirement payments, and he wanted some additional information. A "bull" session, plus the records he brought along, revealed the following story.

In 1895 Sasaki, who was then 24, left his young bride on Honshu and headed for America to seek his fortune. He settled in Philadelphia and, after five years at various jobs, signed up with the U. S. Navy.

He served on board the old Navy transports *uss Buffalo* and *uss Scorpion*, the gunboat *uss Dubuque* and a coaling ship, *uss Abarenda*. He saw service in the Philippine campaigns between 1900 and 1903 and throughout World War I, with stretches of shore duty at Boston and Norfolk.

For eight years Sasaki served as receiving steward for the Commandant of the Philadelphia Naval Home. His wife journeyed to the U. S. in 1918 and remained for five years, living in the vicinity of Philadelphia while Sasaki was on duty at the Home. Meanwhile, in 1919 the Japan-born Navyman became a naturalized American citizen.

In 1930 he retired from active duty and returned to his birthplace.

Sasaki retained his citizenship papers throughout World War II, although he was living in Japan. During the war his retirement pay was suspended, but when peace

affiliate member club of the National Ski Patrol System. This system teaches safe skiing methods and training in methods of administering "winter" first aid treatment. It also aids the military in training for winter rescue work and survival aid in a possible civilian disaster.

Ensign J. C. Holiber, USN, a member of the National Ski Patrol, conducted classes in first aid for 16 Navyman aspiring to join the Kodiak



RETIREED 30-year Navyman, Sasaki Torajiro, puts on his uniform again to take part in a personal inspection.

came the U. S. government forwarded the full amount due him.

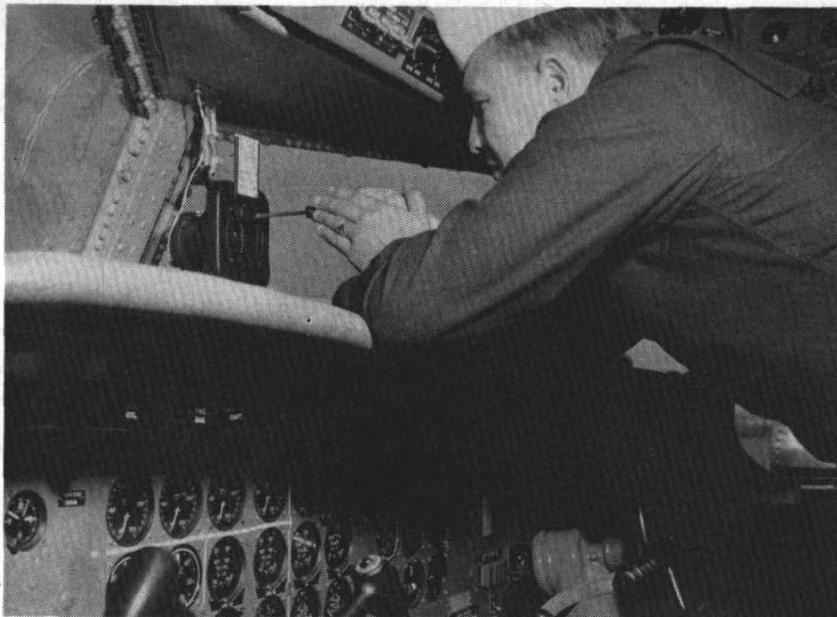
Despite the conflict between his homeland and his adopted country, Sasaki never forgot his days in the U. S. and in the Navy. Today he and his wife live in the small town of Ogata, near Iwakuni, where they can make full use of post exchange and commissary privileges to buy the "Stateside" items they like so well.

Recently, the commanding officer of the station invited Sasaki to assist him in making a personnel inspection. Thinking that the retired sailor might be embarrassed wearing his old uniform after so many years, the skipper asked him if he would prefer civilian clothes for the occasion.

Sasaki replied, "Captain, I'd like nothing better than to wear my uniform."

club. Besides Holiber, Commander Percy H. Bliss, CEC, USN, and four other members of last year's Kodiak Ski Patrol will aid in further training the new members.

Other training received by new club members includes: winter mountaineering principles, cold weather survival, use of map and compass, and avalanche precautions. Incidentally, the men also receive plenty of training in the use of skis.



NAVIGATION personnel at VR-3 compensate magnetic compasses on squadron's aircraft every 100 hours as part of their round-the-clock service to airmen.

The Food Is Too Good

Ships of the Pacific MSTs Fleet came up with a strange problem recently. Passengers started complaining about the food, it was too good. As a result inches were being added to various waist lines during trips to and from the Far East.

Since the passengers were getting fat and sassy it was apparent that something had to be done. Some of the top thinkers soon came up with a solution and now the menus aboard various MSTs ships look like a problem in arithmetic.

At the top of each menu is a little note advising passengers of the ideal caloric intake per day. Behind each dish the number of calories in one serving is given.

Now it is strictly up to each passenger. He can take his choice; eat and grow fat, or watch his diet and retain that school-day figure.

Nine Out of Ten Go Navy

The ninth son of a family of ten boys has carried on a family tradition by joining the U. S. Navy.

William B. Schneider, SR, USN, of Company 233 at USNTC, Great Lakes, Ill., has followed his eight brothers into the naval service.

Four other Schneiders are still on active duty: John D. is a BM1 on board *uss Furse* (DDR 882); Franklin E. is a BM2 on board *uss Borden* (DDR 881); Richard and Ernst are both stationed at Great Lakes.

The remaining four brothers have already served an enlistment in the Navy and are now discharged.

Bill, the most recent of the Schneiders to enter the Navy, is a bit of a nonconformist in that he plans to strike for patternmaker instead of boatswain's mate, which seems to be the family tradition.

There's still one brother left at home—Walter, age 16. By the looks of things, Walt will probably be a Navyman too—he feels that if his nine brothers can agree on it then the Navy must be a "pretty good outfit."



QUARTERMASTER A. L. Grover makes periodic adjustments on VR-3 sextants with collimator at Moffett Field.

VR-3 Knows Its Sky Road Maps

From Alaska to Africa to Afghanistan—that's the range of the charts and publications in the navigation office of Navy Air Transport Squadron Three, at NAS Moffett Field, Calif.

It's the job of this navigation office—and all other similar offices in the Navy—to keep pilots supplied with every bit of information available and to aid in keeping the efficiency of the squadron on a high level for air operations.

The VR-3 navigation office, for example, maintains a world coverage in charts and navigational publications. On short notice, that office can supply a navigator and co-pilot with navigation kits for flights to any part of the globe.

Charts and publications are placed in the navigator's kit to cover his route and destination. A checkoff list is provided to ensure the exact contents of the kit before the flight's departure.

Most of the navigation charts and publications are obtained by VR-3 from the Navy Hydrographic Office. Some U. S. Air Force charts and publications are also used.

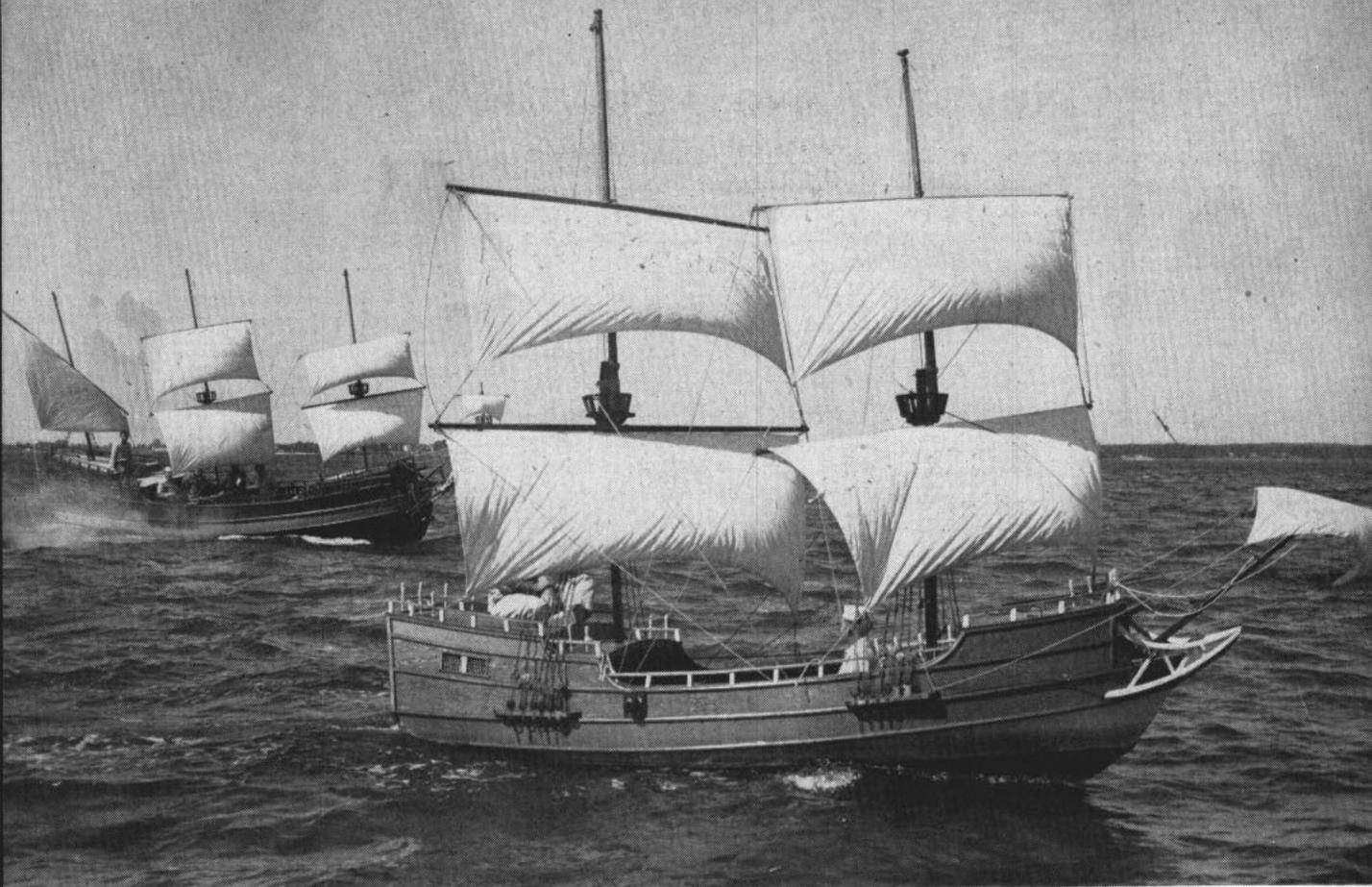
When charts arrive at VR-3 they are logged as to type, number, amount and source of shipment. Then the charts are stowed in specially marked cabinets to eliminate confusion in their use.

In addition to new charts, the VR-3 navigation office has to make constant revisions to charts already in use. Revisions for over 500 publications are the average received each week. Also, 12,000 charts are inventoried twice a month to make sure of their current value.

One set of up-to-date navigation publications must be maintained for each aircraft in the squadron. Also, all current charts must be posted and ready for issue in the squadron briefing room.

Another, but just as important job of the navigation office is the upkeep of navigational instruments. The magnetic compass in each aircraft is compensated every 100 hours. A daily comparison is made of the squadron's 39 chronometers to determine the rate of gain or loss.

The squadron navigation office, which maintains a 24-hour watch, is staffed by two officers and nine enlisted men. Regardless of the time of day or where you're going, the VR-3 navigation office is ready and able to serve you.



NAVYMEN SAIL replicas of Ark (left) and Dove (right) that brought first settlers to shores of Maryland in 1634.

This Is How It Was Back in 17th Century

THIS COULD BE the seventeenth century and you could be one of the sailors of the *Ark* or *Dove* looking at your ship that has just crossed the Atlantic to bring the first settlers to the state of Maryland.

That was the feeling created by these replicas of historic ships as they participated in a Tercentenary celebration of Maryland's Calvert County.

Manned by volunteer Navy crews from Naval Ordnance Laboratory at Solomons, Md., *Ark* and *Dove* sailed in Solomons Harbor, the Patuxent River, and nearby waters. The reconstruction of the ships and their voyage was under the supervision of LCDR Carl von Zielinski, USNR (Ret.). The crew consisted of LT J. F. Salisbury, USN, R. T. Farley, BMC, USN, R. O. Davis, ENC, USN, O. R. Hildalgo, BM1, USN, J. W. Pearson, BM2, USN, and J. F. Kelly, SN, USN.

Dove is brig-rigged, having two masts both with square sails. *Ark* is a three-masted barque, which in ad-

dition to the square sails also carries a topmast spritsail over the regular spritsail.

This little sail is hoisted on a "mast" erected at the tip of the bowsprit. The Navymen found the topmast sprit to be effective in tacking but difficult to manage, and requiring much gear. That's probably why this sail was discarded and replaced by jibs over 200 years ago.

The spirit of the early naval traditions was intensified when the Navymen traded their present day uniform for that of the 15th Century sailor complete with plumed hats, knee length pants, boots, and cape.

The model ships handled easily under sail and it did not take the modern sailors of the Solomons base long to solve the old-fashioned problem of which line to pull when.

ARK'S CREW stand by moored barque dressed in 17th Century sailors' garb.



More Champs in New Navy Sports Program

THE NAVY SPORTS PROGRAM has undergone a big change, with more emphasis being placed on the intramural level of sports. However, competition and interest should remain as high as before in the All-Navy and Inter-Service levels of eliminations.

Besides the changes to the All-Navy Championships, the All-Navy Eastern and All-Navy Western Championships have been established. The scope of a competition has been increased so that it will reflect greater efficiency and a higher standard of physical fitness of more Navymen.

Let's take a close look at BuPers Inst. 1710.1B which contains the basic policy for the Navy Sports Program and enclosures governing the conduct of the eliminations at the different levels.

Inter-Service Sports

The biggest change to the Inter-Service Program is that only *boxing* remains from last year's schedule. Added to the 1955 agenda, however, are competitions in *tennis*, *golf*, *bowling* and *triathlon*. In golf and tennis, there will be Open and Senior Divisions. The Senior Division in golf is limited to those over 45 years of age, and in tennis the limit is to those over 40 years of age. Seniors may compete in the Open Division if

they desire, but they may participate in only one division.

Eligibility rules for the various service teams remain the same as last year.

- **Boxing** rules and team sizes are unchanged. The same rules that govern play in the Inter-Service will prevail in the All-Navy.

- **Bowling** will be held according to the American Bowling Congress rules. The Navy's team in the Inter-Service will be composed of the top six bowlers in the All-Navy finals. The Inter-Service team champion will be determined by the accumulated team score of the high five members of each service. This team total will include the singles, doubles and team event.

- **Golf** will be played according to the rules of the U.S. Golf Association. The Navy team in the Inter-Service will be composed of five members selected from the lowest scorers in the All-Navy finals Open Division and three lowest scorers in the Senior Division. The Inter-Service team champion will be determined by 72 holes of medal play in the Open Division and 54 holes of medal play in the Senior Division. The total of the four lowest individual scores will serve as the team total. However, the scores in the

Senior Division will not be considered in team championship totals.

- **Tennis**—Lawn tennis rules as published by the U.S. Lawn Tennis Association, will govern the Inter-Service Tennis Championships. The Navy will have its top six players in the I-S. These men will go to make up four singles contestants and two doubles teams. The Senior Division will consist of two singles competitors and two doubles teams with a maximum of four contestants. Points scored in the Senior Division will not be considered in the tabulating of the score for the I-S Championship.

Each singles contestant or doubles team winning a match will be awarded one point, except that the winners of the final match in singles and doubles competition will be awarded two points. The team with the highest point total will be declared Inter-Service Champion.

- **Triathlon**—Rules for the Triathlon, which was run last year in the Inter-Service, will be the same. The Triathlon is in the Inter-Service primarily because of its excellent training for the World Modern Pentathlon, a yearly world-wide event for military personnel.

All-Navy

There is no change in the All-Navy *boxing* program. *Bowling*, *golf*, and *tennis* have been substituted in the All-Navy sports program for baseball, basketball, and track and field.

Boxing teams in the All-Navy will consist of 10 weights. The Navy team size in the Inter-Service will be 12 boxers, including 10 weights plus two alternates. In bowling, each command may enter a maximum of five contestants in the All-Navy eliminations. All-Navy bowling events will consist of high singles (three games) and high set of five games.

In golf, each command may enter four contestants in the All-Navy Open Division eliminations and two in the Senior Division. Eliminations will consist of 72 holes of medal play in the Open Division and 54 holes of medal play in the Senior Division.

Each command may enter two singles players, one doubles team and one alternate in the Open Division of the All-Navy tennis eliminations. In the Senior Division two singles



ATHLETIC CREW of USS Kearsarge (CVA 33) represent the various sports in which they took part in 12ND competition. They finished near top in all fields.

players and one doubles team are the limit.

All-Navy Eastern and Western

The big thing in Navy sports this year will be the All-Navy Eastern and All-Navy Western Championships. -These two "sectional" All-Navy championships have been established to reach more Navymen, both as participants and spectators.

The establishment of these two championships is not intended to hamper or prohibit a varsity-type program. Actually, these two sectional All-Navy championships will determine the Navy (Eastern and Western) intermural champions.

Under this new set-up, more opportunities for competition will be offered to more individuals. This will be especially true of the individual sports.

Let's take the case of Tom Tenpins, YN3, usn, a top-notch bowler on the escort destroyer *uss Topsail*. There isn't too much interest in bowling aboard *Topsail*, and although Tenpins sports a 215 average, his ship has no bowling team. Under the old sports program, he'd have been out of luck, unless he had been selected for the DesLant bowling team.

Under the new Navy Sports Program, however, here's the way he'll enter competition. If his ship doesn't form a bowling team, Tenpins may enter competition as an individual representing his ship. Since *uss Topsail* is attached to Newport, R. I., Tenpins will enter competition in the First Naval District.

If Tenpins is among the top bowlers in the 1st N.D., he will then compete against bowlers from ComThree and ComFour, including adjacent fleet units, for the bowling championship of the Northeastern Conference. But we're getting a little ahead of ourselves since we haven't discussed the different conferences.

Let's backtrack a bit and see what activities will be included in these two All-Navy championships and the paths of elimination.

Sports that will be included in this program are *boxing, wrestling, baseball, tennis, golf, track and field, swimming, bowling, softball, touch football, volleyball and basketball*.

Every Navy command has been invited to participate. Here's the breakdown of athletic conferences:

Eastern

• *Northeastern Conference*—ComOne, ComThree, ComFour, includ-

ing adjacent fleet units.

• *Central Conference*—ComFive, ComNine, PRNC, SRNC, including adjacent fleet units.

• *Southeastern Conference*—ComSix, ComEight, ComTen, ComFifteen, including adjacent fleet units.

• *Atlantic Fleet Conference*—All Atlantic Fleet units.

Western

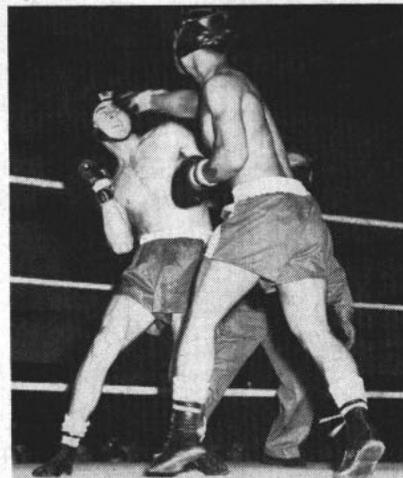
• *Far Eastern Conference*—ComNavFE, ComNavPhil, ComNavMarianas, including adjacent fleet units.

• *Hawaiian Conference*—ComFourteen, including adjacent fleet units.

• *Northwestern Conference*—ComTwelve, ComThirteen, ComSeventeen, including adjacent fleet units.

• *Southern California Conference*—ComEleven, and adjacent fleet units.

Coast Guard units, Naval Air Training activities, Reserve Fleets, and all other naval activities will compete in their own naval districts. Units of the inactive fleet berthed at naval stations will participate in their respective naval districts. It is important to note, however, that



BOXING remains the same while new games are added to this year's interservice sports card.

teams or individuals may not compete in more than one Conference in a sport.

Special Services Conferences were held at Norfolk, Va., and San Francisco, Calif., to iron out details of the program.

In the Eastern All-Navy Championships, the winners of the four

Here is the schedule for dates and sites for the 1955 All-Navy Sports Championships and the dates for the All-Navy Eastern and All-Navy Western Sports championships:

ALL-NAVY CHAMPIONSHIPS				
	Boxing	Boxing	Tennis	Golf
Quarter-finals:	Week of 28 February	Week of 21 March	Week of 11 July	Week of 18 July
(Note: Sites for quarter-finals in each sport will be as follows: Eastern Naval Districts Group—ComFive; Atlantic Fleet Group—CinCLantFlt; Western Naval District Group—ComEleven; Pacific Fleet Group—ComFourteen.)				
Semi-finals:	14 March ComEleven ComFive	28 March ComEleven ComFive	25 July ComTwelve ComOne	25 July ComEleven PRNC
Finals:	21-23 March ComNine	13-15 April ComTwelve	8-12 August ComOne	1-5 August PRNC
Inter-Service:	28-30 March ComNine—Navy	20-22 April Army	22-27 August Marine Corps	8-12 August Air Force

(The Inter-Service Triathlon will be conducted by the Army on 29-30 June. The first three place winners in this event at the All-Navy Eastern and All-Navy Western track and field championships will be eligible to compete.)

ALL-NAVY EASTERN AND ALL-NAVY WESTERN

Sport	Participants	Finals
Bowling	Both	14 March
Basketball	Eastern only	21 March
Boxing	Both	28 March
Wrestling	Eastern only	4 April
Volleyball	Eastern only	30 May
Track and Field	Eastern only	22-23 June
Tennis	Both	25 July
Golf	Both	25 July
Swimming	Eastern only	25 July
Baseball	Eastern only	29 August
Softball	Eastern only	5 September
Touch Football	Eastern only	12 December

SIDELINE STRATEGY

"I HAD A 'BIG ONE' but it got away"—That's the age-old alibi for fishermen who come home empty handed. But Richard Johnson, CSC, USN, of the Kodiak, Alaska, Naval Station, wasn't kidding when he told of his "big one that got away."

In fact, seven days and a lot of perseverance later, he came up with actual proof of his story. Seems Chief Johnson was fishing in Old Women's Bay, near the Kodiak Naval Station, one Saturday morning. He hooked into a big fish but in the ensuing battle, the chief lost not only the fish but his fishing rig.

Knowing that the big one was in the bay, Johnson persisted in his attempts to land it. For the next six days, his opponent played hide-and-seek with Johnson—at the expense of four more fishing rigs.

Finally, at 0500 on the following Friday, Johnson's luck took a turn for the better. He buried his hook deep into his long-awaited prize. Battling the huge fish for an hour and a half, Johnson finally landed it—a 175-pound halibut.

Upon close examination of the fish, Chief Johnson discovered that this was "the big one that had got away." Hanging from the halibut's mouth was the gear which Johnson had lost the previous Saturday. Some of those stories you hear aren't so "fishy" after all.

Just to prove that more

than luck was involved in his catching the big halibut, Johnson went out the following week and landed another giant, this one tipping the scales at a "mere" 125 pounds.

★ ★ ★

Talk about tough luck, and Frank Milligan of the NAS Atsugi, Japan, golf team can give you a pretty good story. Frank was playing in the All-Far East Navy golf tourney and was in the thick of the battle for medalist honors.

He was playing his usual steady game—that is, until he came up to the par four 18th hole. Even if he did "blow up" and get a bogie or double bogie, Frank figured he'd still have a chance.

No such luck for Frank. Thirteen strokes (and probably many words) later, Frank had finally put that obnoxious little ball into the cup. Although he'd lost any chance of individual honors, Frank wasn't too sad. His team won the championship.

★ ★ ★

NTC Bainbridge is this year's "Boot Bowl" champion since they defeated the NTC Great Lakes football team 26-14 in the annual classic. This football series began three years ago and Bainbridge now holds a slim 2-1 edge.

Prize for winning this annual game is a trophy consisting of a bronzed set of boots and leggings, symbolic of the mission of both stations.

—Rudy C. Garcia, JO1, USN.

conferences will meet at a central location to determine the winner. This will eliminate the semi-final bracket.

In the All-Navy Western, it has been agreed that for the present, only the four sports on the Inter-Service level will be sponsored. It was also agreed that ComNavFE host boxing on 14 March; ComFourteen host golf on 11 July; ConNavMariannas host tennis on 11 July; and ComFourteen host bowling on 28 July.

All of the dates mentioned in the sports program are suggested dates. Because of military obligations, host commands may find it necessary to schedule competition on other dates, so long as such changes are consistent with the over-all program. Host commands will furnish details of changes to participants. The size of teams and the rules by which the games will be played are included in Enclosure (2) of BuPers Inst. 1710.1B.

Sports Awards

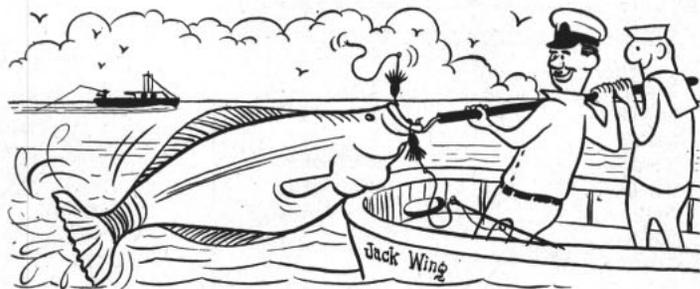
In team sports, individual trophies, furnished by BuPers, will be awarded to members of winner and runner-up teams in *baseball, basketball, softball, volleyball* and *touch football*. A plaque will be awarded to the winner and runner-up.

Boxing trophies will go to winners and runners-up in each of the 10 weight divisions. In *bowling*, trophies will be awarded to the first, second and third place winners in each event.

Awards in *golf* will be trophies, given to the three lowest scorers and to the two lowest scorers in the Senior Division. In *tennis*, individual trophies will be awarded to the winner and runner-up in the singles matches and to the winners of the doubles event. In the Senior Division in tennis, trophies will be awarded to the winner and runner-up in the singles matches and to the winners of the doubles matches.

Individual trophies will be awarded in *wrestling* to the winners and runners-up in each of the eight weight divisions. *Swimming* and *track and field*, are the same, as far as trophies are concerned. In each of these two sports, individual awards will be given to the first, second and third place winners in each event, except that members of the winning relay teams only will receive awards.

Complete details on the new Navy Sports Program are contained in BuPers Inst. 1710.1B, 27 Oct 1954.



THE BULLETIN BOARD

New Deck Log is Streamlined But Will Keep Salty Flavor of Old

OFFICERS OF THE DECK, quartermasters of the watch and yeomen in the Ship's Office will be among those to benefit from a forthcoming major change in the Ship's Deck Log.

The revision, which is expected to become effective within the next few months, is the first change of any consequence in the familiar log book since 1942.

The new format is the result of a thorough study on the part of the records experts in BuPers who worked closely with hydrographic and aerographic specialists in the Office of the Chief of Naval Operations and with legal specialists in the Office of the Judge Advocate General.

In addition to the well-informed help from these sources, numerous suggestions submitted over a period of years from units of the Fleet were considered and the great majority were adopted.

Of its new log, the Director of the Officer and Miscellaneous Records Division of BuPers says, "We feel that we have here something that will satisfy the basic legal, factual and historical requirements of the log and at the same time bring about considerable savings in manpower, money and material. In fact, it will be a substantially improved log, modern in every sense, yet will preserve the nautical and salty flavor of the old one."

Translated to cold figures, the new log will reduce—

- Typing by 50 per cent.
- Stowage space required by 40 per cent.
- Paper by 40 per cent.
- Over-all cost by 20 per cent.

Instead of the well-known black log cover, the leading bridge gang quartermaster will now be handed a single light-blue, loose-leaf binder in which everything is arranged for handy use—even on a dark night. Thus, the familiar requirement for an odd day and even day log has been eliminated.

Opening the new log, "Wheels" will find on the left-hand side com-

plete *Instructions* on how to use it, instructions which include the usual extracts from *Navy Regulations* and *BuPers Manual* (both of which have been revised and will be issued in the near future) and extracts from the *Manual for Courts-Martial*, complete instructions on how to keep the Weather Observation Sheet and the Remarks sheet. Yes, the instructions can be changed as easily as putting a piece of paper in a loose-leaf notebook. In addition, a new set of illustrations of typical cloud formations and their descriptions, adapted from a recent ALL HANDS centerspread, has been included. For the first time, a comprehensive set of sample entries have also been included in the log for guidance in writing the remarks for a watch.

Facing the Instructions side you will find the *Weather Observation Sheet*. Here numerous changes are apparent, many of them the reflection of accumulated years of practical experience at sea. One of the more significant innovations is its assembly. Picture if you will, two Weather Observation Sheets with a tear-off stub and a one-time carbon between.

Important Changes

Here are some of the more important changes you'll find on the new weather sheet.

- Errors of compasses have been eliminated from the log since they are recorded in the Magnetic Com-

pass Record at least twice each hour in greater detail. As to disposition of the engineering plant and changes thereto, fuel and water are recorded in the engineering log along with other related engineering information, so such entries have also been eliminated. Of course, these changes in no way relieve the OOD of his responsibility to know the condition of the engineering plant nor do they affect, in any way, the preciseness or detail required of the quartermaster's notebook which shall continue to show in great detail all the happenings of the watch.

- The separate section for listing of "General Drills and Exercises" has been dropped, this information to be included under routine remarks.

- A complete table of "Synoptic Observations" has been included for a limited number of specified ships which are responsible for originating periodic aerological reports.

"Wheels" turns next to the *Remarks* page. Here he will notice that the OOD can now write on both sides of this sheet since the Weather Observations are no longer printed on the reverse side.

Finally, in an inside pocket in the log's back cover is additional space for stowing forms.

The yeoman, incidentally, also gets a break with the new edition. He now has to type up but one copy of the Remarks sheet, which is sent to BuPers as before. No carbon is required as previously—officials decided that keeping the original Rough Log aboard ship was sufficient record. Also, no retyping of the Weather Observations Sheet is required. The original will be sent to BuPers and the carbon retained aboard just as it comes off the bridge—QMs of the watch take note!

Small ships and district craft will continue to submit the abbreviated log (NavPers 132), a revision of which is soon to be undertaken.

Other items of interest that have been changed:

- All courses and bearings will be interpreted as "degrees True" unless otherwise designated. This will



"Let's have a snowball fight... recruits against petty officers..."

do away with the long spurts of compass and gyro headings the OOD had to write down on the Remarks sheet each time his vessel changed course.

• The new log incorporates the recent change to *Navy Regs* wherein only officers' reporting on board for duty or being detached need be logged. Enlisted reportings or transfers are now accounted for through the Personnel Accounting Machine Installations (PAMI). Result: OODs and quartermasters-of-the-watch will not get writer's cramp writing down the name and data on each EM coming up the brow with a sea bag.

While the Supply Officer will still inspect non-Navy foodstuffs "as to quantity" and the Medical Officer "as to quality," it is no longer necessary to make such entries in the log as the entry on Supply Department vouchers and in Medical Department logs is sufficient.

Finally, the new log has been designed with a hard-back cover that BuPers says is the closest it can come to making it "coffee proof." Joe mugs set on the old-type soft cover usually left a big "Navy seal" right in the wrong place!



"Now mate, we didn't secure for inventory that long."

USS Boxer Has an Open Fist —And a Soft Heart

More than \$5000 has flowed from the pockets of the crewmen on the aircraft carrier *Boxer* (CVA 21). And they haven't minded the loss one bit. That's because they realize the good work their donated funds are doing.

In March 1954, when *Boxer* left the States for her sixth tour of duty

in the Far East, the crew appointed a "Charity Committee." The mission of this group was to build up a fund to be donated, as the crew directed, to charitable institutions. Here are the results:

The Navy Relief Society felt the first impact from *Boxer's* crew in the form of a \$1500 check sent to the National Headquarters. Next came the First Marine Division's program of relief to Korean War Orphans.

The *Boxer*-men donated \$500 worth of clothing materials purchased in Hong Kong.

When the huge carrier returned Stateside, the enthusiastic homecoming ceremonies were highlighted by a donation to the San Diego United Success Drive. *Boxer's* commanding officer handed this combined charity agency a \$1400 check from the men of *Boxer* and Air Group 12.

But *Boxer* wasn't through by a long shot. Arriving in San Francisco for a period in the shipyard, the *Boxer* Charity Fund turned over a \$1400 check, this time to the East Bay Area United Crusade Drive. This was followed by a second check for \$1200 to the same charity.

The Deck Log Is an Important Record of Your Ship

The Deck Log holds a unique position as one of the most important records kept by the Navy.

It is the "daily diary" of the ship's internal and external actions and as such is often consulted years after the event or even years after the ship has passed from existence.

Navy Regs puts it this way: "The Deck Log shall be a complete daily record, by watches, in which shall be described every circumstance and occurrence of importance or interest which concerns the crew and the operation and safety of the ship, or which may be of historical value . . ."

Here are some important uses to which the Deck Log may be put:

- It often plays a decisive role in courts-martial, bearing out the contentions of the innocent or proving the guilt of the accused.

- It is probably the most important document in an admiralty case, as in the collision of vessels.

- It is often the source which will substantiate or refute a claim made against the Navy, for exam-

ple for an injury suffered or disease contracted.

- It is used to support claims made to the Veterans Administration concerning benefits earned.

- It is a prime source of aerological and hydrographic data.

- It is frequently used for battle and tactical evaluations.

- It is used to prepare the popular ship's histories, and for historical research in general.

Because of these important uses, logs must be carefully written in the first place and then carefully preserved. Logs covering recent periods are kept safely filed away in the Bureau of Naval Personnel; older ones are transferred to the custody of the National Archives where they are kept open for inspection by authorized persons.

Because they must be on tap for reference at any time, logs are never released from custody.

For example, a log played an important part in establishing certain facts in the Book Supplement carried in the November issue of *ALL*

HANDS, "Seaman Recruit: 1844."

In doing research for this story of the young man who joined the Navy of a century ago, *ALL HANDS* found that the author mentioned his ship only as "C—," his commander only as "Commodore B—" and the year in which he set sail only as "18—."

Naturally, these omissions knocked holes in an otherwise seaworthy yarn. The problem of filling in the holes was turned over to the magazine's research staff which in turn referred to the ship's logs, logs that remained intact after more than a hundred years.

By tracing the author's name, the name of the ship was discovered to be the ship-of-the-line "*Columbus*" of 74 guns, the commander "Commodore James Biddle" and the year "1844." Even the author's name was found duly listed in the roster for the cruise described.

Thus, thanks to a musty log, *ALL HANDS* was able to fill in the gaps and print a colorful and complete story.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 57—Announces the convening of selection boards to consider staff corps officers of the Regular Navy and Naval Reserve on active duty for temporary promotion to lieutenant commander.

No. 58—Announces that, due to production difficulties affecting delivery of influenza vaccine, previous deadline may be disregarded.

NavActs

No. 3—Authorizes an increase in allowance of milk and dairy products.

BuPers Instruction

No. 1210.4A—Revises and consolidates previously existing directives concerning the use and definition of billet and officer designator codes.

BuPers Notices

No. 1085 (12 Nov 1954)—Cancels an instruction (BuPers Inst. 1085.4) and joint letter concerning the verification of officers' and enlisted pay records, health records, and service records.

No. 1111 (29 Oct 1954)—Announces the annual nationwide competitive examination for appointment to cadetship in the U. S. Coast Guard.

No. 1210 (22 Nov 1954)—Announces change of designator code of officers in categories eliminated by BuPers Inst. 1210.4A.

No. 1221 (8 Nov 1954)—Announces in advance to Change No. 4 to *Manual of Navy Enlisted Classifications*, NavPers 15105 (Revised), instructions for deleting, assigning, or modifying certain special program codes.

No. 1400 (4 Nov 1954)—Announces the 1 Apr 1953 Naval Reserve *Register* number of the junior officers eligible for consideration for

HOW DID IT START

Navy Chaplains

Chaplains have been riding the oceans for many years. For example, as far back as 1579 there is a record of a chaplain being aboard one of Sir Francis Drake's ships that sailed around the world—and chaplains on ships date back to even earlier days. The Chaplain was Francis Fletcher, a clergyman of the Church of England, and he conducted services in what became known as America.

In American naval history Chaplains have played an important part since the earliest days of the Navy. Provisions were made to have them on board the first two naval vessels built under the authority of the American Continental Congress. The second article of *Navy Regulations*, as written in 1775, stated that, "The commanders of the ships of the 13 United Colonies are to take care that Divine services be performed twice a day on board and a sermon be preached on board on Sundays."

In those days the chaplains had many other duties as well as looking out for the spiritual side of a sailor's life. Some served as school teachers to midshipmen and others, while many chaplains served as secretary to the ship's captain. In one



case a chaplain also served as a Navy medical officer.

Proof of the esteem that the chaplains were held in during those early days came in 1794 when a rebuilding program got underway. A chaplain was to be provided for each new ship but the big news was the increase in pay. From the large sum of \$20, chaplains' pay was raised to the magnificent sum of \$40.

promotion, and the tentative convening dates for fiscal year 1955 Naval Reserve officer selection boards.

No. 1440 (3 Nov 1954)—Announces changes in rating resulting from changes in the enlisted rating structure affecting Naval Reservists and Fleet Reservists on active duty in the ratings of Boatswain's Mate K, Torpedoman's Mate S, Personnel Man W, and Damage Controlman P.

No. 1560 (5 Nov 1954)—Announces certain changes in BuPers Inst 1560.1, made necessary by provisions of the current Department of Defense Appropriation Act and by other developments.

No. 1650 (1 Nov 1954)—Promulgates the names of ships and units which were recently awarded the Navy Unit Commendation by the Secretary of the Navy.

No. 1710 (4 Nov 1954)—Establishes dates and sites for the 1955 All-Navy Sports Championships, and dates for the All-Navy Eastern and the All-Navy Western Sports Championships.

No. 1750 (19 Nov 1954)—Prescribes the criteria for the accumula-

tion and submission of certain information regarding dependents of naval personnel on active duty.

No. 5211 (19 Oct 1954)—Changes classification of NavPers Form 576 to "Confidential."

Third Dental Research Lab Opens

The third in a group of three dental research laboratories for naval personnel has been completed and is now in operation at the U. S. Naval Training Center, Bainbridge, Md.

Formed to conduct field studies in dental diseases, the new research laboratory was built on experience and knowledge gained at similar centers at Bethesda, Md., and Great Lakes, Ill.

The laboratory is supplied with the latest modern equipment of biochemical and bacteriological instruments. These include special sterilizers and microscopes, incubators, a "pH" meter for measuring degree of acidity or alkalinity present in solutions, and precision photo-electric equipment.

Regular Navy Officers' Retirement Roundup is Sent to Fleet

A BREAKDOWN of general provisions governing non-disability retirement of permanent officers, temporary officers and warrant officers of the Regular Navy, with more than 20 years' service, has been sent to the Fleet, along with general information on other officer retirements, in BuPers Inst. 1801.2A.

As a general rule, a permanently commissioned officer or a warrant officer, either permanent or temporary, with more than 20 but less than 30 years' active service may be retired upon his own request if he:

- Has twice failed of selection for promotion.
- Is within two years of mandatory retirement.
- Has limited usefulness because of being manifestly overage in grade, has poor health, or because continued service is not, due to conditions beyond his control, clearly consistent with the interests of national security.
- Faces personal hardship where retirement would definitely alleviate urgent personal problems involving serious permanent illness of a wife or child, or would actually prevent a positive reduction in financial status.

In addition, consideration will also be given to requests by officers who do not fall into any of the above categories, and such requests may be approved under circumstances that are clearly not contrary to the best interests of the service.

All requests for retirement should be submitted three months in advance of the desired date of retirement and should read as follows: "Having completed years' active service, it is requested that I be transferred to the retired list of the Navy, effective"

Voluntary retirements are invariably effective on the first day of a calendar month; however at the present time an effective date later than that requested may often be specified, in order to provide ample time for orderly relief, or in some cases, completion of current or ordered tour of duty.

Any officer who has been specially commended by the head of the Executive Department for performance of duty in actual combat for an act or service performed prior to 1 Jan

1947 will, when retired, be placed on the retired list in the next higher grade than that in which serving at the time of retirement. This combat advancement, subject to approval by SecNav, is honorary and carries with it no increase in retired pay.

Following is a complete rundown on the entire retirement program for commissioned and warrant officers. It describes the requirements needed to retire under the particular category, the pay you will receive, and your rank on the retired list. Note that in computing pay and the number of years creditable for basic pay purposes, a fractional year of six months or more is considered a full year in computing the number of years by which the rate of 2½% is multiplied.

• 40 Years' Service

Law: Act of 3 Aug 1861 (34 USC 381).

Applicable to: Permanent Regular officers.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted, in the Army, Navy, Air Force, Marine Corps, Coast Guard, or Reserve components thereof.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher rank under some other provision of law).

• 30 Years' Service (I)

Law: Act of 13 May 1908 (34 USC 383).

Applicable to: Permanent Regular officers.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted, in the Army, Navy, Air Force, Marine Corps, Coast Guard, or Reserve components thereof.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher rank or higher retired pay under some other provision of the law).

• 30 Years' Service (II)

Law: Act of 2 Mar 1907 (34 USC 431).

Applicable to: Temporary officers and warrant officers with permanent enlisted status.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted in the Army, Navy, Air Force, Marine Corps, Coast Guard, or Reserve components thereof, less time lost for AWOL, SKMC, or NPDI.

Pay: ¾ of the applicable basic pay of the rank in which retired.

Rank on the retired list: Rank in which serving at the time of retirement if appointed, promoted, or affirmed under Officer Personnel Act of 1947, as amended.

• 20 Years' Service (I)

Law: Act of 21 Feb 1946 (34 USC 410b).

Applicable to: Permanent Regular officers.

Creditable service for retirement: Active duty in the Navy, Marine Corps, or Coast Guard or Reserve components thereof, including active duty for training, at least 10 years of which shall be commissioned service.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to higher



"There . . . How does it work now?"

rank under some other provision of law).

- **20 Years' Service (II)**

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Warrant Officers.

Creditable service for retirement: Full-time active duty, commissioned, warrant, and enlisted, in the Army, Navy, Marine Corps, Air Force, Coast Guard, or Reserve components thereof.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Warrant Officer grade in which serving at the time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

- **Statutory Age**

(Except Warrant Officers)

Law: Act of 21 Feb 1946 (34 USC 410d).

Applicable to: Permanent Regular officers.

Requirement: All permanent Regular officers below the rank of Fleet Admiral shall be retired on the first day of the month following the date of attaining age 62.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable base pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Highest rank, permanent or temporary, held while on active duty (unless entitled to higher rank or higher retired pay under some other provision of the law).

- **Statutory Age**

(Male Warrant Officers)

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Permanent Male Warrant Officers.

Requirement: (a) Any permanent male warrant officer who, having completed not less than 20 years of active service, has attained the age of 62, shall be retired on the first day of the month following the date that is sixty days after the date on which he attains that age. (Example: age 62 attained 15 March, effective date of retirement 1 June). (b) The separation of any person who, on 1 Nov 1954, is a male permanent warrant officer, and who upon attaining

WHAT'S IN A NAME

Run Around

When you get the "run around" nowadays, it means that somebody is putting you off or passing the buck at your expense. But the meaning of the words "run around" didn't always carry that implication.

According to the dictionary definition, "run around" also means "a rapid course with a fall." In the 1800s, the term was described as "gymnastics of youths" and it was illustrated by sailors "descending from considerable heights, sliding down a rope by their hands."

One magazine dating back to 1898 discussed "run around" on board a battleship of the "Great White Fleet" like this: The band plays a lively march and the order for the run around is given. Jackie [short term used in those days for blue-jacket] likes this. It is his exercise. It is to him what 'wheeling' is to the landsman. "It is his opportunity of moving a little faster than usual. In double-quick time each



section runs in an ellipse for five minutes, the line of sailors usually being barefooted at this time of the day. They dodge in and out of the sunlight and shadow, laughing and showing the gaiety of their feeling."

age 62 has completed less than 20 years' active service, may be deferred by the Secretary of the Navy until he completes 20 years' active service, but not later than that date which is sixty days after the date on which he attains the age of 64.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay for the rank in which retired. Maximum 75%.

Rank on the retired list: Warrant Officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

- **Statutory Age**

(Women Warrant Officers)

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Permanent Women Warrant Officers.

Requirements: (a) Any permanent woman warrant officer who, having completed not less than 20 years of active service, has attained the age of 55, shall be retired on the first day of the month following the date that is sixty days after the date on which she attains that age. (Example: age 55 attained 15 March, effective date of retirement 1 June).

(b) The separation of any person who, on 1 Nov 1954, is a permanent woman warrant officer, and who upon attaining age 55 has completed less than 20 years' active service, may be deferred by the Secretary of the Navy until she completes 20 years' active service, but not later than that date which is sixty days after the date on which she attains the age of 60.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay for the rank in which retired. Maximum 75%.

Rank on the retired list: Warrant Officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

- **Statutory Service**

(Except Warrant Officers)

Law: Act of 7 Aug 1947 (34 USC 410g and 410j).

Applicable to: Permanent Regular male officers.

Requirement:

(1) *Rear admiral:* If not selected for continuation after 35 years' actual or constructive service as a permanently commissioned officer with 5 years in grade for unrestricted line

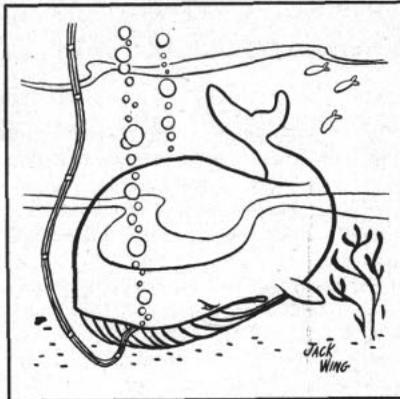
officers and 7 years in grade for restricted line and staff corps officers, shall be retired on 30 June of the fiscal year in which failed of such selection.

(2) **Captains:** After 31 years' actual or constructive service as a permanently commissioned officer with 5 years in grade, shall be retired on 30 June of the fiscal year in which such service is completed. If unrestricted line or staff corps officer, having twice failed of selection for flag rank, shall be retired on 30 June of the fiscal year in which 30 years' actual constructive service is completed. (A small number of restricted line and staff corps officers may be continued year by year until they have completed 35 years' service.)

(3) **Commander:** Having been twice failed to be selected for captain, after 26 years' actual or constructive service as a permanently commissioned officer or 30 years' service if in the Medical Service Corps shall be retired on 30 June of the fiscal year in which such service is completed. (Except officers designated for limited duty).

(4) **Lieutenant commander:** Having twice failed to be selected for commander, after 20 years' actual or constructive service as a permanently commissioned officer shall be retired on 30 June of the fiscal year in which such service is completed. (Except officers designated for limited duty).

(5) **Limited-duty officers:** After 30 years' active naval service exclusive of active duty for training, shall be retired on the last day of the month following the month in which such service is completed. Lieutenant commanders shall be placed on the retired list on 30 June of the fiscal year in which they have twice failed of selection to commander. In lieu of the latter provision they may revert to their per-



"I found the sunken hulk, but I'm having trouble opening the hatch."

manent chief warrant or warrant status until they have completed a total of 30 years' active naval service).

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. A fractional year of six months or more is considered a full year only in computing the number of years by which the 2½% is multiplied. Maximum 75%. The retired pay of an officer commissioned in the Regular Navy pursuant to Act of Apr 18, 1946, or commissioned in the Regular Navy subsequent to 8 Sept 1939, while serving on active duty as a Naval Reserve Officer, who is so placed on retired list, shall not be less than 50% of his active duty pay at time of retirement.

Rank on retired list: Rank in which serving at the time of retirement if appointed or affirmed under Officer Personnel Act of 1947, as amended (unless entitled to a higher rank or higher retired pay under some other provision of law).

• **Statutory Service (Warrant Officers)**

Law: Act of 29 May 1954 (P. L. 379-83d Congress).

Applicable to: Permanent Warrant Officers.

Requirement:

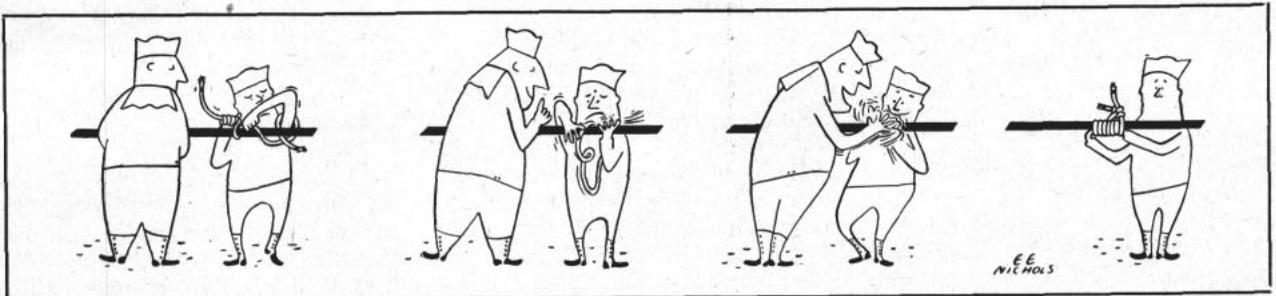
(1) **30 years' service:** Any permanent warrant officer not selected to continue on active duty shall be retired on the last day of the month that is sixty days after the date on which he completes 30 years of active service. Any permanent warrant officer who is so recommended by a board of officers and in the discretion of the Secretary of the Navy may, upon completion of 30 years' active service, be continued on active duty with his own consent, but not beyond the date which is sixty days after the date on which he attains the age of 62.

(2) **More than 18, but less than 20 years' service:** Any permanent warrant officer who has twice failed of selection for promotion to the next higher permanent warrant officer grade, shall be retained on active duty and retired on the last day of the month that is sixty days after the date on which he completes 20 years' active service, if he has not by that time been selected for promotion to the next higher grade.

(3) **More than 20 years' service:** Any permanent warrant officer who has completed 20 years' active service on the date he has twice failed of selection, shall be retired on the last day of the month that is sixty days after the date of his second failure of selection.

(4) Retirement under (b) or (c) above may, in the discretion of the Secretary of the Navy, be deferred in the case of a permanent warrant officer serving on active duty as a commissioned officer until such date as the Secretary may prescribe.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.



Rank on the retired list: Warrant Officer grade in which serving at time of retirement, unless entitled to a higher rank or higher pay under other law, subject to the member's election.

• **Navy Nurse Corps**

Law: Act of 16 April 1947 (34 USC 43g).

Applicable to: Officers of the Navy Nurse Corps.

Requirement: Upon the completion of 20 years' active service, under appointment or contract or as a commissioned officer in the Nurse Corps of the Army or Navy or Reserve components thereof or active service in the Nurse Corps or Nurse Corps Reserve, or upon reaching age 55 in the case of commanders and lieutenant commanders or age 50 for lieutenants and below may be placed on the retired list by the Secretary of the Navy.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired. Maximum 75%.

Rank on the retired list: Highest rank, permanent or temporary, in which served satisfactorily while on active duty.

• **Women Officers**

Law: Act of 12 June 1948 (34 USC 410r).

Applicable to: Permanent Regular Women Officers.

Requirement:

CDRs — upon completion of 30 years' active commissioned service in the Regular Navy or Naval Reserve, or attainment of age of 55, whichever is earlier.

LCDRs whose names are not on a promotion list on 30 June of the fiscal year in which they complete 20 years' active commissioned service in the Regular Navy or Reserve.

LCDRs and below who attain age 50 except LCDRS on a promotion list for CDR, or an LCDR who is serving as an assistant to Chief of Naval Personnel with rank of Captain.

All retirements are effective as of the first day of the month following attainment of statutory age for retirement or completion of service requirements, whichever is earlier.

Pay: 2½% times the number of years creditable for basic pay purposes times the applicable basic pay of the rank in which retired, except

How to Get Model Ship Plans

Like to build ship models? If so, here's your chance to get plans for many of the types of ships the Navy now has or had previously in commission.

BuShips has announced that the plans for ship models in the types listed below, mainly those now in commission, are available. To get set of plans for one of these models, write a letter addressed to Bureau of Ships, Navy Department, Code 258, Washington, D. C., giving your name, rank, rate, and plan you desire.

In addition, plans for many other classes of naval vessels used, from

the early days of the Navy up to World War II, may be obtained at a nominal fee from the National Archives. The only cost involved is the cost of reproduction.

To get the ship plans from the National Archives send a letter, stating the ship or ships you are interested in, and they will reply, giving the prices and particulars on obtaining that particular set of plans. The address to use is: National Archives, War Records Branch, Navy Section, Washington 25, D. C.

The ships listed on this page are for plans available from the BuShips.

Aircraft Carrier	CV 18	Wasp Class	27,100 Ton
Small Aircraft Carrier	CVL 22	Independence Class	12,000 Ton
Escort Aircraft Carrier	CVE 105	Commencement Bay Class	10,900 Ton
Battleship	BB 63	USS Missouri	45,000 Ton
Battleship	BB 61	USS Iowa	45,000 Ton
Battleship	BB 57	USS South Dakota	35,000 Ton
Battleship	BB 55	USS North Carolina	35,000 Ton
Heavy Cruiser	CA 68	Baltimore Class	13,600 Ton
Light Cruiser	CL 55	Cleveland Class	10,000 Ton
Destroyer	DD 348	Farragut Class	1,375 Ton
Destroyer	DD 421	Benson Class	1,620 Ton
Destroyer	DD 398	McCall Class	1,500 Ton
Destroyer	DD 445	Fletcher Class	2,050 Ton
Destroyer	DD 710	Gearing Class	2,400 Ton
Escort Vessel	DE 51	Class — Turbo-Elec. Drive 3" Guns, Long Hull	1,400 Ton
Escort Vessel	DE 162	Class — Diesel Elec. Tandem Drive 3" Guns, Long Hull	1,240 Ton
Escort Vessel	DE 217	Class — Turbo-Elec. Drive 3" Guns, Long Hull	1,400 Ton
Escort Vessel	DE 224	Class — Turbo-Elec. Drive 5" Guns, Long Hull	1,450 Ton
Escort Vessel	DE 264	Class — Diesel-Elec. Tandem Motor Drive, 3" Guns, Short Hull	1,150 Ton
Submarine	SS 170	Cachalot Class	1,110 Ton
Nuclear Power Submarine	SSN 571	Nautilus	
Mine Sweeper	AM 299	Class	185 ft.
Auxiliary Motor Mine Sweeper	YMS 446	Class	138 ft.
Submarine Chaser	PC1121	Class	173 ft.
Escort	PCE 842	Class	180 ft.
Motor Torpedo Boat	PT		78 ft.
Dock Landing Ship	LSD 22	Fort Marion Class	
Tank Landing Ship	LST 542	Class	
Medium Landing Ship	LSM 354	Class	
Infantry Landing Craft (Large)	LCI(L) 351	Class	

that the retired pay of a woman officer commissioned in the Regular Navy under the Act of April 18, 1946, as now or hereafter amended shall not be less than 50% of her active duty pay at time of retirement. Maximum 75%.

Exception: Women medical offi-

cers and women members of the Medical Service Corps, appointed under laws other than the Act of 12 June 1948, are governed by the same retirement laws as are male commissioned officers in the Medical, Dental and Medical Service Corps of the Regular Navy.

New FHA Law Will Help Navy Families to Get Needed Housing

PROCEDURES FOR GETTING the FHA home loan insurance authorized by the 83rd Congress for servicemen on active duty and announced in BuPers Notice 1940 (ALL HANDS, August 1954, p. 6) have been promulgated in SecNav Inst. 1741.4.

Designed to help servicemen purchase needed housing, the new law authorizes the Federal Housing Administration to insure (at the discretion of the FHA commissioner) loans up to a total of \$17,100 or 95 per cent of the FHA-approved value of the home, whichever is the lower figure.

Note that the FHA will base the percentage of its insurance on the *FHA-approved* value of the property, *not* on the purchase price. For instance, if the sale price of a house is \$16,000, but FHA appraisal sets its value at only \$14,000, then the maximum mortgage that FHA will insure is \$13,300 (95 per cent of the FHA-approved value). Therefore, you make sure that the FHA appraisal equals the purchase price or you will be forced to make a down payment of more than five per cent of the purchase price.

Since the usual FHA loan guarantee covers only 90 per cent of the first \$9000 and 75 per cent of the remainder of the FHA value of a house, down payments for servicemen under the new plan are considerably reduced. Also, under normal FHA terms five per cent interest is charged on mortgage loans, with one-half of one per cent of this being for the mortgage insurance premium. Under the new setup the Navy will assume responsibility for that pre-

mium during the period you remain on active duty.

For an example let's take a house which costs \$15,000. Under usual procedures the FHA would insure \$8100 of the first \$9000 and only \$4500 of the remaining \$6000—provided, of course, that the FHA-approved value of the property was \$15,000. Under this procedure your down payment would be in the vicinity of \$2400.

Under the new section of the law the Navyman with a certificate of eligibility could purchase the same property with a down payment of approximately \$750. However, nothing in the new law relieves you of responsibility for regular payments on the principal and the four-and-a-half per cent interest.

And FHA's regular criteria will be used in approving insurance loans, which means that in order to be eligible the Navyman must meet all income and credit requirements commensurate with the amount of financing that will be required.

To understand just what the new law offers you, the following definitions must be understood:

1. *Housing* means a dwelling unit designed for a one-family residence for occupancy by the serviceman as his home. Such dwellings may be located in the United States, Alaska, Guam, Hawaii, Puerto Rico or the Virgin Islands. The house you buy does not necessarily have to be in the location where you are stationed. It may be located in an area where you plan to live after retirement or where you presently hope to provide a home for your family. In any case, however, you must certify that you or your family will occupy the property or that your inability to do so is the result of military orders.

2. *Period of ownership by servicemen* has been defined by the Federal Housing Administration to mean that period of eligibility during which the Navy is required to pay the mortgage insurance premiums to the FHA. This period begins with the date on which the FHA endorses the loan for insurance under this program; the period of eligibility ends when the FHA is furnished certification that the Navy will no longer pay the mortgage insurance premiums by reason

of the death, discharge or separation from active duty (except when re-enlisted the next day), termination of ownership of the property covered by such loan or other termination of eligibility by the serviceman, or at the request of the serviceman.

First step in applying for the insurance is the completion of Department of Defense Form 802, "Request for and Certificate of Eligibility." Part I of the form (Request for Certificate of Eligibility) requires the following statements: a) That you are currently serving on active duty; b) That you have served on active duty in any of the Armed Forces more than two years (not necessarily continuous); and c) that you require housing.

Part II of the form is the Certificate of Eligibility and is completed by one of the following persons: 1) Secretary of the Navy; 2) Chief of Naval Personnel; 3) Commanding officer or officer in charge of activity having responsibility for the custody and maintenance of personnel records.

Certificates must be made up in original and four copies and are valid for 12 months from date of issue, *unless* the certifying officer determines that your eligibility will terminate sooner in which case the period of validity will be appropriately shortened.

Certificates will not be issued to personnel called to active duty for training purposes only.

In addition, the commissioner of the Federal Housing Administration has advised that provisions of the new legislation will permit service personnel to construct or purchase a needed home, but it will *not* permit the refinancing of a home already owned by the serviceman.



"Where's your Navy pride, kid?"



"OK, sailor, don't confuse your travel posters!" —J. R. Knisley, ET3, USN



"The Captain says to weigh anchor."

The original and three copies of the approved certificate will be returned to you. You present them to the FHA-approved institution willing to make the loan on the property you desire. FHA regulations then require the lender to forward the original and two copies of the certificate along with other documents required by FHA regulations.

FHA completes Part III of the form, either indorsing or rejecting the loan. Eventually the original certificate is filed in your service record, where it remains as long as the insurance is in force.

Commanders responsible for signing the certificate of eligibility are also responsible for a yearly check to determine whether or not you continue to own the property. And if you are making the loan payments through a Class "H" allotment, discontinuance of that allotment will also be cause for a check.

Issuance of an additional Certificate of Eligibility is authorized under the following circumstances:

- When you surrender an unused or expired certificate.
- When you certify in writing that an unused or expired certificate has been lost or destroyed.

Although you have used a previous certificate, an additional one may be issued in those instances where—as a result of military orders or situations of an emergency nature—denial of such a certificate would cause hardship or an inequity to the serviceman concerned.

The following circumstances indicate categories which may be considered under this authority:

- Upon assignment to a new duty

station, after your new commanding officer determines that the following are not available, or are inadequate: a) government quarters; b) Title VIII, National Housing Act (Wherry Act) housing; or c) reasonably priced rental housing.

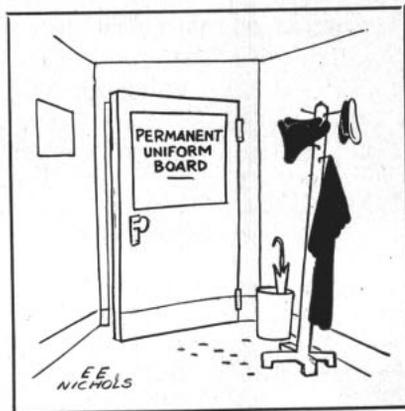
- When you have already used a certificate to acquire a home, but your retirement is pending within five years and you desire to purchase a home at another location for retirement purposes if it is established that denial of the second certificate will prevent you from acquiring a home.

- Where by reason of your health or the health of a member of your immediate family you are required to move to a different geographical location and you are unable to acquire a home there unless a second certificate is issued.

- Where the home originally acquired by use of an eligibility certificate is destroyed by an "Act of God" or other catastrophe and denial of an additional certificate will prevent you from acquiring a home.

- Any other unusual circumstance which after investigation by the officer authorized to sign the Certificate of Eligibility, is determined to be of such exceptional nature that to deny the issuance of a second certificate would place you in a position which would adversely affect your performance of military duties.

In no case, however, will an additional certificate be issued until it is determined that the Navy Department is no longer liable for the pay-



ment of mortgage insurance premiums on a previous loan.

Naval officers and enlisted men alike are eligible for benefits under the new law. In addition, use of the mortgage guarantee will not prevent Navymen from using the regular GI Home Loan provisions, and those who have already used their GI loan privilege may still apply to the FHA.

Nine CPOs Advanced to Warrant Officer Grade

Nine chief petty officers have been appointed to the temporary grade of warrant officer, W-1, with date of rank 15 Oct 1954.

The appointments were sent out by individual letter and were effective upon acceptance.

The warrant officer appointments were made for the following classifications — five Machinists, one Radio Electrician, one Carpenter and two Ship's Clerks.

Medical and Dental Courses Are Revised

The following officer correspondence courses, offered by the Naval Medical School and the Naval Dental School, have been revised and now use objective instead of thesis-type questions. As the revisions require less time for completion than the original editions, these courses have been re-evaluated in

terms of Naval Reserve retirement and promotion points. Both old and new credit are listed below for each course. Students who enrolled before 1 Nov 1954 will be credited with points as listed under the old evaluation. Students who enroll after that date will be credited with points under the new evaluation.

	New Evaluation (Points)	Old Evaluation (Points)
Combat and Field Medicine Practice	24	32
Naval Preventive Medicine	24	36
Insect, Pest and Rodent Control	18	32
Special Clinical Services (General)	24	32
Submarine Medicine Practice	24	32
Radiological Defense and Atomic Medicine	32	36

Personnel who completed an earlier thesis-type course will not receive additional credit for completion of the same course in its present revision.

Latest List of Motion Pictures Available for Distribution to Ships and Bases Overseas

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 November.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Rogue Cop (170): Murder Drama; Robert Taylor, Janet Leigh, George Raft.

Dagnet (171) (T): Mystery Drama; Jack Webb, Ben Alexander.

Flame and the Flesh (172) (T): Romantic Drama; Lana Turner, Pier Angeli, Carlos Thompson.

Stranger in Between (173); Drama; Kay Welsh, Gregory Keen.

Gambler from Natchez (174) (T): Western; Dale Robertson, Debra Paget.

The Raid (175) (T): Western Melodrama; Van Heflin, Anne Bancroft.

Something Money Can't Buy (176): British Comedy; Patricia Roc, Anthony Steel.

Decameron Nights (177) (T): Drama; Joan Fontaine, Louis Jourdan.

Black Shield of Falworth (178) (T): Romantic Adventure; Tony Curtis, Janet Leigh.

Bengal Brigade (179) (T): Adventure Drama; Rock Hudson, Arlene Dahl.

Suddenly (180): Suspense Melodrama; Frank Sinatra, Sterling Hayden.

Crest of the Wave (181); Adventure Melodrama; Gene Kelly, Jeff Richards.

Valley of the Kings (182) (T):

Adventure Drama; Robert Taylor, Eleanor Parker, Carlos Thompson.

The Human Jungle (183): Murder Drama; Gary Merrill, Jan Sterling.

Susan Slept Here (184) (T): Romantic Comedy; Debbie Reynolds, Dick Powell.

GOG (185) (T): Science Fiction; Richard Egan, Constance Dowling, Herbert Marshall.

Angels One Five (186): British War Drama; Jack Hawkins, Michael Denison.

High and Dry (187): British Comedy Satire; Paul Douglas, Alex Mackenzie.

Human Desire (188): Drama; Glenn Ford, Gloria Grahame.

Lucky Me (189) (T): Musical; Doris Day, Robert Cummings, Phil Silvers.

The Diamond Wizard (190): British Melodrama; Dennis O'Keefe, Margaret Sheridan.

Down Three Dark Streets (191): FBI Drama; Broderick Crawford, Ruth Roman, Martha Hyer.

'Grass Roots' Recruiting Recruits Win Extra Leave

Recruits turned recruiter are really "in like Flynn," according to Bennie O. Abeyta, AA, USN. He recruited one of his buddies for the Navy while he was home on boot leave—thereby earning himself an extra five days of leave under a recently instituted Navy Recruiting Service plan which offers a man leave in return for his services as a "grass roots" recruiter. Abeyta, who was graduated with Company 198 at NTC, San Diego, was one of the first San Diego trainees to benefit from the plan.

The new plan was announced by the Recruiting Service after the air-

man apprentice had gone home to Albuquerque, N. M., on leave, so Abeyta expected nothing when he convinced a buddy that the Navy was a "good deal" and accompanied him to the Navy Recruiting Station.

While his friend, Orlando D. Benavidez, was being processed, the Albuquerque recruiter explained the new program to Abeyta. After Benavidez had been sworn into the naval service, the recruiter extended Abeyta's leave for an additional five days.

As announced by the Recruiting Division of BuPers, here's how the program works: Before a recruit goes home on "boot" leave, the program is explained to him and he is provided with recruiting publicity material that he can pass out to his pals. The local recruiter is notified of the man's leave address and arranges to meet him and any prospective enlistees soon after the man arrives home on leave. If these meetings result in any actual enlistments, the officer in charge of the appropriate main recruiting station is authorized to extend the "boot's" leave for a period of five days. (The details are contained in Recruiting Service Note No. 203-54.)

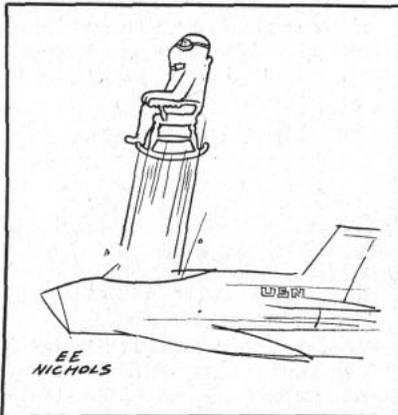
Men may earn a total of ten extra days of leave by thus recruiting their buddies for Uncle Sam's sea service.

"BuPers Manual" has Revision on Naval Reserve Administration

The revision of Part H, of *BuPers Manual* is currently being forwarded to all ships and activities. Relating to the administration of the Naval Reserve, it incorporates the regulations previously announced in instructions, and contains only a few policy changes.

The main change is the deletion of regulations governing the Fleet Reserve. Since the Fleet Reserve is legally no longer a part of the Naval Reserve, the regulations formerly incorporated in Part H, and still in effect, are covered in another part of *BuPers Manual*.

Other changes in the new revision bring Part H into conformity with the laws set down by the Armed Forces Reserve Act of 1952. However, the majority of these changes have already been sent out to the field through means of instructions and notices.



NAS Alameda Was Once Indian Happy Hunting Ground

Alameda, Calif., a small island dotting San Francisco Bay, was once an Indian burial ground, a hunting site for Spanish grantees and a haven for miners who failed to strike it rich in the 1849 gold rush. Later, it became "the only city in the world without a graveyard."

Today Alameda is the home of a thriving community; while at the western end of the island, NAS Alameda has celebrated its fourteenth birthday—years which have seen the station grow into one of the Navy's largest bases for repair and modification of aircraft, as well as the West Coast's only NAS for processing faster-than-sound jet aircraft.

The idea for conversion of Alameda into a naval base had its beginning in 1917, but it was not until 1936 that the President was authorized to accept the marshy west end of the island from the City of Alameda for the sum of \$1.

In 1937 Congress passed a bill appropriating \$15,000,000 to begin work. Construction actually began in February 1938, when dredges anchored in the Bay began pumping to raise the surface above water level. Fifteen million cubic yards of fill—which, if poured over San Francisco's Civic Center, would make a

creditable mountain—was required to raise the land above the tide heights. Gradually, however, the 2200-acre marsh site was filled.

NAS Alameda was commissioned on 1 Nov 1940, with a complement of 200 military and civilian personnel. On 7 Dec 1941, the station's five runways were only partially completed, and naked steel frameworks for the main buildings were silhouetted against the setting sun. Still, the field was usable and flying was only moderately restricted.

By the end of World War II the big mud puddle that grew into one of the largest Naval Air Stations in the country had piled up an impressive record. From 1941 to 1946 the Supply Department had routed 79,596 overseas shipments to Pacific war zones. These totaled 206,828,248 pounds. Aircraft shipments totaled 24,328. Supply also received from combat areas 124,000,000 pounds of salvage material, which netted a total of \$280,000.

Along came 1948 and NAS Alameda rested on its oars. Drastic cuts had been made in both civilian and military personnel, and production was down one-third of military peak.

The station's future as a jet operations base (under consideration since

1947) was confirmed in 1950 when top military leaders visited the base to view the runways, although the primary mission on NAS Alameda continues to be that of a seaport industrial air station.

When the Korean fighting broke out in June 1950, the Station again shifted into high gear. Pacific Reserve Fleet began activating the carriers and aircraft tenders lying at their piers, while the Navy undertook a \$24,000,000 expansion program to build up the station's facilities. Work was started on new 7,000-foot jet runways, a \$2,765,000 jet-overhaul building and a \$3,250,000 supply annex.

War's end signaled the return to a calmer routine, but NAS Alameda still hums with activity, as her 8000 civilian workers and several thousand sailors maintain the flow of overhauled planes and equipment which the Navy needs to keep its constant vigil over the free world's frontiers.

The personnel of NAS Alameda can be proud of her 14 years of outstanding achievement. She has proven a strong link in the nation's chain of defense on every occasion, and because she has performed so well, her role in the future of naval aviation is likely to be a large one.

Private Blood Bank

A photographic squadron stationed in Florida has its own private blood bank.

In addition to the blood donated whenever the Red Cross mobile unit visits the station, the men of Photographic Squadron 62 at NAAS Sanford, Fla., maintain a supply of available blood which can be used in an emergency by members of the unit, their dependents or friends.

The private blood bank began last February when, with the assistance

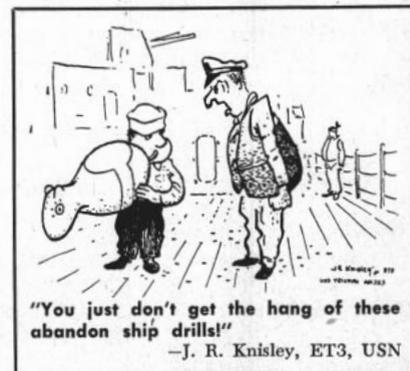
and cooperation of the Central Florida Blood Bank, the men of the squadron established an "account" or "reserve" of pints of blood, which they call the "Photoron 62 Dependent Blood Bank." The men voluntarily donate blood to the Central Florida Blood Bank at any time and this agency gives the squadron credit for each pint so donated.

At any time a request for blood is received, the man requesting it has only to see the Squadron's leading chief who gives him a withdrawal slip to obtain the amount of blood that is needed by his relative or friend.

Records at the blood bank show that about 50 per cent of the amount of blood that has been withdrawn so far has been for neighbors and friends in the community where the squadron is stationed. The men say with pride that no one who has ever asked for assistance has failed to get the blood that was needed.

The aim of the squadron, in addition

to contributing blood to the Red Cross, is to keep enough voluntary donations in the Central Florida Blood Bank to meet any emergency—so whenever the amount on credit or the balance begins to reach a low level, you will find a group of men going to the blood bank to bring their "account" up to a more comfortable figure. They know that "it pays to save" and the blood they save may save a life.



QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7.

1. (b) Transit.
2. (a) Angles, heights and distances.
3. (c) Distinguished Flying Cross.
4. (b) Extraordinary achievement in aerial flight at any time.
5. (b) Killer-type submarine.
6. (c) Hunt and destroy enemy submarines.

DECORATIONS & CITATIONS



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

- ★ ANSTETT, Douglas G., LCDR, USN for meritorious service in Korea from 13 Nov 1951 to 29 Apr 1952. Combat "V" authorized.
- ★ ARBOGAST, Floyd L., LCDR, USNR, for meritorious service in Korea from 18 Jun to 14 Oct 1952. Combat "V" authorized.
- ★ BADGER, Rodney F., CDR, USN, for meritorious service in Korea from 1 May to 27 Jul 1953. Combat "V" authorized.
- ★ BECKER, Charles L., CDR, USN, for meritorious service in Korea from 21 Nov 1951 to 30 Mar 1952. Combat "V" authorized.
- ★ BENTON, James W., CDR, USN, for meritorious service in Korea from 28 Nov to 22 Dec 1950. Combat "V" authorized.
- ★ BETTS, Frederick M., LCDR, USN, for meritorious achievement in Korea from 1 Dec 1952 to 7 Mar 1953. Combat "V" authorized.
- ★ BLOOD, Russell L., CAPT, MC, USN, for meritorious service in Korea from Sep 1950 to Jan 1952. Combat "V" authorized.
- ★ BOYER, William G., CDR, USN, for meritorious service in Korea from 30 Jun to 14 Oct 1952. Combat "V" authorized.
- ★ CAMP, James M., ABC, USN, for meritorious achievement in Korea on 22 May 1952. Combat "V" authorized.
- ★ CARMODY, Martin D., LCDR, USN, for meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.
- ★ CASSERLY, Christopher J., LT, USNR, for meritorious service in Korea from 12 May to 20 Oct 1952. Combat "V" authorized.
- ★ CHASE, Gordon P., CDR, USN, for meritorious service in Korea from 28

Oct 1952 to 22 Apr 1953. Combat "V" authorized.

- ★ CLARK, Asa A., III, CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.
- ★ FARGO, William B., CDR, USN, for meritorious service in Korea from 17 May to 17 Sep 1952. Combat "V" authorized.
- ★ FOLTZ, Gayle G., CDR, USN, for meritorious service in Korea from 27 Jun to 18 Nov 1952. Combat "V" authorized.
- ★ GEASE, John M., CDR, USN, for meritorious service in Korea from 17 May to 31 Oct 1952. Combat "V" authorized.
- ★ GENNY, Richard W., LT, USNR, for meritorious service in Korea from 2 Mar to 1 Aug 1952. Combat "V" authorized.
- ★ GILL, R. E., LCDR, USN, for meri-

torious service in Korea from 4 Apr to 8 Aug 1952. Combat "V" authorized.

- ★ GLOWASKY, William A., LT, USN, for meritorious service in Korea from 31 Oct 1952 to 21 Apr 1953. Combat "V" authorized.
- ★ GRAY, Oscar E., Jr., CDR, USN, for meritorious service in Korea from 17 Oct 1952 to 3 Apr 1953. Combat "V" authorized.
- ★ GUNDERSON, Allan H., LCDR, USN, for meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.
- ★ HEINTZ, George R., LCDR, USNR, for meritorious achievement in Korea on 22 May 1952. Combat "V" authorized.
- ★ HENRY, Daniel E., CDR, USN, for meritorious service in Korea from 18 Apr to 29 Sep 1952. Combat "V" authorized.
- ★ HOLM, Stanley R., LCDR, USN, for

Navy Unit Commendations Awarded for Korean Conflict

Ten vessels and two units have been awarded the Navy Unit Commendation by the Secretary of the Navy for their services during the Korean conflict.

Those commended "for extremely meritorious service in support of military operations against enemy aggressor forces in Korea," and their dates of participation are:

- USS *Cacapon* (AO 52), 8 Aug to 27 Dec 1950.
- USS *Graffias* (AF 29), 23 Sep to 30 Dec 1950 and 23 Jun 1952 to 9 Mar 1953.
- USS *Grasp* (AR 24), 1 Feb to 15 Oct 1951.
- USS *Henrico* (APA 45), 15 Sep to 25 Dec 1950.
- USS *Mount Katmai* (AE 16), 18 Aug to 28 Dec 1950.
- USS *Noble* (APA 218), 15 Sep to 25 Dec 1950.

Those commended "for extremely meritorious service as a minesweeping unit of the Blockading and Escort

Minesweeping Group during operations against enemy aggressor forces in Korea," and their dates of participation are:

- USS *Kite* (AMS22), 18-29 Jul and 15-26 Nov 1952.
- Minesweeping Boat Division One, 7 to 30 Apr, 7 Aug to 2 Sep and 12-15 Oct 1952.
- USS *Murrelet* (AM372), 10-31 May 1952.
- USS *Osprey* (AMS28), 16 Apr to 19 May and 12-15 Oct 1952.
- USS *Redhead* (AMS34), 7 May to 5 Jun, 12 Aug to 8 Sep, 12-15 Oct 1952.

Task Element 90.32, consisting of LSTs 799, 857, 859, 883, 898, 914, 973 and 975, was awarded the NUC for "heroic performance of duty in action against enemy aggressor forces in Korea on 15-16 Sep 1950."

The Chief of Naval Personnel will issue individual authorization to all eligible Navymen without further action on their part.

USS *Cacapon*



USS *Murrelet*



USS *Osprey*



USS *Noble*



USS *Redhead*



meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

★ JACKSON, D. F., LT, USN, for meritorious service in Korea from 1 Feb to 8 Aug 1952. Combat "V" authorized.

★ JUERGENS, John E., LTJG, USNR, for meritorious achievement in Korea from Jul 1952 to Jun 1953. Combat "V" authorized.

★ KERMODE, Harvey B., CDR, USN, for meritorious service in Korea from 26 Nov 1952 to 17 May 1953. Combat "V" authorized.

★ KING, David L. G., CDR, USN, for meritorious service in Korea from 18 Mar to 5 Sep 1952. Combat "V" authorized.

★ KING, Thomas S., Jr., CDR, USN, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ LAIRD, Ian M., LCDR, USN, CO of *uss Dextrous* (AM 341) from 30 May 1951 to February 1952. Combat "V" authorized.

★ LANGE, Estelle K., LCDR, NC, USN, serving in *uss Consolation* (AH 15) from 16 Aug 1950 to 30 Apr 1951.

★ LANK, Harold C., CDR, USN, CO of *uss Gregory* (DD 802) from 12 to 27 Dec 1951. Combat "V" authorized.

★ LUDWICK, William E., CDR, DC, USN, serving with the First Marine Aircraft Wing from 8 Nov 1951 to 8 Apr 1952.

★ MARTIN, Clyde L., CDR, DC, USN, for meritorious achievement in Korea from 13 May 1953 to 16 Feb 1954. Combat "V" authorized.

★ MASTERTON, Thomas L. Jr., HN, USN, for meritorious achievement in Korea from 20 Dec 1952 to 14 Feb 1953. Combat "V" authorized.

★ MATHERNE, Raymond J., HN, USN, for heroic achievement in Korea on 16 and 17 Jul 1953. Combat "V" authorized.

★ NAGLE, Robert O., LTJG, USN, for meritorious achievement in Korea from 26 Apr to 26 Jul 1953. Combat "V" authorized.

★ O'ROURKE, Paul J., HM3, USN, for heroic achievement in Korea on 24 and 25 July 1953. Combat "V" authorized.

★ PORTER, John R., HN, USN, for heroic achievement in Korea on 27 Mar 1953. Combat "V" authorized.

★ RAINES, Julian L., MMC, USN, for meritorious achievement in Korea from 1 Feb to 14 Apr 1953. Combat "V" authorized.

★ RAMSEY, Charles J. Jr., HN, USN,

for heroic achievement in Korea on 1 Feb 1953. Combat "V" authorized.

★ RICE, Leo F., LCDR, ChC, USNR, for meritorious achievement in Korea from 4 Feb to 1 Oct 1953. Combat "V" authorized.

★ RILE, Joseph E., HM3, USN, for heroic achievement in Korea on 27 Jul 1953. Combat "V" authorized.

★ ROMBERGER, William M., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ ROSS, Richard E., HN, USN, for heroic achievement in Korea on 23 Jul 1953. Combat "V" authorized.

★ SAUERS, David L., HM3, USN, for heroic achievement in Korea from 7 to 9 Jul 1953. Combat "V" authorized.

★ SANGER, Kenneth J., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ SCHOONOVER, Edward N., HN, USN, for heroic achievement in Korea on 27 Mar 1953. Combat "V" authorized.

★ SINGLETON, Royce A., LCDR, USN, for meritorious service in Korea from 31 Mar to 30 Jul 1953.

★ SMITH, Ronald F., AB3, USN, serving in *uss Philippine Sea* (CVA 47) on 22 Mar 1952.

★ SOBOL, Ferdinand A., HM2, USNR, for heroic achievement in Korea on 3 Mar 1951. Combat "V" authorized.

★ STENBORG, Walter P., LT, MC, USNR, for meritorious achievement in Korea from 11 Jan to 20 May 1953. Combat "V" authorized.

★ SUERSTEDT, Henry, Jr., LCDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ SULLIVAN, David M., HN, USNR, for heroic achievement in Korea on 28 Mar 1953. Combat "V" authorized.

★ SUTTON, Guyamere H., HM3, USN, for meritorious achievement in Korea from 8 Jan to 14 Apr 1953. Combat "V" authorized.

★ STURCH, Jackie E., HM3, USN, for heroic achievement in Korea on 9 Jul 1953. Combat "V" authorized.

★ SYLVESTER, Joseph R., HM2, USN, for heroic achievement in Korea on 10 Apr 1953. Combat "V" authorized.

★ TATE, Allen D., Jr., LT, MC, USN, for meritorious achievement in Korea from 11 Apr to 5 Aug 1953. Combat "V" authorized.

★ TAYLOR, Donald P., MM1, USNR, for heroic achievement in Iwo Jima Island in Feb 1945. Combat "V" authorized.

★ TRUM, Herman J., III, CDR, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.

★ TUCKER, Charles A., HM1, USN, attached to a Marine Infantry Company on 3 Mar 1951. Combat "V" authorized.

★ VICKERY, Arthur E., CDR, USN, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ WADESON, Ralph W., Jr., LTJG, MC, USNR, for meritorious achievement in Korea from 26 Mar to 3 Apr 1953. Combat "V" authorized.

★ WARREN, George R., Jr., LCDR, MC, USN, for meritorious service in Korea from 9 May to 13 Jul 1953. Combat "V" authorized.

★ WHITE, Marshall W., CDR, USN, serving in *uss Philippine Sea* (CVA 47) from 26 Jan to 15 Jul 1952.

★ WILLIAMS, David J., Jr., LCDR, MC, USN, for meritorious achievement in Korea from 15 Apr to 2 Jul 1953. Combat "V" authorized.

★ WILLIAMS, Roger B., LT, MC, USNR, for meritorious achievement in Korea from 22 Feb to 13 Aug 1953. Combat "V" authorized.

★ WILLIAMSON, John H., EN3, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ WILSON, Rowland S., LCDR, USNR, MSTS representative and Naval Control of Shipping Officer at Inchon from 1 Oct 1950 to 10 Apr 1951, and on the staff of Commander Amphibious Group Three from 11 Apr to 1 Jun 1951. Combat "V" authorized.

★ WOOLEY, Millard J., LCDR, USN, for meritorious service in Korea from 12 Jun to 27 Jul 1953. Combat "V" authorized.

★ WYRICK, James W., LCDR, USN, for meritorious service in Korea from 28 Oct 1952 to 22 Apr 1953. Combat "V" authorized.

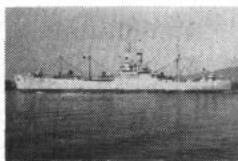
Gold star in lieu of second award:

★ ODENING, Robert E., CDR, USN, for meritorious service in Korea from 2 Feb to 26 Jun 1952. Combat "V" authorized.

★ PALMER, James M., CDR, USN, for meritorious service in Korea from 27 Feb to 5 Jul 1953. Combat "V" authorized.

★ PARKER, Oscar B., CDR, USN, for meritorious service in Korea from 15 Jun to 11 Oct 1952. Combat "V" authorized.

USS Mt. Katmai



USS Henrico



USS Graffias



USS Grasp



USS Kite



BOOKS: RICH READING FARE MAY BE FOUND IN WIDE RANGE OF FACT, FICTION

YOU'RE THE GAINER as publishing houses reach their annual peak of activity. Take your choice—you have a wide range of subjects from which to choose when browsing through your ship or station library.

• **Sunk**, by Mochitsura Hashimoto; Henry Holt & Co.

This remarkable report on the Battle of the Pacific is one of the first to come from the Japanese side. It is the story of a lost cause, written by one of four Japanese submarine commanders who survived the war. It covers each phase of the Pacific war from Pearl Harbor to Okinawa and reveals much information not generally known to most Navymen. CDR

Edward L. Beach, USN, in his introduction, suggests that the failure of the Japanese submarine fleet may have been basically caused by factors in Japanese psychology.

★ ★ ★

• **Atomic Science — Bombs and Power**, by David Dietz; Dodd, Mead & Co.

Here's a summary of atomic science, from the ancient Greek atomic theory to a survey of progress in this field, both military and non-military, since the war. The tactical atomic bomb, the hydrogen bomb, the breeder reactor, atomic power plants, use of radioactive isotopes and new discoveries in basic research are described—a complex subject discussed in simple terms.

★ ★ ★

• **Song of the Sky**, by Guy Murchie, Jr.; Houghton Mifflin Co.

This book ranges over the entire realm of the sky as it tells of the great adventure of our age—the exploration of the air. It tells of the heavy lower depths where man first tried his wings, where wind and cloud form the ever changing patterns of weather, out through the upper reaches of the stratosphere which only jet and rockets can probe, to the airless heights of the ionosphere—that unexplored no-man's-land (or air) between earth and outer space. Of interest to Navymen.

★ ★ ★

• **The Pioneers**, by Jack Schaefer; Houghton Mifflin Co.

A collection of Western short stories written in fine style.

★ ★ ★

• **TV Boxing Book**, by Joe Williams; Van Nostrand Co.

This well-known sports writer has done a unique job of combining technical information, historical data, amusing anecdote and expert observation. He has illustrated all this with photographs of boxing greats, near-greats and has-beens. Bob (Canvas Back) Hope has written a foreword in a Hopeful style.

★ ★ ★

• **Roanoke Renegade**, by Don Tracy; Dial Press.

A typical bit of historical embroidery, and good reading for those who like swashbuckling tales of Eliza-

bethan days. Tracy has thoroughly researched the slim records of the Lost Colony of Roanoke Island, and has created a plausible yarn of a youthful courtier of Elizabeth's London, outlawed for wounding one of the Queen's favorites. The climax gives a possible clue to what may have happened to the Lost Colony.

★ ★ ★

• **The Story of Man**, by Carleton Coon; Alfred A. Knopf.

Through this narrative of 50,000 years of growth and change of man, we are presented with a fresh viewpoint of why and what we are. Although the author is an anthropologist and archaeologist who has earned respect in his professional field, his writing on this occasion is not technical and can be read with pleasure and understanding by Navymen. Outstanding illustrations.

★ ★ ★

• **The Blue Continent**, by Folco Quilici; Rinehart & Co.

This photographer-author has great fun telling of exploits with sharks, barracuda and other salt-water inhabitants of coral and shipwrecks. You'll enjoy them, too. He also adds a useful supplement on deep-water photography and proves he knows his subject by 60 remarkable photographs. Of interest to the deep-sea diving, the fishing or hunting fan.

★ ★ ★

• **A Military History of the Western World**, by Major-General J. F. C. Fuller; Funk & Wagnalls Co.

Taking the whole panorama of the Western past as background, the author traces the impact of wars and decisive battles on the rise and fall of cultures. The first of three volumes, this one carries the reader through 3500 years of recorded warfare, from the earliest times up to the battle of Lepanto, with the excitement of a great story.

★ ★ ★

• **The Adventurers**, by Ernest Haycox; Little Brown & Co.

Oregon in 1865 was a wild and rugged land waiting for the adventurers. To Mark Sheridan it meant wide-open opportunity for a determined man. Haycox spins a readable yarn showing how his hero finally found what he wanted and how different it was from his first desires. There's trouble at every turn before Mark finally finds that life has meanings beyond power and money.

SONGS OF THE SEA



The True Yankee Sailor

When a boy, Harry Bluff left his friends
and his home

And his dear native land, o'er the ocean
to roam;

Like a sapling, he sprung, he was fair to
the view,

He was True Yankee oak, boys, the older
he grew.

Tho' his body was weak, and his hands
they were soft,

When the signal was giv'n he the first
went aloft,

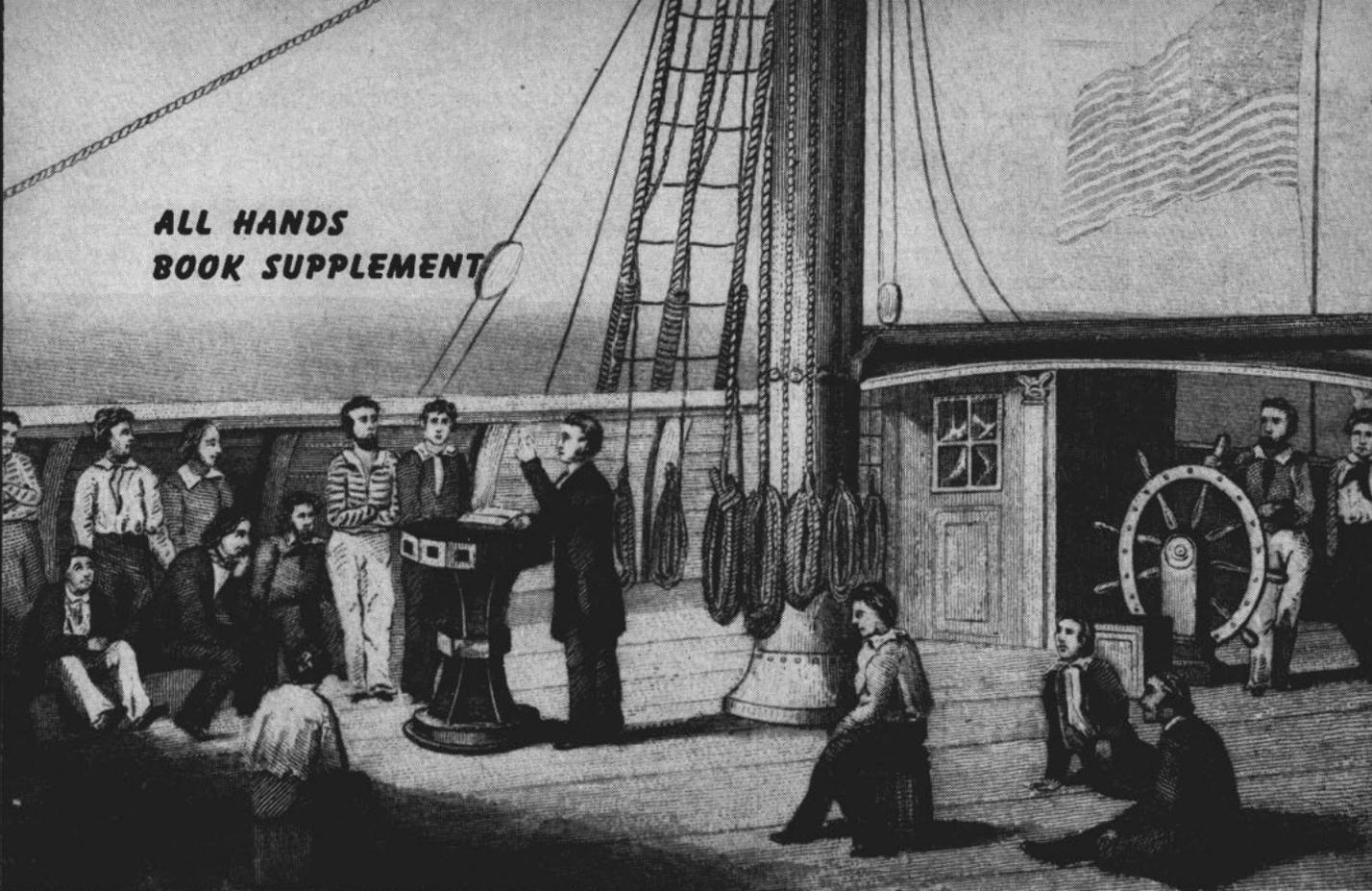
The vet'rans all cried, "He'll one day lead
the van"

For tho' rated a boy he'd the soul of
a man,

And the heart of a true Yankee sailor.

Old Forecastle Song

ALL HANDS BOOK SUPPLEMENT



World Cruise-1838

Here's the story of a young Navy coxswain who was a hand before the mast on the world-circling Wilkes Expedition. This account of the four-year journey covers several interesting and hazardous incidents, particularly in the islands of the South Pacific.

In this issue you'll read a brief account (on page 8) of a recent world cruise—that of USS Barton (DD 722). ALL HANDS didn't accompany that vessel around the world, but it would appear good duty even though it may have been a little long—approximately six months, including a tour in Korean waters. Some 80 other U. S. Navy vessels have also made a round-the-world cruise within the past few years as a part of their regular duties.

Somewhat more than a hundred years ago—1838 to be exact—another U. S. Navy vessel began a world cruise. However, conditions were different at that time. The journey took four years. The Commodore's flagship was a sloop-of-war, small by comparison with today's warships. Travel—then as now—had its allure for the Navymen, but there were many different hardships they had to face. For example, instead of pleasant sightseeing jaunts ashore (although they did occur), the Navymen of those days were often compelled to fight pitched battles to obtain essential food and water. This was in the islands of the Pacific, some of which were inhabited by cannibal tribes.



Coxswain Charlie Erskine

The story of the Wilkes Expedition, as seen from the viewpoint of Commodore Charles Wilkes was told in the April 1954 issue of ALL HANDS. However, that covered only the Antarctic phase of the expedition. Here, you'll find incidents from that same voyage, but as seen through the eyes of a seaman before the mast, and highlighted by the Navymen's adventures in the little known and hostile islands of the South Pacific.

The author of Twenty Years Before the Mast, Charles Erskine, spent several years at sea before shipping over for the Wilkes expedition. The book was published in 1890.

SHORTLY AFTER WE ARRIVED ON BOARD, the capstan was manned, the anchor catted, and we were soon off, with an ebb tide and a light air from the sou'west. This being Sunday, at six bells A.M. all hands were called to muster, and Divine service was performed by our chaplain, Mr. Elliot. He preached earnestly about the dangers and length of the voyage, and the probability that all of us might not live to return to our native land, then sinking from view. He spoke of

World Cruise-1838

God and his goodness, and reminded us that His all-seeing eye was ever upon us, whether at sea or on dry land. Everyone looked solemn.

Some seamen had shipped for this expedition soon after the act was passed by Congress authorizing it to be fitted out, in the year 1837. Others had shipped for various stations, and had been for over a year on board the frigate *Macedonian*, under Commodore Jones and other commanders, to take off the rough. A few days before we left Norfolk the commodore had given all hands a day's liberty on shore; still, many felt very sad at having laid at anchor a year without visiting home or seeing any of their dear ones. Though Jack is a hand before the mast, he is a fellow-man with rights and feelings, and they should be respected by a generous government such as ours.

This was the first full-rigged ship I have ever sailed in, and it appeared different from all my other sea homes, which had been sloops, schooners, and brigs. In the first place, we had three decks—the spar deck, gun deck, and berth deck.

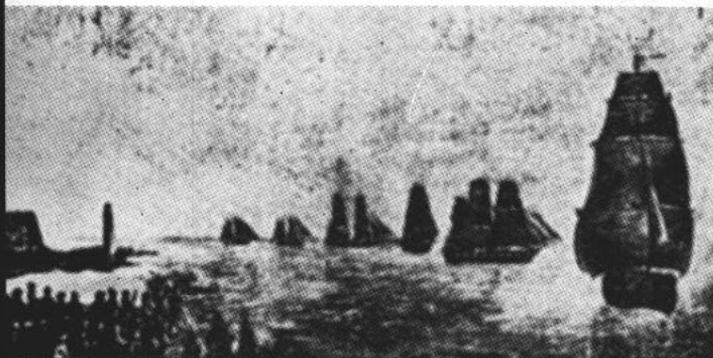
AT EIGHT BELLS—four A.M.—the watch was relieved and I went below. At sunrise the lookout from the fore-sail yard reported a wreck.

"Where away?" was the cry.

"Two points on the weather bow," came the answer, which created considerable excitement on board.

We stood for what we supposed to be a wreck with the mast gone. It proved however, to be a large cotton-wood tree, one hundred and twenty feet long and fourteen feet in circumference. It had been in the water a long time and was covered with barnacles, and a large number of dolphins and deep-sea sharks were swimming about it. It was probably thousands of miles from the spot where it grew on the banks of the Mississippi. In rough weather it might easily have been mistaken for rocks. There is little doubt that many of the numerous reefs on our charts have as little reality as our supposed wreck. I recall that a few days before we sailed for Georges Banks, the Banks were reported to be out of water by several inward-bound vessels. While surveying them we ran afoul of one of the largest dead whales I ever saw. It measured ninety-three feet in length, and was covered with barnacles. It had drifted in a tide-rip about a mile long, and in a storm it might easily have been mistaken for a sand-bar or a reef. Probably this

WILKES EXPEDITION departs for world cruise in 1838. The voyage by sail in those days took over four years.



whale and the seaweed had been thought to be the exposed Bank; but the Bank was not exposed, for the shoalest water we obtained on the Banks at that time was three fathoms.

WHILE IN RIO DE JANEIRO we received a letter-bag from home by a ship just from New York. Bill Roberts, a Boston boy, got two letters and read them to me. It made me feel badly to hear them, and I asked him if he could write. "Why, I wrote home just before we sailed from Old Point Comfort, and then again from Madeira," said he. Without saying another word, I went down to the berth deck into the yeoman's storeroom, and told him that I wanted to learn to write.

He made some straight marks and some that were not straight on a piece of paper, and told me to copy them in ship-shape fashion. I did copy them every chance I got. Finally I began to think it very silly to continue making those marks, so I asked the yeoman one day to write as plainly as he could the word "mother," which he did. I went to work copying, and covered many fathoms of paper with the precious name.

Erskine took his self-appointed writing lessons seriously. A year after the above incident, he reports that his mentors have assured him that he can write "mother" first rate. In addition, he proudly reports that he can write the words home, sisters, brothers, Roxbury, Boston, Big Dick, Torrent 6, and Hurrah for Jackson, all nations!

By the time his enlistment had expired (at which time he proudly reports that he was able to sign his name on his shipping-over papers for the first time), he was able to mail the following letter to his mother—the first he had ever written:

the Sandwich Islands, 1841

on board of ship Vincens

Mother, Mother, Dear Mother, while fair away a cruseing among the islands of the sea, I never, Oh no Dear mother, I never, never will forget to think of thee. by going to Mr. F. D. Quincy 25 Commercial Street You will get one hundred dollars from

Your absent son Charlie.

AS WE PASSED THROUGH the Strait of Magellan, a vessel was seen from the deck. She looked like a very large ship, broadside on, with her foretop-gallant-mast gone. The captain sent below for his speaking-trumpet to hail her, but by the time it arrived the stranger had vanished from sight. This is an illusion very common in these latitudes. It is called by the sailors the "Flying Dutchman."

This day might be called a nautical show-day, for we had not only seen the crew of the "Flying Dutchman" walking her deck, but had been favored with mock suns and a mirage. The upper is the true sun, while the left-hand and right-hand appearances are the mock suns; but all these were equally bright, and it was hard to tell which was the true one.

Mock suns, mock moons, halos, circles and half-circles, zodiacal lights, the mirage, shooting stars, solar eclipses, gorgeous rainbows, the *aurora australis*, and other rare and beautiful appearances are often to be seen in these latitudes, and some of them are considered by the ignorant and superstitious natives the fore-runners of war, famine, or pestilence.

Some little time after we had a mirage of the ship or a reflection of the *Peacock* presented to us. There were three images of the ship in the air, one inverted, the other two right side up, while a fourth, in the horizon showed nothing but the hull and the stumps of the lower mast, as in the sketch on the next page. On board *Peacock*, at the same time, they had three reflections of our ship. Science tells us that these reflections are caused by concave surfaces of the atmosphere when it consists of warmer and colder strata.

Many months later, and more than half the world away, the expedition often was regarded as legitimate prey by the natives. In the Fiji Islands for example, only a precarious truce could be maintained even under the happiest of circumstances.

There was good reason for the orders listed below. Loss of vigilance frequently resulted in a gruesome death. However, the day before the incident described below, all hands were entertained in the friendliest fashion by a native dance, games, a feast and entertainment. The crew of *Peacock*, to which Erskine meanwhile had been transferred, reciprocated by presenting a minstrel show.

WHILE CONDUCTING LOCAL surveying explorations in the vessels' small boats, standings orders were:

1. You will avoid landing anywhere on the mainland or islands, unless the latter shall be uninhabited.

2. Every precaution must be observed in trading with these natives; and no native must be suffered to come alongside, or near our boats, without our boarding-nettings being up. All trading must be carried on over the stern of the boat, and your arms and howitzers ready to repel attack.

3. You will avoid any disputes with them, and never be off your guard, or free from suspicion.

4. Your two boats must never be separated at night, but be anchored as close together as possible.

In the afternoon the officers heard that an attack would be made on the observatory [maintained ashore by expedition members] during the night by a party of warriors from the Chief Vendovi's district. [Their chief was taken a prisoner in irons on board the ship. In 1834, the author states Chief Vendovi had massacred eleven of the crew of the American brig *Charles Daggett*.] The object of the warriors was to secure Captain Wilkes, and by that means compel an exchange of prisoners. The commodore immediately came on board the ship. The observatory was re-inforced by the first part of the starboard watch, armed and equipped for any emergency. The ship was laid broadside to the shore, with springs on her cables, so as to bring the guns to bear on each side of the observatory.

Just before sunset six large war-canoes came to anchor behind a point about a mile ahead of the ship. Our guns were loaded with canister and a stand of grape and the tompons were left out. The battle-lanterns were lighted and placed between the guns. During the night many natives were seen skulking about the observatory.

This night passed, however, without any disturbance, except a false alarm caused by the accidental discharge of a musket in the hands of one of the sentinels, John Van Cleck, a big Dutchman, who swore that "the gun was not loaded," and that "it went off by itself." In the morning we commenced breaking up the observatory, and carried all the instruments on board ship.



GREETINGS from natives and invitations to feasts in friendliest of fashion sometimes resulted in quick death.

WHILE HERE IN THE FIJIS, besides the vessels, seventeen boats had been actively engaged in surveying the different islands, reefs, and bays. We were sometimes absent from the ship fifteen or eighteen days at a time, without ever being out of the boats, and were continually in danger from the treachery of the natives, who were watching for an opportunity to entrap us.

The ship's launch, while surveying one of the Windward Islands experienced a very heavy gale from the south. We sought shelter in Sualib Bay. Here we lay five days waiting for the gale to abate. During this time we saw but few natives. Our store of provisions was exhausted, and we subsisted upon the few fish we could catch, and those we were obliged to eat raw. Occasionally we would secure a few coconuts which were drifting by the boats. The third night the rain came down in torrents, and we filled our ten-gallon breaker. This precious supply we used sparingly.

On the fourth day a native swam out to the cutter with five bananas, which were equally divided between the two boats' crews, numbering fourteen men. Our boats had left the ship with ten days' provisions, and this was the twenty-first day we had been absent. At noon the weather was a little more moderate and we prepared to leave the bay.

When we got under way to beat out, standing close

FIJI DRUMMER beats out war signal bringing scores of warriors armed with spears, rushing down on crew.



World Cruise - 1838

in shore, in going about we missed stays—and the cutter was thrown upon the reef. After several ineffectual efforts, we found it quite impossible to get the boat off. From the other boat Lieutenant Perry saw our condition and he dropped anchor a quarter of a mile away, in order to assist us if necessary.

At the time of the accident not a native was in sight, but soon after they were seen flocking down to the beach in scores, armed with war-clubs and spears. All our arms and ammunition were soaked with salt water. We were trying to save something in the cutter when Lieutenant Knox sang out:

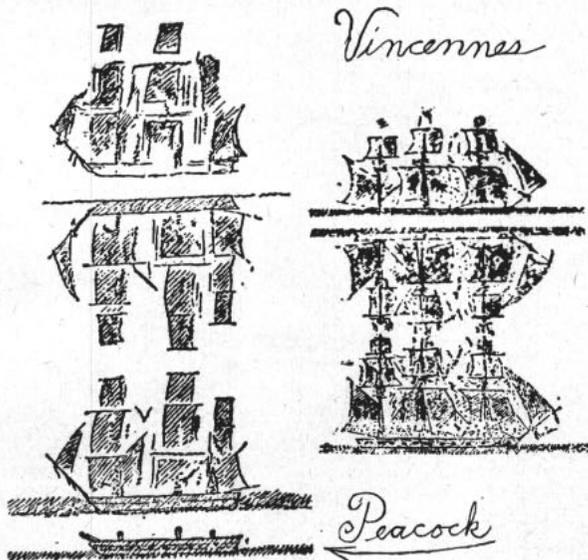
"They are coming! The natives are coming! Make for the launch, my men!" It was fortunate that all could swim, and that, too, on our backs, for the splashing of the water with our hands and feet frightened away those horrible shovel-nosed sharks that were so numerous about the coral reefs.

Even in our perilous position we could not help feeling amused to see the natives trampling one another underfoot in their eagerness to secure whatever plunder there was to be found in the cutter. In their greed they even allowed us to escape, only throwing a few spears, and *ulas*, or short clubs, at us, which we managed to dodge. After stripping the cutter of everything, they dragged her over the reef, up into a grove of mangrove bushes.

As soon as all were safe in the launch we got under way and stood out; but making no headway against the wind and sea, we anchored a good gunshot from the shore. Late in the evening the natives built fourteen separate fires on the beach opposite our boat.

Any ship or boat, or even one of their own canoes, when driven on shore, was by then considered an offering to the gods. The crews of these fated crafts, even though they numbered among them the fathers, mothers, brothers, and sisters of those on shore, were also accounted as offerings to the gods, and, accordingly were clubbed, roasted, and eaten.

MIRAGE SKETCHED by sailor as he saw it during passage through Strait of Magellan was a reflection in sky.



A MONTH LATER, while our first cutter, Lieutenant Alden and Midshipman Henry, and the *Leopard*, Lieutenant Underwood, were surveying the island of Malolo [in the Fijis] they ran short of provisions. Lieutenant Underwood and Midshipman Henry, with several of the boat's crew, landed upon this island and attempted to purchase food from the natives.

The natives raised the war-cry, and then a bloody work commenced. Our officers and crew retreated to the water backwards, at the same time firing and warding off with the bowie-knife pistols the arrows and spears which were flying thick about their heads. Our little band fought bravely, and many of those savages were made to kiss the coral reefs.

Midshipman Henry was knocked down by a blow from a club on the back of the head. He quickly arose, however, and seizing his assailant, plunged his bowie-knife deep into the attacker's breast. The two then fell together, never to rise again.

Lieutenant Underwood, struck on the side of his head by a club in the hand of a gigantic native, fell face downward into the water. This seemed to revive him, for he regained his footing and dealt his opponent a terrible blow on his head with his bowie-knife pistol, which split his head nearly in two. He then turned towards the boats, when he was struck on the back of his head with an *ula*, which was thrown with tremendous force by a native a short distance off, and fell senseless into the water.

In the meantime Lieutenant Emmons in the *Greyhound* had joined Lieutenant Alden in the cutter, and then made for the shore to recover the bodies of their brother officers. They found them stripped of their clothing. Lieutenant Underwood was just alive and as they lifted him he faintly breathed the words, "Tell—her—that—." These were his last. He had been married but a few weeks before we sailed from Norfolk. Beside him lay Joseph G. Clark, and not far from him Jerome Davis and Robert Furman.

Close by the body of Henry were William Leicester and John Sac. They were all stunned. The natives were kept at a distance by the *Greyhound's* crew, while others were bearing the bodies of their shipmates to the cutter. We soon got under way and pulled for the ship. Arriving on board, every attention that affection could suggest was paid to the wounded. Clark's lip, that had been badly torn, was sewed up by our surgeon, Dr. Gilchrist. None of the others were wounded, but were quite severely stunned.

THE NEXT MORNING the *Flying Fish*, on board of which the bodies of the slain had been transferred, got under way and proceeded towards the island chosen for the place of burial.

The sun never rose more clearly, and nothing could have looked more beautiful and peaceful than did the little group of islands as we passed them in succession on our melancholy errand. Arriving at the last one, which was about ten miles from Malolo and uninhabited, we came to anchor. Two of the officers and three of the crew went on shore to select a place and dig a grave for both the victims. At one bell all hands were called to bury the dead. The two bodies were placed in the commodore's gig, side by side, wrapped in their country's flag, and rowed to the lonely little island, followed by other boats with the commodore, several of the officers, and twenty of the sailors (all dressed in white),

who landed to pay this last tribute of respect to those who had gone through so many hardships and shared so many dangers with them.

ON OUR RETURN TO MALOLO, preparations were at once made to punish the actors in this foul deed. The rest of the day and during the night, the ship's small arms were prepared, and parties duly organized for the fight. Several boats, well manned and armed, were stationed around the island, so that none of the natives could escape. At nine o'clock we landed well armed and provided with port-fires and rockets, which we had found so efficient on a former occasion. Orders were given to spare all women and children.

The first town we arrived at was entirely deserted. The natives had taken all their household goods with them. We reduced it quickly to ashes, destroyed their yam and taro patches, and made the next town. When the natives first got sight of us, there went up a shout of defiance. They exhibited no signs of fear.

While awaiting the arrival of Captain Ringold's and Lieutenant Johnson's parties, we descended the hill, and advanced towards the ditch of the town. The natives boldly came to meet us, with a discharge of arrows, and exhibited the utmost confidence.

They in truth believed their town to be impregnable, for it had hitherto withstood every attack made by other Fiji warriors. Its defenses showed no little engineering skill. A ditch twelve feet wide, and full of mud and water, surrounded the whole. Next came a strong palisade, built of cocoanut trunks, placed four or five feet apart, among which was here and there a living tree. This palisade also included a fence of wicker-work, about ten feet high, so strong and dense as to defy all attempts to penetrate or even see through it. Inside of this was a second ditch. In this ditch the natives sought shelter and defended themselves, only exposing their heads when they rose to shoot through the loop-holes left in the palisade.

As soon as we neared the fortification, we spread out so as to outflank the skirmishers, and by a few rockets and a shower of balls showed them they had different enemies from Fiji men to deal with. This compelled them to abandon all the outer works to destruction, and to retire within, where they all united in giving a loud shout of "Lako-mai," ("Come on,") at the same time flourishing their war-clubs and spears.

Having arrived within about seventy feet, we fired on the fortification. Now was seen what many of those present had not before believed; the expertness with which these savages dodge a ball at the flash of a gun. Those who were the most incredulous before, were now satisfied that they could do this effectually. A stubborn resistance was kept up with musketry, arrows, and war-clubs, which lasted about twenty minutes. They believed that it required a larger load to kill a large man than it did to kill a small man.

The defense soon slackened, and many natives could be seen escaping from the rear with their dead and wounded on their backs. A rocket, of which several had already been tried without any visible effect, now struck one of the thatched roofs. Several natives sprang up to tear it off, but that moment was their last, as the roof immediately burst into flames. As soon as the flames were found to be spreading, a scene of confusion ensued that baffles description. The deafening shouts



MASSACRE of Lt. Underwood and Midshipman Henry occurred while trading with natives for new provisions.

of "Curlew, curlew, curlew," by the enemy warriors, the roaring of the fire, the bursting of the bamboos, and an occasional volley from our rifles, will always be impressed on our memories.

In about half an hour this whole town or stronghold of theirs was reduced to ashes. It was evident that large quantities of water, provisions, pigs, etc., had been stored up in the anticipation of a long siege. In the ditch we picked up a number of war-clubs, spears, bows and arrows, several old muskets, fish-nets, tapa, etc.

Our party sustained but little injury. Only one man was struck by a ball which did no other harm than to leave a scar on his right arm. Several were wounded by arrows, but only one, Samuel Stretch, dangerously. In crossing the island to another town, we found the scenery extremely beautiful. In the valleys below us and on the declivities of the hills were to be seen yam and taro patches kept in the neatest order, with the small yam houses, or *lololo*, in the midst, surrounded by groves of tall cocoanut trees and plantations of bananas. All looked quiet and peaceful in strong contrast to the exciting contest in which we had been engaged, and the character of the ruthless and murderous race who had been the occupants of the smiling valley.

Despite the dangers, the expedition continued. After taking on stores at Singapore "which had been waiting for us for several years and consequently was rather stale and musty, particularly our hard-tack," the expedition, now minus several ships, rounded Good Hope and headed for home.

ON THE MORNING of the 10th we made the Highlands of Nevisink, at the mouth of New York harbor. After lying at quarantine for a short time to receive the health officers, we held on our course toward the city of New York. Arriving off the Battery, all hands were called to muster, while the commodore expressed to us his thanks for the manner in which we had conducted ourselves during the cruise, and stated the confident belief that we should receive from the Government such reward as the successful result of the cruise and our long and perilous services entitled us to.

As soon as our gallant ship—our home for four long years—was safely moored, a steamboat came alongside and took all hands with bags and hammocks on board. We soon landed, and were again free men in the land of freedom; and a jollier set of tars it would be difficult to conceive of. To be relieved from four years of confinement and from the severe discipline of a man-of-war was bliss indeed.

END

TAFFRAIL TALK

MACHINE BITES MAN. It's getting so you just can't trust any of those contrivances allegedly designed to make life easier. When one of the infernal automatic contraptions intended to dispense soft drinks refused to operate, Don Heaverlo, SOSN, of NTC Bainbridge, Md., thumped the reluctant gadget in hopes of getting his drink or his nickel back. When neither happened, Heaverlo tried the more subtle approach of reaching up into an innocent-looking porthole, only to find his arm grasped as firmly as his nickel.

After considerable time had elapsed, cognizant authorities decided the only way to solve the problem, short of cutting Heaverlo's arm off, was to dismantle the machine completely. By the time Heaverlo was free, he decided he didn't want a drink, after all. The refrigerating gizmo had been turned off so long the drinks were warm.



Former staff member of ALL HANDS, Bill Miller, QMC, stationed at Little Creek, Va., recently became a life member of the U. S. Naval Institute. This, plus a \$500 cash award, was his prize for writing the winning essay in this year's Naval Institute Enlisted Essay contest.

★ ★ ★

At the beginning of this New Year, the ALL HANDS staff would like to extend its most sincere thanks to all who have cooperated in the past with its aim to make this magazine the most accurate and authentic publication concerned with news of the Navy that is humanly possible.

Our special appreciation to those individuals—officers, enlisted personnel and civilians—ashore and afloat, in the field and at BuPers (not to mention Operations, Archives, Historical Foundation and the various bureaus) who have contributed their stories and ideas, and, with varying degrees of patience and forbearance, have borne the principal burden of painstakingly answering our thousand-and-one queries and who have conscientiously checked every fact in the book.

Our debt is great to those men of the Fleet and to the many PIOs, who have contributed to ALL HANDS the account of their activities in the form of news releases, anecdotes, cartoons and superb photos.

Come to think, our thanks are extended to just about the whole Navy. It's the Navy that makes ALL HANDS.

The All Hands Staff

ALL HANDS

THE BUPEERS 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.

PERSONAL COPIES. This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

Distribution: By Section 8-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

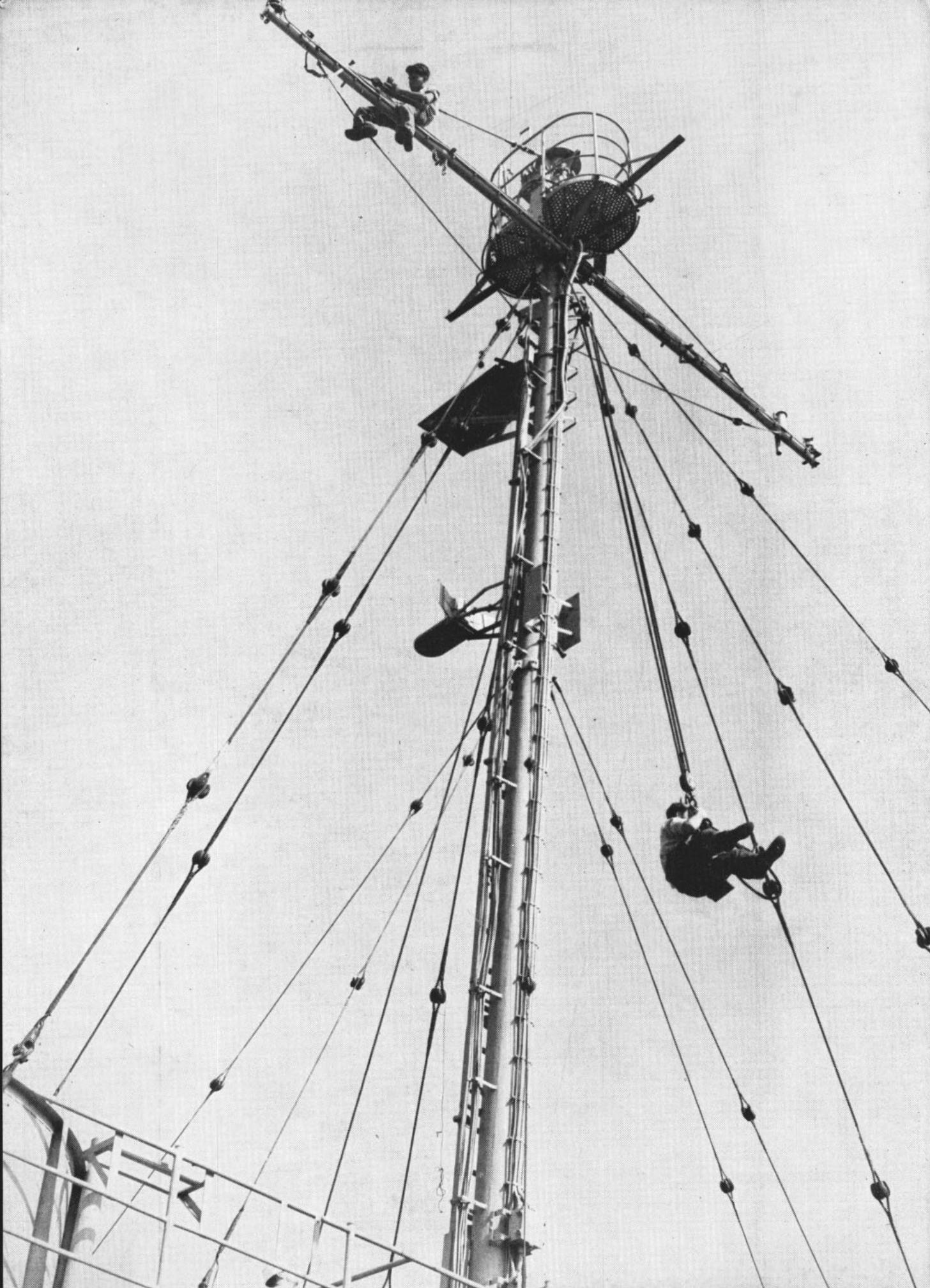
The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

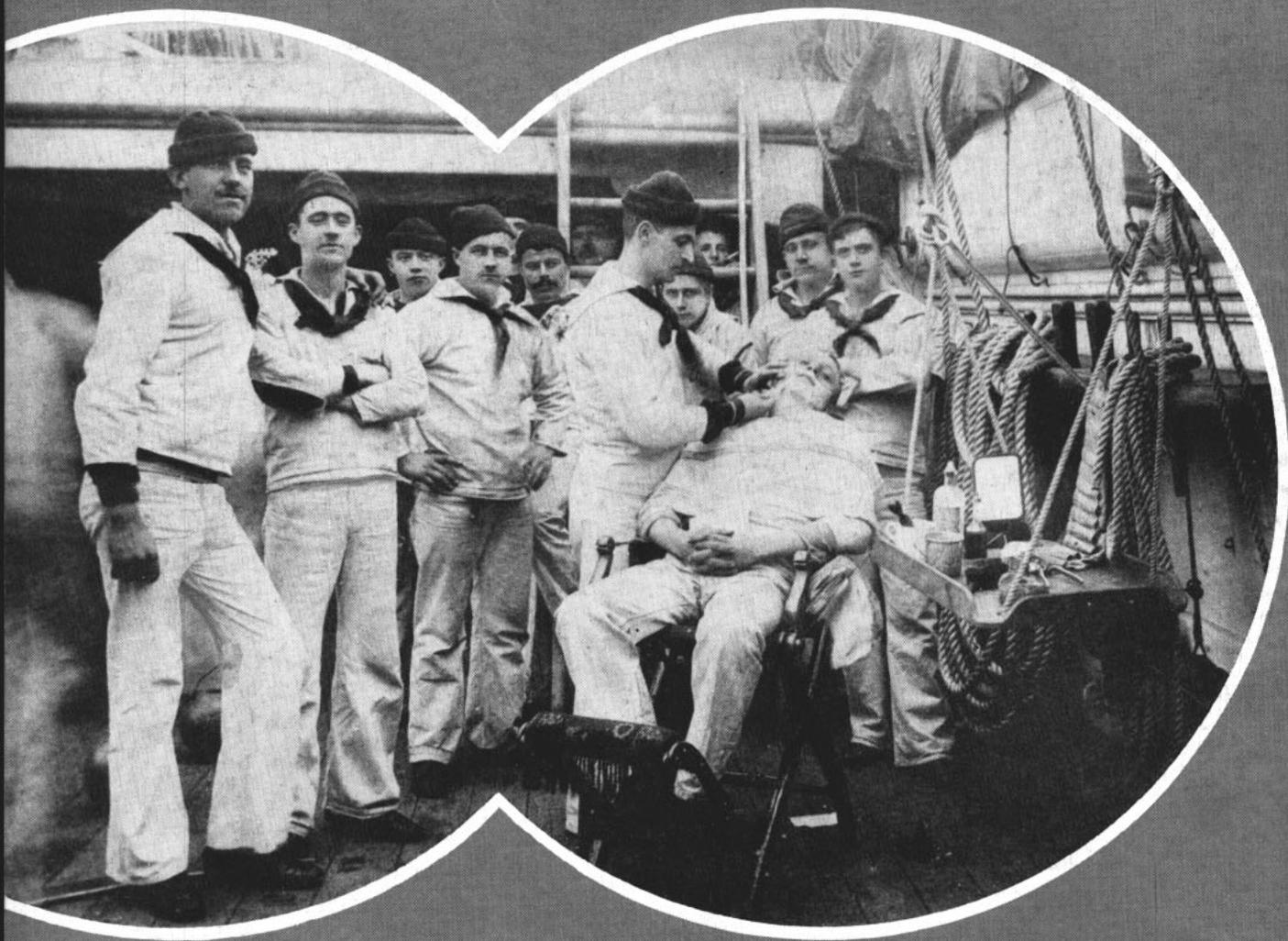
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to 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: BLUEJACKETS of Pacific Reserve Fleet go aloft to slush down the rigging of USS Oyster Bay, (AVP 28).



NEXT!



LOOK TRIM

ANOTHER
NAVY
TRADITION