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# ALL HANDS

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NUMBER 468

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● **FRONT COVER: NOTHING LIKE IT!** A cheery word from home is shared by L.D. Gibson, FP1, USN, with his shipmate R.A. Urquhart, DC1, USN, during mail call at sea on board USS *Calcaterra* (DER 390).

● **AT LEFT: STANDING BY FOR EVENING COLORS.** Whitehats wait at the stern of their ship ready to lower the colors as the sunlight fades on the harbor waters at Norfolk.

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



# ETs and FTs—Navy's Electronic Twins

**L**IGHTNING flashed across the sky and dimmed the setting moon so that it looked like a single bulb burning on the empty tank deck of an LST. Thunder echoed across quiet waters to announce an approaching battle. It was almost as if mother nature had been dealt a hand in the Battle for Leyte Gulf—a battle that insured naval supremacy to the Allied fleet.

The Battle for Leyte Gulf was fought almost simultaneously on three different fronts—Surigao Strait, off Samar and off Cape Engano. At Surigao Strait fire from the Navy's PT boats confirmed the approach of the Japanese fleet already expected by the U.S. Navy. Aboard his flagship the "Lady Lou," Rear Admiral Jesse B. Oldendorf, USN, had devised a trap and once the Japanese moved into it he passed the word to "open up." Immediately the booming of explosives and screaming sound of dying ships sounded a crescendo through the strait that was the swan song of the Japanese Imperial Fleet.

While they were firing at targets more than eight miles away the U.S. Navy literally blasted the enemy from the water and helped to bring the end of World War II a little closer. It was the battle for Japan's life and it was won by the superior forces of the U.S. Navy.

In addition to the strategic planning and all-out effort of the Navy as a team, the Battle for Leyte Gulf was highly successful because U.S. countermeasures blinded Japanese radar and at the same time permitted the U.S. Navy radar to pinpoint the enemy and enabled the fire control equipment to operate with deadly accuracy.

This battle and other battles in World War II lifted the curtain on the Navy's debut into the world of electronics on a large scale.

The progress in electronics since World War II has gone beyond man's farthest dreams. Electronics has moved into every walk of life, in many cases enabling machines to replace men, working wonders that

astound the layman and providing a proficiency never expected of man.

Keeping pace with electronic developments the Navy makes extensive use of modern radio transmitters, receivers, other equipment employing electronics in communications, range finding, fire control, radar, sonar, guided missiles and atomic warfare.

To handle this equipment the Navy has gone all out in its efforts to train personnel to operate it and, equally important, to keep it in operating condition—this is the job of the Electronics Technician and the Fire Control Technician.

Electronics Technicians perform the upkeep and repair of the Navy's radio communication equipment that enables the Navy to send its messages around the world. A ship in distress can call for help, another ship can answer the call and pick up the location of the ship in trouble by means of radio. In times of emergency, radio breakdown can mean the difference between life or death—for radio is the "voice" of the Fleet.

Another part of the ET's job is to keep the radar in operating condition. Radar is the "eyes" of the Fleet and in addition to guiding a ship through perilous fog and storms it enables the Navy to pinpoint enemy targets in time of warfare.

The ETs also maintain and repair sonar equipment—the underwater "ears" of the Fleet that keep ships from running onto jagged reefs, guides them through mine fields and locates enemy submarines.

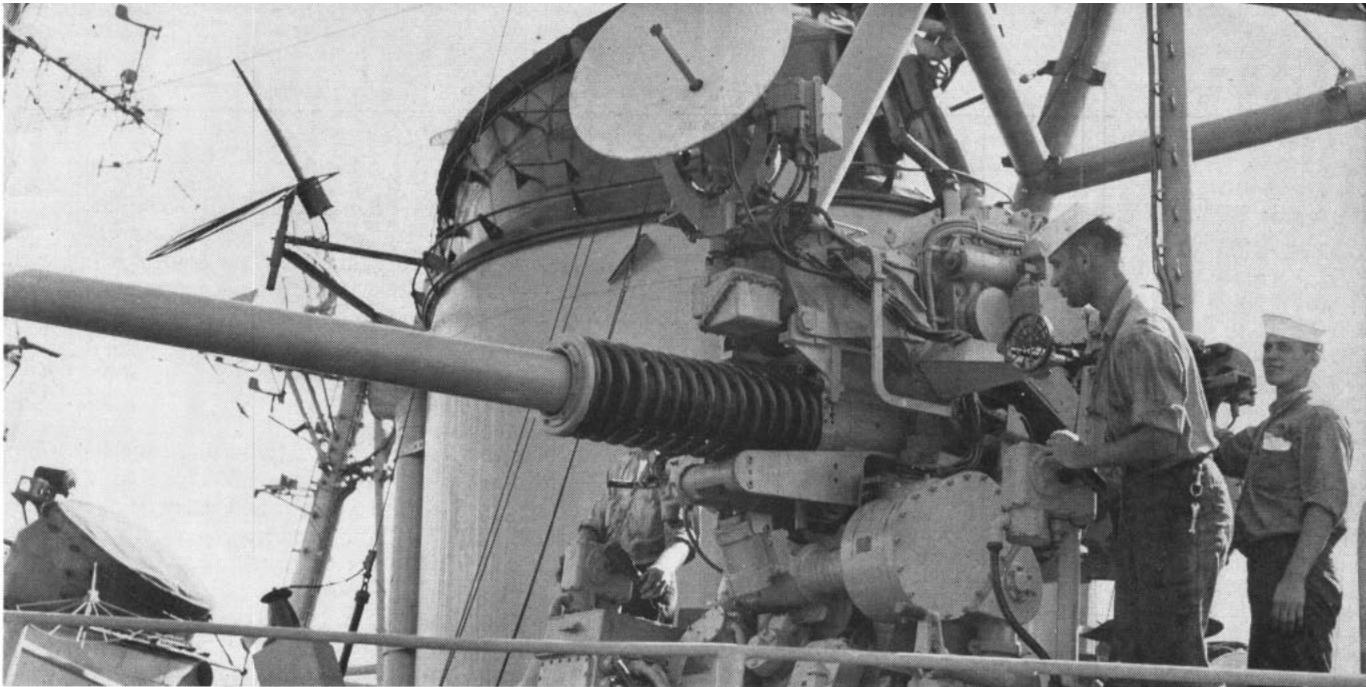
ETs are constantly on the alert for any signal of possible breakdown in electronic equipment. With their tools and testing devices they work with the skill of a surgeon to keep delicate equipment operating and prevent any breakdown before it happens.

Warfare today is a far cry from the old "broadside firing" of John Paul Jones. Today the Navy's targets are out of sight—a gunner is seldom able to see his target because it lies beyond the horizon. Instead, he must depend on the electronic equipment of the Fire Control Technician.

From the conglomeration of gears, shafting, tubes, dials and figures that make up the FT's radar, gun direc-

WITH ELECTRONIC CONTROLS and radar that are the responsibility of Fire Control and Electronics Technicians, Navy's guns can blast enemy miles away.





**BLUEJACKETS' 'BABY'**—ETs keep radar shipshape while FTs maintain controls of 3 inch 50 aboard USS *Laffey* (DD 724).

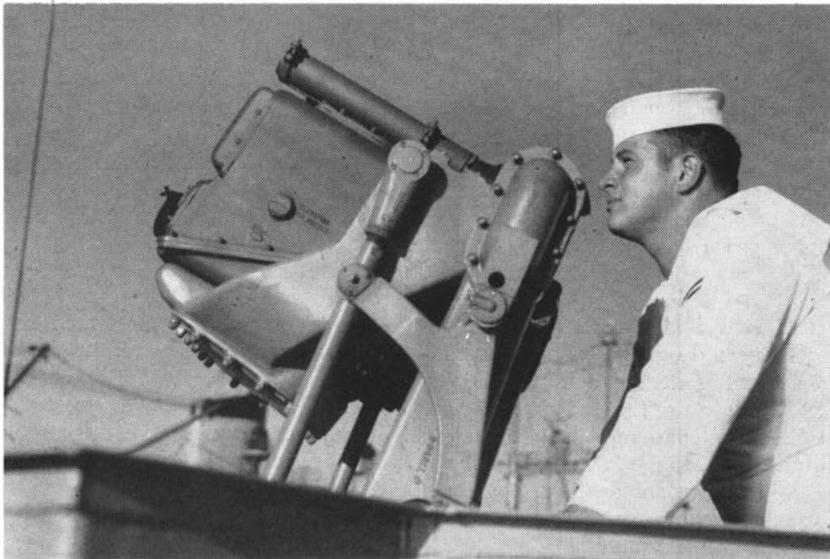
tors, computers and range finders comes the answer to the myriad problems involved in naval gunnery. It is this answer that enables Navy guns to operate with such deadly accuracy.

While ETs are responsible for the eyes, ears and voice of the Fleet, the FTs take care of the powerful "arm" that reaches over the horizon and points out an enemy target, then delivers the knock-out punch that puts the enemy out of action.

A growing emphasis on the electronic aspects in warfare has resulted in rapid increase in the Navy's need for highly skilled technicians. The increase in requirements has created shortages in ET and FT ratings which open an attractive and rapid path of advancement to eligible Navymen. Have you ever thought of going into electronics?

If you have had any training in radio, electricity, physics, algebra, trigonometry or shop it might help you to get into electronics. Also any experience in amateur radio or practical experience in any mechanical or electrical trade would help, but most important of all you must have a keen interest and aptitude for fine, detailed, mechanical work to be a good ET or FT.

Navymen in recruit training may qualify on the Navy General Classification Test (which measures your ability to learn); on the Navy Arithmetic Test (which measures ability to use numbers in practical problems) and on the Navy Mechanical Aptitude Test (which measures po-

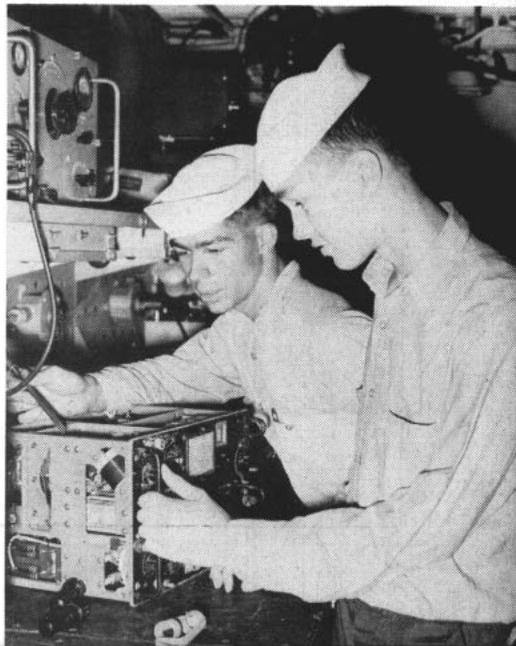


**FIRE CONTROL GEAR** of USS *Calcaterra* (DER 390) checked by K. F. Drew, FT 3, USN. Below: Electronics Technicians make repairs on USS *Intrepid* (CVA 11).

tential ability for work of a mechanical nature and which indicates the extent of familiarity you have with mechanical and electrical tools, principles and operations). Also required is normal color perception.

Since the field of electronics is expanding, the chances for rapid advancement in the ET and FT ratings are very good and these ratings offer an excellent career opportunity. Valuable training received will enable you to continue your Navy work in civilian life after you retire.

Electronics in the Navy is just beginning and this is your opportunity to get in on the ground floor. The history of electronics lies in the future—what lies ahead for you?



## These Men Are Training to Be Doctors to Navy's Electronic Eyes,



STUDENTS of Class A FT school at NRS, Wash., D.C., test audio section of a radio they built during course.

### Training for FTs

The Class "A" Fire Control Technician Schools are located at the U. S. Naval Training Center, Bainbridge, Md.; Naval Training Center, Great Lakes, Ill.; and the Naval Receiving Station, Washington, D. C. The schools are open to Navymen direct from Recruit Training or selected from the Fleet. The length of the training is 19 weeks and covers basic electricity and electronics and the fundamentals of fire control systems.

Following the Class "A" FT School a man may be selected to go into one of the specialized equipment courses. Selected Navymen from the Fleet may also enter these courses directly.

At **Washington, D. C.**, three equipment courses are available:

- **Target Designation System Mark 5.** This course lasts for three weeks and covers the technical maintenance of the TDS MK 5.

- **Gun Fire Control System Mark 56.** This course lasts for 13 weeks and offers complete maintenance training including basic electricity and power supply, Radar MK 35, tracking and computational circuits, alignment and repair.

- **Underwater Fire Control Systems, Mark 105** (10 weeks), **Mark 102** (18 weeks) and **Mark 101** (9 weeks). These courses cover the technical maintenance of underwater battery fire control systems.

At **Bainbridge, Md.**, and **San Diego, Calif.**, the following equipment courses are available:

- **Gun Fire Control System Mark 37.** This course lasts for 12 weeks and covers training in the automatic fire control in the Gun Director MK 37 System.

- **Gun Fire Control System Mark 63.** At Bainbridge this course is covered in six weeks, and in seven weeks at San Diego. It offers a detailed study of GFCS MK 63 which is designed to control the fire of 40mm and three-inch fifty caliber guns against air targets at ranges from 800 to 7000 yards.

At **Great Lakes, Ill.**, the following equipment courses are available:

- **Gun Fire Control System Mark 56.** This course lasts for 12 weeks and offers complete maintenance training including basic electricity and power supply, Radar MK 35, tracking and computa-

tional circuits, alignment and repair.

- **Gun Fire Control System Mark 37.** This course lasts for 12 weeks and covers training in the automatic fire control in the Gun Director MK 37 System.

- **Gun Fire Control System Mark 63.** This course lasts for seven weeks.

- **Underwater Fire Control System Mark 105.** This course lasts for 10 weeks and covers the technical maintenance of underwater battery fire control systems.

- **Target Designation Systems Mark 5 and Mark 6.** These courses last for six weeks each and cover the technical maintenance of the TDS MK 5 and MK 6 respectively.

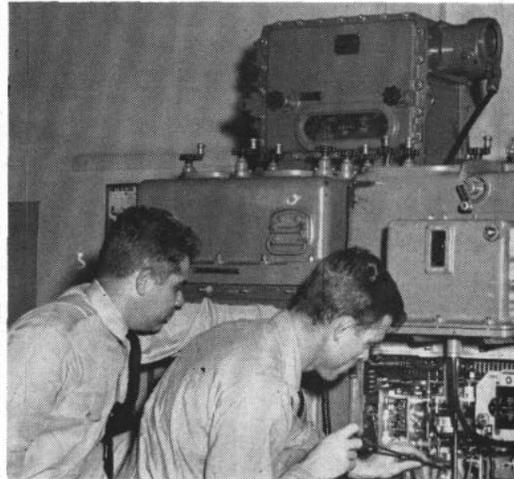
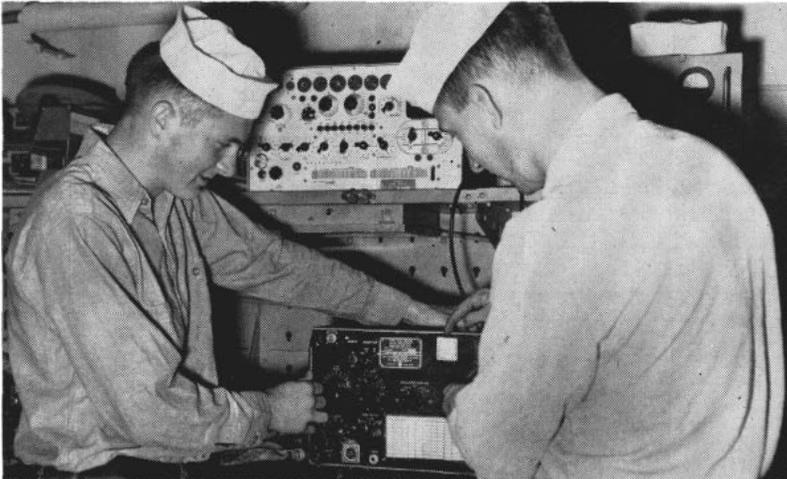
- **Gunfire System.** This course lasts 14 weeks and covers principles of automatic directors.

The Class "B" FT School has been moved from Washington, D. C. to U.S.N.T.C., Great Lakes, Ill. The length of the school has been increased from 44 to 46 weeks with the next class starting in April 1956. Navymen eligible for this school are FT2s and above or FT3s with one year's experience in rate in an operational billet. All candidates for the school must be in second or subsequent enlistment.

### Training for ETs

The Class "A" Electronics Technician Schools are located at the U. S. Naval Training Center, **Great Lakes, Ill.**, and at the U. S. Naval Schools Command, Treasure Island, **San Francisco, Calif.** Both schools offer the following courses:

ELECTRONICS TECHNICIAN Third Class T. L. Ross (rt.) instructs seaman in radio repair. Right: FT students learn



## Ears, Voice—and Fists

• *Electronics Technician Radar* (ETR). This course lasts for 26 weeks and covers basic electricity and electronics, mathematics (as required) and the maintenance and repair of search radar equipment.

• *Electronics Technician Communications* (ETN). This course lasts for 24 weeks and covers basic electricity and electronics, mathematics (as required) and the maintenance and repair of communications equipment.

• *Electronics Technician Sonar* (ETS). This course lasts for 24 weeks and covers basic electricity and electronics, mathematics (as required) and the maintenance and repair of sonar equipment.

The Class "B" Electronics Technician School is located at U. S. Naval Schools Command, Treasure Island, **San Francisco, Calif.** The Class "B" School lasts for 28 weeks and covers advanced electronic theory and maintenance procedures. Class "B" courses are open to ET2 and above or ET3s with one year's experience in rate in an operational billet. All candidates must be in second or subsequent enlistment.

The Class "C" Electronics Technician Schools are located at Great Lakes, Ill., and San Francisco, California. The length of the courses at the Class "C" Schools range from one to six weeks. Each course covers instruction in the technical maintenance and repair of a specific piece of ET equipment and is open to rated ETs.

complex wiring of fire control gear.



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# Operating in Electronics

**B**EFORE WORLD WAR II very little electronics work was done aboard Navy ships and planes. What there was, was confined to communication transmitters and receivers, radio direction finders and some sounding equipment.

Today, with the multitude of communication, radar, sonar, loran, countermeasure and fire control electronic gear, almost every Navyman comes into contact with electronics of some sort during the course of his duties. In addition to the ETs and FTs whose jobs are covered in the preceding pages, these ratings are directly concerned with some phase of electronics work:

• The *Sonarman* operates electronic underwater sound equipment used to detect the presence, direction and range of underwater and surface craft as well as submerged objects such as coral reefs, mines or sunken ships.

• The *Radarman* operates electronic radar equipment used in searching for and following the movements of other ships and aircraft, in navigation and maneuvering, in recognition and identification and in "jamming" the operation of enemy radars.

• The *Torpedoman's Mate* uses electronics when he checks, maintains, tests, repairs and overhauls underwater ordnance used on Navy ships and planes. This includes torpedoes, depth bombs, depth charges and ordnance detectors.

• The *Mineman* comes in contact with electronics when he assembles, tests, overhauls and maintains underwater ordnance such as the various kinds of mines and depth charges.

• The *Teleman* who operates and performs upkeep on teletypewriters, voice radio and electrical cipher machines comes in direct contact with electronics when he operates cryptographic aids and devices in encoding and decoding messages.

• The *Radioman* was one of the first ratings to become involved in the field of electronics. He operates radios, radio direction finders, teletypewriters and similar equipment. It is his job to keep this equipment in working order when technicians are not available.

• The *Communications Technician* employs electronics while acting as

radio operator in monitoring actual circuits and in testing experimental radio techniques and equipment.

• The *Electrician's Mate*, who installs, operates, maintains and repairs such equipment as generators, electrical motors, and the lighting and power-distribution systems aboard ship comes in direct contact with electronics. Part of his work involves testing circuits for shorts, grounds and other casualties.

• The *Interior Communications Electrician* uses electronics to maintain and repair interior communications systems, synchro units, gyro-compass systems, engine order telegraphs, rudder position indicators, etc. He also maintains public-address systems, electric megaphones and other announcing equipment and sometimes shipboard film equipment.

• The *Tradevman* comes in contact with electronics while operating, maintaining, installing and repairing training aids and training devices. Some of the devices he works on are slide and film projectors, wire and other recording devices, flight engineer panels, low pressure and refrigerated altitude chambers and many kinds of trainers.

• The *Guided Missileman* uses electronics to a great extent in checking, testing, aligning, adjusting and repairing the Navy's guided missiles. He prepares the missile for firing or launching and also performs technical maintenance concerned with the repair of the missile or its equipment.

• The *Aviation Guided Missileman* like the GS is concerned with electronics in checking, testing, aligning, adjusting and repairing the Navy's air-launched missiles.

• The *Aviation Fire Control Technician* tests, maintains, adjusts, repairs, installs and operates aircraft electronic fire control equipment, systems and component parts.

• The *Aviation Electronics Technician* maintains, installs, repairs, adjusts, and tests all air-borne radio, radar, loran and radio altimeter equipment. The *Aviation Electronicsman* (whose job will be merged with the AT rating) operates, adjusts, tests and performs maintenance checks on electronic aircraft equipment.

Ted Sammon.



SUCCESSFUL BATTLE of transports against arctic ice was made possible by four hard-working ARSs.

## Salvage Ships Keep Dewline Running

**A**MONG THE HARDEST WORKING ships in the Arctic *Dewline* Supply Operation were the Navy's ARSs — salvage vessels.

These tiny vessels performed jobs ranging from recovering lost anchors to ice breaking (*ALL HANDS*, December 1955, p. 5). Most of them kept their crews working on a 24-hour schedule with occasional breaks.

A typical story of their cruise is that of the *USS Current* (ARS 22).

*Current* was one of four ARSs — *Grapple* (ARS 7), *Deliver* (ARS 23) and *Safeguard* (ARS 25) were the others — assigned to the *Dewline* Operation with Task Group 5.1.

Although *Current* is basically a salvage vessel, she reported to CTG 5.1 primarily to perform damage repairs. Her shallow draft, however, made her useful for more tasks.

Her first big job was reinforcing the cracked stem of *USS Andromeda* (AKA 15). To do this, a false deck was built in the forepeak tank just above the waterline. Approximately 24 bags of cement were poured into

the makeshift cofferdam to brace the stem.

Many tasks followed *Current's* first assignment. She was later called for more repairs on *Andromeda* when the large cargo ship entered the Beaufort Sea. The busy *Current* did more patchwork on the AKA and recovered the cargo ship's anchor which was cut loose by ice.

Soon thereafter, *Current* was sent to free *USNS Sgt. Archer C. Gammon* (T-AK 243) which ran aground. *Gammon* remained aground four days before she was refloated. *USCC Northwind* (WAGB 282) aided *Current* in pulling *Gammon* free. It took 14 hours to get her refloated.

While refloating the AK, *Current* lost her port anchor and found herself with a six-inch manila line wrapped around her screw when the line snapped while being used to pull *Gammon* free. *Current* also had to replace her starboard rudder. This task was accomplished at sea under the supervision of George Burnette, BMC, USN. Burnette, claimed by

shipmates to be one of the Navy's top salvage men, designed a special rig for repairing the rudder, and the rudder itself was fabricated aboard *Current*.

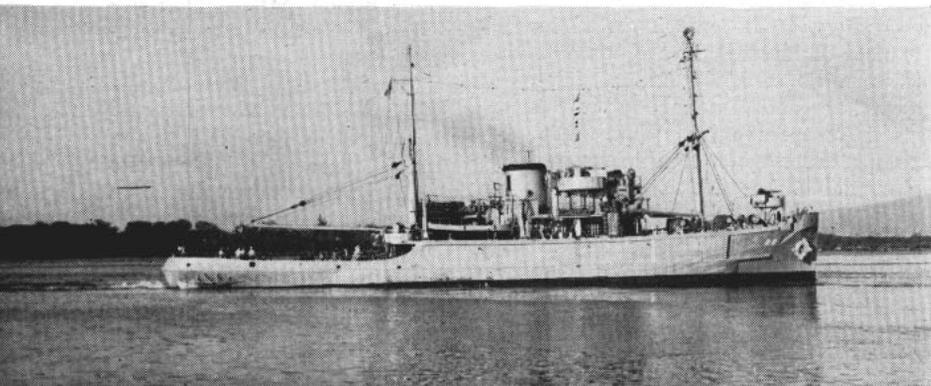
After making necessary repairs on herself, *Current* sailed for Barter Island, near the Northern Alaska-Canadian border, where she carried supplies between ships in that area and also escorted ships through ice.

From Barter Island, the salvage vessel headed for the little Alaskan town of Wainwright. She traveled through fog and ice as far as Newport Entrance, a distance of approximately 100 miles, without the aid of her radar, which needed repairs. At times there were only two feet of water under her keel.

While passing near Point Barrow, Alaska, she pushed through a nine-tenths ice concentration without ice-breaker escort. Although her propellers were especially made for navigating through ice, she lost two blades from one of her screws as she bored her way through the region. At Point Barrow, *Current* was delayed several days until ice conditions permitted further movement. She finally reached Wainwright, forcing her way through heavy ice. The forward third of the ship had been reinforced with extra plating which kept her from suffering serious hull damage. Minor repairs were now made, enabling the salvage vessel to return to Point Barrow to perform her extensive repair duties.

*Current's* tasks at Point Barrow increased as the operation neared its

**USS CURRENT** (ARS 22) reported to DEWLINE supply operation primarily to perform damage repairs but her shallow draft proved useful for many tasks.



climax. During this time, probably the most critical phase of the operation due to the polar ice pack advancing toward shore, *Current* repaired six rudders on LSTs. Without these repairs, none of the vessels would have made it back to the United States under its own power. *uss Harris County* (LST 822) had a hole in her engineroom patched by *Current*, making her seaworthy.

Other duties performed by *Current* were repair of *Northwind's* fathometer, surveying with icebreakers, and pushing ice away from ships and anchor chains, thus keeping off-loading progressing.

While on surveying operations, she was preceded by a small boat with a portable fathometer. Even with this precautionary maneuver, *Current* ran aground several times.

Constant shuttling through ice and repairing ships were not the only problems which beset *Current*, however. Water temperatures which were usually around — and mostly below — freezing made it difficult for her divers to work. Divers going under water to evaluate damages sustained by other ships could stay down for only short periods. The cold seeped through their diving suits, especially around their hands and feet. Ordinarily, divers do not use gloves, but rubber gloves were taped to their suits and woolen gloves were worn underneath to protect the divers' hands in cold water. Air hoses also would freeze. Underwater welding was exceedingly difficult because surfaces could not be warmed sufficiently.

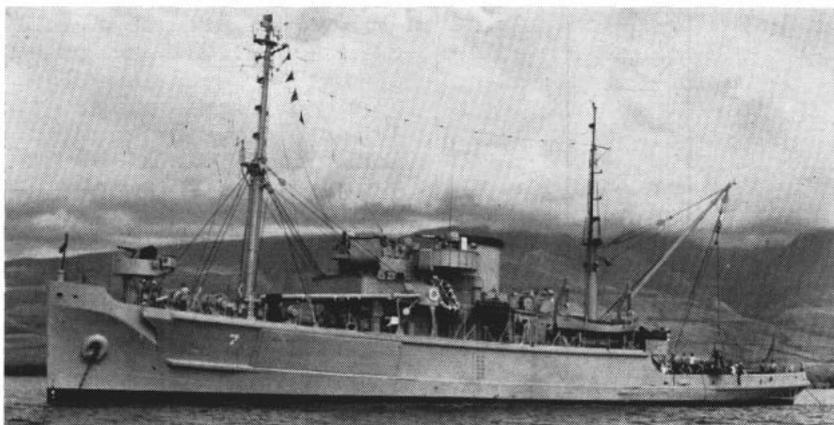
To keep divers continuously working a two-helmet system was devised. As the first air hose started to freeze, the diver was brought up. The helmet and air hose were placed in buckets of hot water and a second helmet fitted on the diver's suit to send him underwater again. This process was repeated when the second air hose started freezing.

When the crew was lucky to have free time, the major recreational facility available was a nightly movie. *Current* had no ship's store, no clothing and small stores and no post office. She didn't even have a disbursing officer, a situation which presented something of a pay problem.

The icebreaker *uss Staten Island* (AGB 5) went out of her way to provide these facilities to *Current's* crew. The icebreaker's disbursing office paid *Current's* ship's company



RESCUE AND SALVAGE team included *USS Deliver* above, and *USS Grapple* below. They repaired ice damage and rescued ships running aground.



so that the other facilities about *Staten Island* could be used by the salvage vessel's personnel.

When *Current* left Point Barrow en route to her home port in Pearl Harbor all hands looked forward to a short tour of soft duty.

However, she had progressed only as far south as Point Hope when she found herself with one more job. The flagship *uss Mount Olympus* (AGC 8), last to leave Point Barrow, had sustained a gash below the water line just before breaking

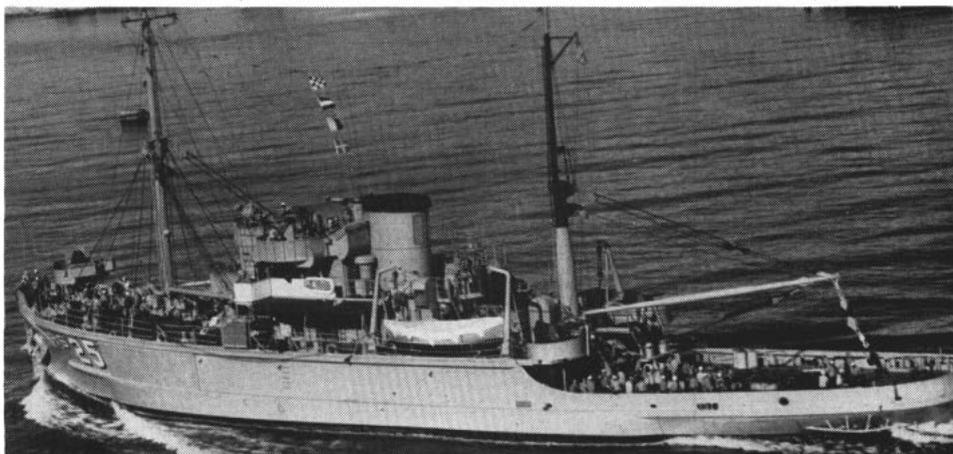
free of heavy ice and moving into clear water. *Current* made the repairs.

As *Current* left Point Hope, she had one last job remaining. The task was towing *usns Sgt. Andrew Miller* (T-AK 242) until she met the fleet ocean tug *uss Chickasaw*, (ATF 83), 83), which took over.

Only then did *Current* set course for Pearl Harbor with a well-earned rest in prospect.

— Ed Gallardo, JO 2, usn.

FOURTH MEMBER of the group was *USS Safeguard* (ARS 25). Additional duties often included helping icebreakers clear path for 'thin-skinned' MSTs ships.



# THE WORD

Frank, Authentic Advance Information

On Policy—Straight from Headquarters

• **GO REGULAR** — A selection board has recommended 96 Naval Reserve aviators for transfer to the Regular Navy under a continuing program.

The officers selected were all former Naval Aviation Cadets who become eligible to apply for transfer to the Regular Navy after completion of one year of service as a commissioned officer. Under the program for these officers a selection board meets twice a year to consider applications.

The selected officers will be transferred to the Regular Navy after administrative requirements have been met and the individuals have been determined to be physically qualified.

• **TEMPORARY DISABILITY RETIREMENT**—The service records of officers placed in a temporary disability retirement status will no longer be brought up to date and delivered to the officer in question. Instead they will be forwarded to the command having mobilization responsibility, according to BuPers Notice 1085 of 28 Nov 1955 and Change 18 to the *BuPers Manual*.

In addition, officers of the temporary disability retired list will now be accounted for through the personnel accounting system in accordance with *Instructions for the Navy Personnel Accounting System*. (NavPers 15642) in the same manner as other categories of inactive personnel.

Commandants of the naval districts and river commands have been noti-

fied to contact each officer currently on the Temporary Disability Retired List who is residing within the naval district, to obtain and maintain the Officer's Service Record and to advise him that he is now under cognizance of the commandant instead of the Chief of Naval Personnel. Officers placed on the Temporary Disability Retired List prior to the inauguration of the Officer Service Record (Form NavPers 3021) will be requested to furnish only those documents listed in BuPers Inst. 1085.7A.

• **BIG CHANGE**—Under the provisions of a new BuPers Instruction only one application is needed for consideration of *appointment to commissioned status* in the U.S. Navy under the Integration Program, the Limited Duty Officer Program and the Temporary Warrant Officer Program (W-1). The application must be submitted to your commanding officer *on or before 1 March* and can be for any or all of the programs.

In the application each candidate should state the program or programs in which he desires consideration. If eligible, he will be considered for each type appointment requested but will be selected for appointment under only one program.

One written examination will be given to cover all three programs. This will be administered throughout the Navy, annually, on 15 June.

Each Navyman interested in advancing to commissioned rank should read the new procedures as outlined in BuPers Inst. 1120.18C.

• **DIVIDENDS**—Regular annual dividends will be paid during 1956 on NSLI and USGLI policies.

Navyman who have already designated a dividend payment option for previous dividends, and who do not wish to change it, will not have to give the VA any additional authorization for the 1956 payment, nor do they have to make application.

A policy holder who wants to change the previous dividend payment option for the 1956 declaration, must notify VA well in advance.

• **RE-UP BONUS FOR INDUCTEES** — Men who have been inducted into the Navy may receive a discharge for the purpose of immediate reenlistment in the Regular Navy, or if they prefer, may be retained on active duty (without reenlisting) beyond the period for which they were inducted. If they choose to reenlist, they are entitled to a reenlistment bonus under the provisions of the Career Compensation Act of 1949 provided they have completed recruit training.

Commanding officers have been authorized by BuPers Inst. 1133.8 to discharge at any time men inducted into the naval service who desire immediate reenlistment in the Regular Navy.

Periods of reenlistment are as follows:

1. Prior to completion of basic recruit training or after completion of 21 months' inducted service—in both cases inductees may reenlist for four or six years. Note that the reenlistment bonus is payable in all cases of reenlistment except those where you ship over *before* completing basic recruit training.

2. After completion of basic recruit training and prior to completion of 21 months' inducted service — six years. Reenlistment bonus will be paid.

Subject to the approval of the commanding officer, a man who has been inducted may voluntarily execute an agreement to remain on active duty



PASS THIS COPY ON — You'll never win the race when the nine other contestants are after ALL HANDS.

for 12, 24, 36 or 48 months beyond his normal expiration of active obligated service. Under these circumstances, you must have sufficient time remaining in your period of UMT&S obligation to cover your period of retention.

To qualify for discharge and reenlistment, you must:

1. Be a citizen of the United States or, if an alien, present written evidence that you have made a legal declaration of your intention of becoming a U. S. citizen.

2. Meet the physical standards prescribed by BuPers Inst. 1130.3. Request for waivers of slight physical defects may be submitted.

3. Have no more than one dependent if you are in pay grade E-1, E-2 or E-3. There is no dependency restriction for reenlistment in pay grade E-4 and above.

If you are in pay grade E-1, E-2 or E-3, you will be reenlisted in the rate held at the time of your discharge. If you are in pay grade E-4 or above, and if you are in a rate listed as "open" in BuPers Inst. 1130.4C, you may be reenlisted in the rate held at the time of discharge. If not, you will be reenlisted in the next lower pay grade.

Inductees reenlisted in the Regular Navy are not entitled to mileage or lump sum payment for unused leave.

If you reenlist after you have served on active duty for one year, you are eligible for duty assignment options contained in BuPers Inst. 1306.25B or, if otherwise eligible, for assignment to certain Class B or C schools.

#### • AWARDS WITHOUT MEDALS —

There are six awards currently authorized for wear by a number of Navymen for which no medals are issued by the Navy.

These are the Presidential Unit Citation, Navy Unit Commendation, Philippine Defense Ribbon, Philippine Liberation Ribbon, Philippine Independence Ribbon and the Korean Presidential Unit Citation Badge.

While a great many Navymen are authorized to wear these ribbons, no medal has ever been struck for these and requests for the medals cannot be filled.

In addition, ribbons for the last four awards are not issued by the Navy and must be purchased.

• **PRIMARY ELECTIONS** — Navymen may cast absentee ballots in primary elections scheduled during March in New Hampshire and Minnesota. They must be registered to do so, however.

In New Hampshire a presidential primary and constitutional convention election will be held on 13 March to elect delegates and alternate delegates-at-large and district delegates to the national conventions. Constitutional amendments will be proposed at this time.

In Minnesota a presidential primary election will be held on 20 March for party nominations for president and vice president and delegates to the national conventions.

• **UP AND ATOM**—Submarine enlisted men in six ratings are being given the chance to get in on the ground floor in the expanding field of nuclear power under the provisions of BuPers Inst. 1306.53.

Machinist's mates, enginemen, electronics technicians, electrician's mates, I.C. electricians and hospital corpsmen (the latter in pay grades E-6 and E-7 only) are needed for training in the field of nuclear power.

Only topnotch personnel will be accepted and to be eligible you must meet the following requirements:

Have at least four years' obligated service at the time of reporting.

Be designated "Qualified in Submarines."

Be physically qualified for submarine duty.

Volunteer for the program.

Be not more than 30 years of age.

Have a combined ARI/MECH score of 105 or higher.

Be a high school graduate or have the GED equivalent.

Have a clear record.

If you meet the requirements, submit your request via your commanding officer direct to the Chief of Naval Personnel (Attn: Pers B2251), giving all the above information.

If selected for training you will be given every opportunity and consideration for advancement and special assignment after your training. It is anticipated that the majority of men will be assigned duty aboard a nuclear powered submarine.

In all cases you will be advised as to what action is taken on your request. If you cannot be assigned to training immediately, you will be placed on a waiting list for assignment at some future date.

## QUIZ AWEIGH

Refreshed from your holiday leaves and liberties, take five and see if you can't get at least four right on this months' quiz. If you begin to slip, you can get a better purchase on this line of questioning by turning to page 57 for the answers.



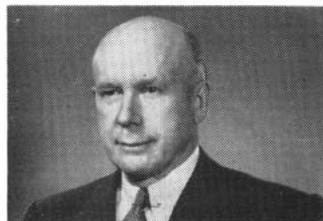
1. The above is the personal flag of the (a) Commanding General, Fleet Marine Force (b) Commandant, U.S. Marine Corps (c) Commanding General, Fourth Marine Division.

2. If you answered the above questions correctly, you'll know that this flag belongs to (a) General Clifton B. Cates (b) General Lemuel C. Shepherd (c) General Randolph McC. Pate.



3. Uniforms worn by men of foreign navies can be confusing, but you'll recognize the man in the above photo to be a member of the (a) Royal Canadian Navy (b) Spanish Navy (c) Royal Hellenic Navy.

4. The rank of the two men at the left is equal to the U.S. Navy rank of (a) Lieutenant Commander (b) Captain (c) Commander.



5. You should readily recognize the man pictured above as (a) Charles E. Wilson (b) Albert Pratt (c) Charles S. Thomas.

6. If you know the answer to the above question, you'll also know that the man holds a high public office. The position he holds was established by Congress in (a) 1947 (b) 1798 (c) 1845.



## USS Citizenship Sails with Navy Crew

**"IN DAYS OF OLD** when knights were bold" citizenship was pretty much a matter of wearing the colors of your favorite dame and using your strong right arm in defense of the local strongman's regime. In the Navy's "good old days"—the days of iron men and wooden ships — love was where you found it, Marines were put aboard ship to keep you from killing the captain (in a manner of speaking, of course), and the word "citizenship" was too uncommon for any simple seaman to worry about.



In today's Navy you're not a bold knight (unless you can manage it while you're on liberty), and you're not an iron man (in the sense that the oldtime seaman had to be made of iron to withstand the rugged Navy life) — but it's a pretty sure bet that you're a U. S. citizen and you know it.

It's also a pretty safe bet that you've never given the subject much thought.

You knew you were exercising your citizenship when you voted —if you ever have voted. And perhaps you remember answering in the affirmative such questionnaire blanks as "Are you a U. S. citizen?" Otherwise, citizenship is just a two-bit word meaning that you were born in the United States, or went through



the legal processes of naturalization — or that's what you think.

In boot camp, however, you had several instruction periods dealing with the dignity of the individual, the respect for truth as a basic difference between communism and democracy, the value of a democratic system of government and the "responsibilities and obligations of a sailor-citizen to uphold and to guard these democratic principles." What's more, the Navy has been giving you informal citizenship training ever since. But before we look at this informal training, let's see how citizenship has been defined.

In a very narrow sense, the meaning of the word includes your legal status and activities closely related to political functions, such as voting and holding public office. In the present-day world, however, citizenship also includes those personal qualities which make you a well-liked and useful member of the world society, whether aboard your ship or station, in your residential community — or in any spot on the globe that you happen to visit.

A recent study conducted by a national education group lists a minimum of five qualities which are important to good citizenship and which should be included in any program of citizenship education. The report states that "in general, the good citizen (a) cherishes democratic values, (b) recognizes the current problems of the times, (c) is aware of basic human needs, and guides his actions in accordance with these attitudes. He (d) practices democratic human relations, thus recognizing the interdependence of all people, and (e) possesses and uses the knowledge,

skills, and abilities necessary for civic action as an American citizen."

How does your Navy training — formal and otherwise — fit in with these? Well, you're the only one who knows how you feel about our democratic values — our system of government by the people, including the social equality the system implies, or how strongly you believe in the rights and freedoms guaranteed by the U. S. Constitution. At any rate you have been taught, by both precept and example, to cherish such values, ever since the day you first shipped into the Uncle's sea service.

Considering the loyalty oath you have signed and the new military code of conduct, the global cold war and the Korean "hot war" against communist forces — all of which have affected your Navy career — no one can consider you totally unaware of what appears to be the nation's major problem, that of peaceful co-



existence with other global powers. While it may be true that unemployment on a national scale, or farm surpluses, or public versus private power receive little thought from you, you may be sure that millions of your stay-at-home countrymen also ignore them, just as they tend to ignore the duties of citizenship on both the local and global levels.

Evidence of the Navyman's awareness of basic human needs and what he does about them can be found in

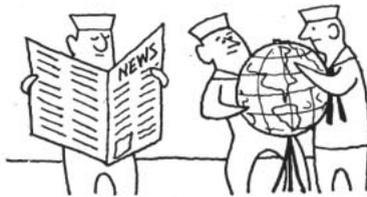
almost any newspaper you pick up. Just recall the Navy-led donations of clothing and food to needy villages in Europe and the Far East, the support of orphanages wherever Navy-men are stationed, the thousands of projects for needy children, or communities or organizations engaged in charitable work.

As for practicing democratic human relations, take a check on your shipmates. Nine-tenths of the rank consciousness probably knocks off when you knock off work. You have as fellow crew members guys from half the states in the Union, including Negroes, Chinese, Filipinos, Japanese, perhaps a couple of lads who speak their parents' native tongue as easily as they do English. In any case, unless you are a "land-locked" sailor you've "fraternized" enough in foreign ports to have developed a healthy understanding of (and a high regard for) America's allies and friends.

Using the knowledge, skills and abilities necessary for civic action is somewhat difficult for Navy-men on sea duty. But the Navy, through your ship's Information & Education office and your division voting officer, makes it easy for you to obtain absentee ballots for voting in national elections, and they can tell you where and when to request ballots for state elections. On the community level, you can pick any town that numbers Navy families among its citizens — and you will find them participating in activities ranging from the Cub Scouts to Parent-Teacher Associations, to say nothing of the endless list of improvement and beneficial projects cities and

able to such indoctrination techniques as "brainwashing." And they realize that younger Navy-men at least have had little opportunity to exercise their citizenship outside the service.

As pointed out by a recent presidential advisory committee, the lack of citizenship information—that is, a thorough knowledge of our government, politics, history, ideals and traditions—was one of the biggest things American POWs were up against in the Korean war. The committee found that many of the servicemen didn't know as much about the U. S. as their communist captors did, hence they weren't in any position to argue against the communist ideas. In short, the POWs



were unable to answer arguments in favor of communism with arguments for democracy, that is Americanism. The committee stated (as many other groups and individuals have done) that the responsibility for building good citizens lies in the home, the school, the church and the community — and when men enter the Navy it becomes the Navy's duty to assume that responsibility.

You can look at any issue of ALL HANDS — or any newspaper in the cities that come in close contact with Navy-men and see how well Uncle's seamen stack up as U. S. citizens, how well the Navy is discharging its obligation in making you one of "America's finest."

For instance, recent issues of this magazine have printed stories which might have carried the following summaries as headlines: "Submarines Support Orphanage," "Navy Power Plant Saves Day for Salmon Fishermen," "Salvage Sailors Get Civilian Ships out of Tight Spots," "Good Neighbor Policy Sets Up Clinical Lab in Japan," "Navy Lends Hand in Polio Battle."

The last story told how men, women and machines were dispatched by the First Naval District to lend a hand during a recent polio epidemic in Greater Boston; the first one is a brief report on the latest contribution made by PacFlt's sub-



marine force to a Japanese orphanage which the submariners have been supporting since 1953. Each of the others tells how a Navyman, or a group of Navy-men, have exercised their citizenship duties by fostering goodwill within world society.

One final incident furnishes an excellent example of what the Navy's broad program of citizenship training can accomplish, and how widespread the effects can be. Recently the president of a Dallas, Tex., newspaper was in Edinburgh, Scotland, while USS Wisconsin (BB 64) was in port. He noticed in one of the Scottish newspapers an editorial commending the conduct of "Whiskey" men — and was so impressed that the editorial was reprinted in his Dallas paper, along with some comments.

The Scots' editorial begins "All the nice girls love a sailor . . ." and adds that "warships are built for war, but in their peacetime cruises, the men who man them can lay foundations of peace." The Edinburgh paper adds that these "foundations rest on the behavior of individuals, and it must have been a real satisfaction to the Senior Magistrate of Edinburgh to report that not one unfavorable report had been received on the behavior of an American sailor during Wisconsin's visit."

The Dallas editorial writer made the following comment: "A welcome tribute, friend editor. It is from the heart to the heart. Were the conduct applauded, the bit of generosity recognized, exceptional? We who know our own folk do not think so. Young, and not so young, Americans far from home simply reacted to their home standards and touched off that spark of nature that makes the whole world kin."

And mind you, they were writing about you — the Navyman. What they wrote has been said before in dozens of languages around the world, but it still sounds pretty good.

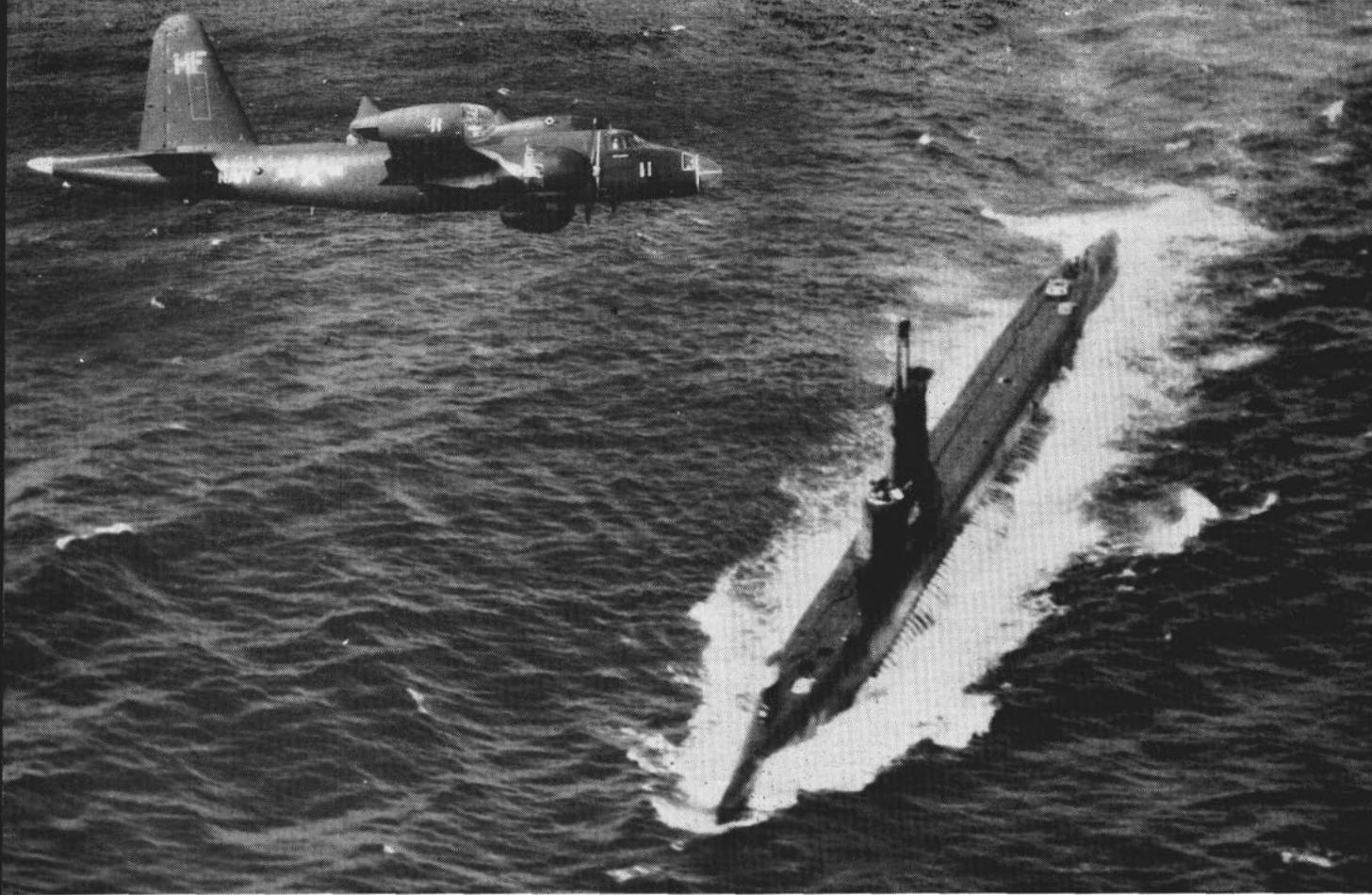
—Barney Baugh, JO1, USN



towns usually have underway.

In helping you to become a better citizen, the Navy has several motives. For one thing, the Navy (like all of the military services, in fact) knows that a strong democratic nation must be based on citizens who are willing and able to assume the duties of citizenship. The higher brass also knows that citizenship training, coupled with a strong belief in American democracy, can make you a better fighter, one who is almost invulner-





SUB SIGHTED and patrol bomber of Squadron 18 swoops in for close look. This time it was USS *Trumpetfish* (SS 425).

## Watch on the Brine

IT WAS 3 A.M. and things were "dead" in the communication center in Fleet Air Wing Eleven headquarters at NAS Jacksonville.

The watch supervisor tilted back in his swivel chair, all set to enjoy a second cup of joe.

Suddenly the teletype clanged four warnings bells, then began to click out a message.

"OPERATIONAL PRIORITY—UNIDENTIFIED SUBMARINE X LATITUDE 27 DEGREES, 51 MINUTES NORTH, LONGITUDE 75 DEGREES, 32 MINUTES WEST X HEADING NORTHWEST 12 KNOTS."

The teleman ran from the "com shack," roused the Wing duty officer, and handed him the dispatch which had come from ComCarSeaFron.

The anti-submarine ready crew was alerted immediately.

Shortly afterward a P2V-5 *Neptune* patrol bomber was airborne, climbing out over the Florida coast in search of the intruder.

Fortunately, the "unidentified sub" was one of our own. On a routine run out of Key West, Fla., it had veered—

because of rough weather—slightly off its plotted course.

Today the submarine looms more than ever as a potent threat. The atomic-powered *uss Nautilus* illustrates the possibilities of the strength of an undersea force.

Small speedy enemy raiders conceivably could sneak into U.S. coastal waters near American cities and drop off saboteurs and spies, or block harbors and demolish ships with atomic weapons.

Success in hunting submarines hinges on two factors: electronics equipment, and the crews that operate it. With such devices as radar, countermeasures equipment, listening buoys and magnetic detection equipment scanning, it takes a wily subma-

rine to roam undetected for long.

Patrol squadrons equipped with the latest in electronic devices, stand ready to hunt and identify mysterious subs heading toward our shores.

Here's how a typical pre-dawn hunt progresses:

After the submarine alarm is sounded, the "ASW alert crew" assembles and prepares for over-water flight. Pilots and electronicsmen get briefed.

The patrol plane commander, who is also the pilot, must exercise all the responsibilities of the surface ship commander. The remainder of the 10-man crew warm up the engines and check flares, rockets, special anti-submarine weapons, and emergency and survival gear.

Intensive preparations must be compressed into minutes. Still the men who fly the aircraft minutely inspect their engines, instruments and controls.

The safety check is priceless insurance. The plane might be up for half a day, and 300 miles out over the

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Navy's Patrol Planes Keep  
Safety Check Over Ocean  
To Stalk Unidentified Subs

---

ocean there'll be no stopping on the skyway to fix a faulty engine.

Supporting activities, in the meantime, prepare flight rations, dispatch taxi signalmen, and notify "base radio" of the plane's departure.

While most of the town's citizens are still sleeping, the P2V-5 climbs up off the runway heading out to sea.

Once over the water the crew and pilots concentrate on finding the sub. The electronicsman works on his dials and scopes, scanning the sea ahead with sensitive detection equipment.

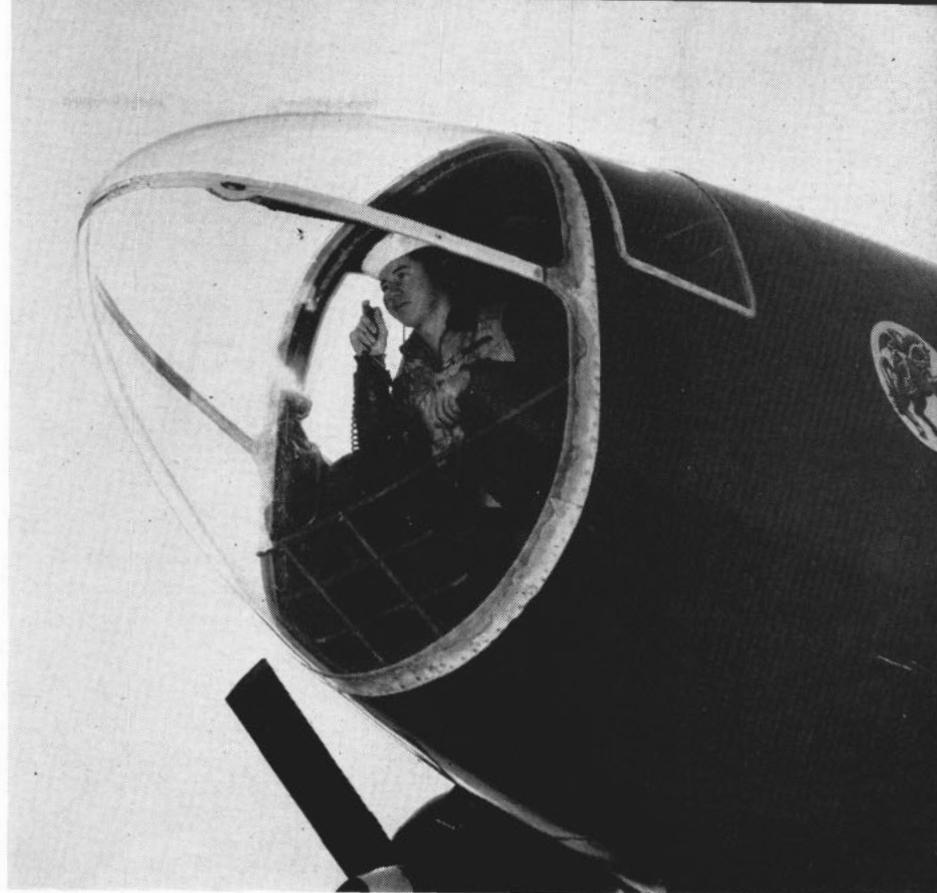
Despite the electronic eyes visual observation is still necessary—but difficult. Staring mile after mile on restless, formless water from the plexiglass nose tires the eyes. In addition the sea watchers have to learn to recognize their target—whales, destroyers, oil slicks, sunken ships, even shoals and reefs are often mistaken for subs when seen from the air.

Every hour that the P2V-5 is away from its home at Jacksonville, the radioman sends a message to Com-FairWing 11 Headquarters, telling the plane's position and progress being made in finding the sub.

If the sub is spotted and identified as friendly, the pilot banks his P2V-5 and scoots home, his job done. If the sub were a potential enemy, it would be photographed and watched, and Navy defense forces would take over.

Most hunts are long and tedious. But they are necessary to the security of our nation.

Take the case of the Caribbean and



**FRONT SEAT** for enemy submarine scanning allows the observer all-around vision through plastic glass 'bubble' in nose of P2V-5 Neptune patrol bomber.

South Atlantic sub watchers. Sharing the task of stalking submarines are seven patrol and three service squadrons which make up FairWing 11. These include approximately 400 officers, more than 2000 enlisted men, and some 100 patrol bombers.

Strategically located, these squadrons and other Navy defense activities make it easy to pounce on any stranger in the great expanse of the South Atlantic and Caribbean.

Although not primarily subhunters, the famous "Hurricane Hunters" of

**MYSTERY SUB'S LOCATION** is pointed out on chart to pilot, navigator and electronicsman by operational officer.

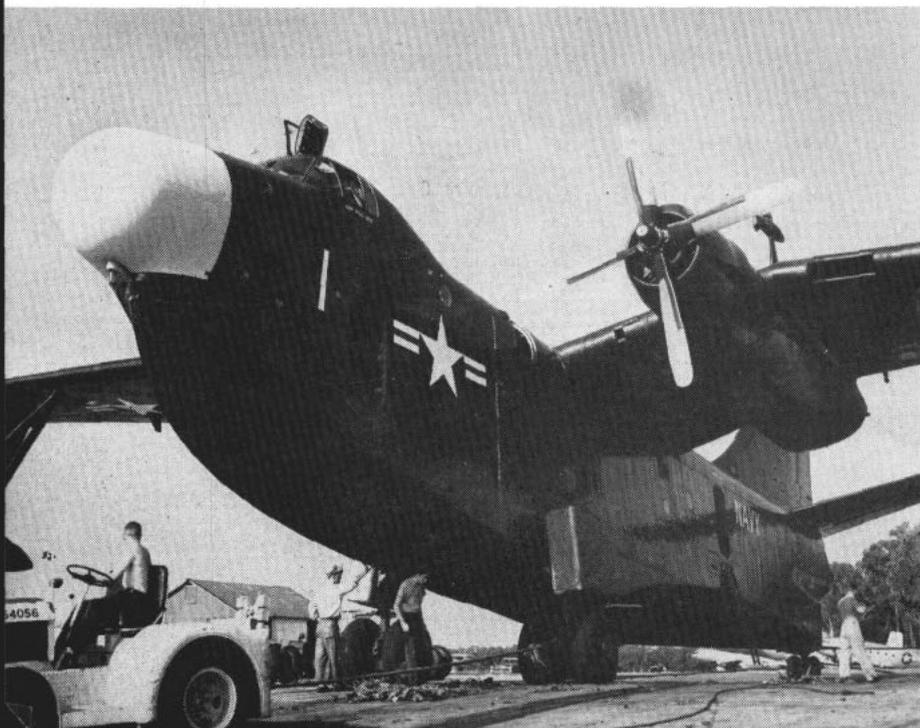




ORDNANCEMEN of Patrol Squadron 3 load Mark 54 depth charge in bomb bay of patrol plane. Charge will 'kill' sub lurking within area of explosion.



ACTION STARTS with telemen in 'com shack' who receive the message. Below: P5M Marlin seaplane is towed to ramp for take-off at Coco Solo, Canal Zone.



Airborne Early Warning Squadron Four (VW-4) round out the Wing complement.

FairWing 11 squadrons fly a variety of multi-engine bombers designed especially for ferreting out submarines. In addition to the P2V-5 *Neptune* land bomber, there are WV1 *Constellation* radar pickets (lookout planes), PBM *Mariner* and P5M *Marlin* seaplanes, and UF-1 *Albatross* amphibians.

The sub watchers patrol an area far out into the Atlantic and into the Gulf of Mexico. (The same kind of watch is observed in the Pacific.)

Over the tremendous expanse of ocean that is its responsibility, FairWing 11 performs another mission in addition to anti-sub warfare. It helps the Coast Guard search for and rescue persons in distress on ships, small boats and downed planes (see page 15).

To keep the sub hunting units groomed for a genuine enemy, ComFairWing 11 conducts at least one training exercise each month off Florida. In these mock skirmishes American submarines behave like the enemy and operate out of bases at Key West, Charleston, Norfolk or New London.

During maneuvers a few seasons back, FairWing 11 teamed with the U. S. Air Force, the Royal Canadian Air Force, ships of allied nations, and AirLant, DesLant, HukLant, MinLant and SubLant of our own Fleet.

FairWing 11 was born at San Juan, Puerto Rico, in August 1942 at the height of the German U-boat sinkings. Because of Jacksonville's central location and the excellent facilities at NAS, headquarters were moved to Florida in January 1950.

FairWing 11 is one of several units in the Nation's defense networks, which is aimed to keep out unwelcome visitors traveling on, over or under the water. (Other Navy units that play a role in this gigantic task will be covered in future issues of ALL HANDS.)

Hanging on the bulkhead near the Fair Wing 11 duty office is a placard bearing the motto: "Let's Be A Can Do Outfit."

During World War II, the Wing converted these words into action by sinking 10 German U-boats and damaging 18 others. Its pilots and aircraft conducted a total of 18,305 searches throughout the Atlantic, an almost unbelievable average of 16 a day.

—A. Douglas Lyke, JO3, USN.

**ALL HANDS**



RESCUE COMES TO FISHERMEN off New Jersey coast as USCGC *Gentia* (WAGL 290) battles fire engulfing their ship.  
Navy's Sister Service —

## Coast Guard to the Rescue!

**T**HE SEA IS FULL of fish but the Coast Guard "fishermen" you see here are interested in larger and more important quarry. They are constantly checking the ocean's surface for ships and aircraft, large and small, that have run into trouble and need help.

During the last year's boating season, May through September—when rescue operations were at their peak—3162 rescues were effected in the Coast Guard's Eastern Area Command.

The heart of these rescue operations is the Eastern Area Coast Guard Rescue Coordination Center covering the Atlantic around the clock from its New York City headquarters. From this center go fingers of radio, teletype, and telephone communications to military and defense installations along the entire eastern and gulf coasts of the United States as well as the Caribbean areas. This system, working with the help of Navy and merchant ships, forms an invisible safety net for men at sea or in the air above.

Activity at the rescue headquarters centers around the ship's plot, a large scale 10-by-20-foot magnetic

wall chart. Here Coast Guardsmen record the position and mark the passage of various strategically located merchant vessels as they cross the ocean or make their way along coastal routes of North and Central America.

Many merchant ships send in weather information and their position to the Weather Bureau and Coast Guard every six hours while at sea. Using this information and data from a card index containing important statistics on over 2800 merchant ships it is possible to keep the whereabouts, speed, and course of a vessel with reasonable accuracy. The individual ship's plot cards contain such facts as ship's agent, nationality, radio call sign, speed, tonnage, and whether a radio watch is maintained and a doctor is aboard. If a call for help comes in, the plot board is immediately checked to see what ships are in that area where the emergency is arising and the facts from the card index indicate the amount of aid such ships could be expected to give.

This is just the first step in a fast-paced series of actions that will bring survivors to safety. If the dis-

stress is from a plane still airborne, Rescue Control alerts and dispatches necessary Coast Guard search and rescue, air and surface craft and the appropriate Ocean Station cutter to

**CUTTERS ON patrol like USCGC *Cook Inlet* (WAVP 384) cruise their assigned areas ready to give assistance.**





**NEAREST SHIP** to distressed plane is quickly located by Coast Guardsmen on ship's plot board while statistics are checked from ship's index card.

intercept it. They also alert and request services of the Navy, Air Force, Army and commercial airplanes and ships as required and available. The Center passes the word to all search and rescue craft, CG radio stations, Federal Communications Commissions, Navy High Frequency Direction Finder Stations, and Air Force radar stations.

If ditching should occur the ditching plane is provided with the latest oceanographic forecast and the search is coordinated by assigning search areas to participating units while maintaining a plot of areas searched.

Other large charts flank the ship's plot board. A magnetic board similar to that for ships shows the many

coastal and ocean air routes. It is used to plot the course of distressed planes as well as those coming to the rescue. Two large status boards give at a glance the status and facts of Coast Guard vessels in the area and on patrol in their ocean stations.

Life blood of the Rescue Coordination Center is a bank of 18 teletypes comprising a network linking together all units and organizations concerned with rescue work. These with radio and telephone pass the word quickly when an emergency arises. They also keep the center and components posted on the weather.

Here is a play-by-play account of a rescue that is typical of the many effected each year.

1947Z — Kindley Air Force Base,

Bermuda, receives call by voice radio from a plane heading in from the Azores, bucking head winds and running low on fuel, and requesting an immediate intercept. Bermuda declares an emergency, notifies CG Air Detachment in Bermuda who relays message to OCA (WSY) New York, who passes the word by phone to the Eastern Area Rescue Coordination Center. They quickly determine that the plane was one hour from the Coast Guard cutter patrolling Ocean Station ECHO at 35°N, 48°W. Messages exchanged while passing over indicated no trouble.

2000Z — A PBM from CG Air at Bermuda, airborne on a routine patrol is notified and ordered along with a Coast Guard cutter patrolling Bermuda area to proceed immediately and assist.

2003Z — Commander of Coast Guard Eastern Area releases emergency message to Coast Guard in Bermuda, Ocean Station ECHO, and Commander of 5th Coast Guard District.

2011Z — Center alerts Navy and requests monitor and bearing on the last frequency troubled plane was using. Same request is passed to Coast Guard Headquarters in Washington, D. C., for relay to FCC HF/DF Net.

2014Z — Navy HF/DF Network at Richmond, Fla., is alerted.

2016Z — Coast Guard radio stations at Jacksonville, St. Petersburg,

**HEADQUARTERS** for rescue is in New York City where radio, teletype, and telephone set up protective net.



Norfolk, and New York are directed to monitor plane's frequency.

2018Z - Second CG plane airborne from Bermuda to intercept distressed plane.

2019Z - Ocean Station ECHO cutter is advised of frequencies being used by distressed plane.

2022Z - Air detachment in Bermuda requests Center to check ship's plot for surface vessels in distressed plane's area. Word is received that plane has lost altitude from 8000 to 6500 feet.

2030Z - Pilot of distressed plane advises Bermuda he is returning to Ocean Station ECHO.

2033Z - OS ECHO receives MAYDAY on 3023.5 kcs voice from plane.

2034Z - Third Coast Guard plane departs from Bermuda to assist.

2042Z - Rescue Center releases emergency message to initiate emergency broadcast on 500 kcs, preceded by auto alarm, stating the plane is expected to ditch at OS ECHO.

2045Z - Cutter at OS ECHO and distressed plane make voice radio contact while 115 miles apart.

2058Z - Distressed plane picks up OS ECHO's radio beacon and announces homing range 80-85 miles.

2100Z - CG cutter at ECHO notifies center that it is proceeding on intercept course toward plane, working it on 3023.5 kcs.

2105Z - Center notifies CG Air Detachment, Bermuda, that SS *Pearl Island* (radio call HOZJ) is only surface ship in area of emergency.

2117Z - Rescue Center originates a special 24-hour meteorological forecast for OS ECHO.

2121Z - ECHO establishes radar contact with plane at 28 miles.

2137Z - Cutter on ECHO starts laying down lighted sea lane markers.

2140Z - ECHO advises Center that plane will ditch in grid OJ of Station ECHO. Cutter advises aircraft of surface conditions and by use of radar, positions the plane and starts to talk it down for ditching alongside.

2201Z - Plane starts ditching run.

2203Z - CG cutter starts night illumination with high-altitude flares.

2205Z - Disabled plane ditches in water 1000 yards from cutter.

2219Z - All plane personnel safe aboard CG cutter's motor surfboat. Returning to station.

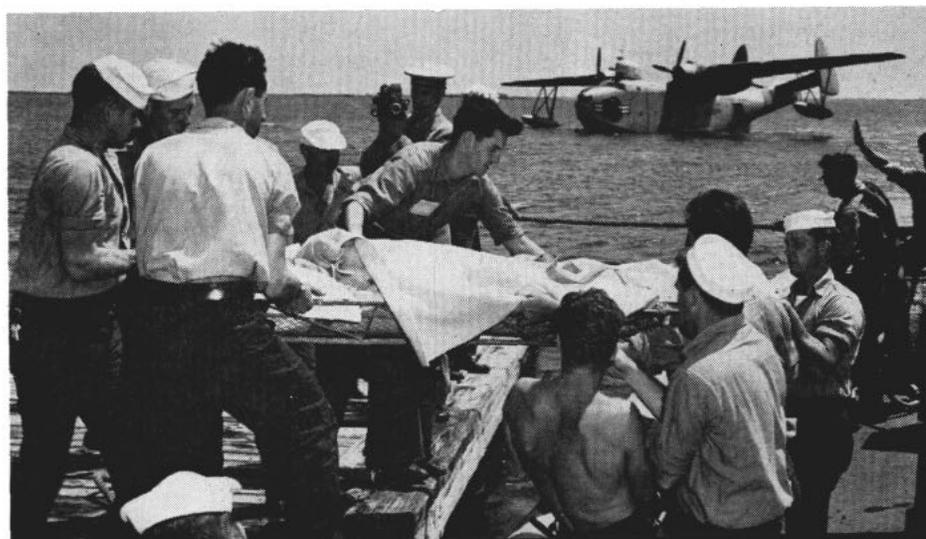
**FEBRUARY 1956**



**DURING BOATING SEASON** rescue work by the Coast Guard reaches its highest peak. Here, stranded yachtsman is being taken in tow by a picket boat.



**WEATHER BRIEFING** - CAPT. S. A. Olsen, USCG, checks report from Ocean Station. Below: Stricken seaman reaches safety after rescue by *Mariner*, PBM-5G.





HAVE TO BE PERFECT to win these. Left to right: softball and baseball, hole-in-one, and bowling trophies.

## Navy Aces Fill Their Trophy Cases

**H**OLE-IN-ONE CHAMPIONS of the "United States" is a title that the Navy could claim if there were such a thing. The Navy would base its claim on 72 reasons: 72 trophies the Chief of Naval Personnel has awarded the Navymen scoring a hole-in-one during the past 12 months.

The Hole-in-One trophy is one of four special trophies awarded by the Chief of Naval Personnel for unusual athletic achievement. Trophies are also awarded to Navymen pitching a perfect game in softball, a no-hit, no-run game in baseball and a 300-game in bowling.

The Athletic Achievement Award came into effect on 1 Oct 1954. These awards are intended to further the interest in the Navy Sports Program and to recognize officially the man performing such an outstanding athletic feat.

When the Athletic Achievement trophy was established, it was expected that maybe some two dozen trophies would be won each year. Much to the surprise of the Bureau of Naval Personnel's Special Services Branch, the supply could barely meet the demand.

- Some 70 Navymen have applied for and received trophies for scoring a hole in one.

- Four men received similar Athletic Achievement trophies for pitching perfect games in softball.

To date, no requests have been received for trophies for pitching no-hit, no-run baseball game or for rolling a perfect 300 in tenpins. However, one near-perfect game in bowling was rolled recently by Robert W. Miller, YNC, USN, of the De-

troit, Mich., Recruiting Office. But the chief was one pin short of a perfect game. Here's the story:

Miller was bowling with the Recruiters in the Detroit Recreation League in a game against the U.S. Customs. Rolling a 236 score in the first game, Miller came back in the second game to bowl eleven consecutive strikes. Then, on his 12th try, the ball crossed over to the Brooklyn side of the pins and knocked down only nine pins. Miller finished up the set with a "low" 180 game. Adding to the irony of the situation was the fact that the Recruiters lost all four points in the match. In the game where Miller bowled his almost perfect game, the Recruiters lost 1036 to 1037. The Recruiters even lost the point for total pins, despite Miller's 715 series.

Many "near misses" are scored on the golf links, but during the past 15 months, 72 Navymen have been able to combine skill and lots of luck to score a hole-in-one.

The longest hole-in-one by a Navyman since the establishment of the award was made by James A. Fry, QMC, USN, of NTC Great Lakes, Ill. Fry was playing on the station links and holed out a 230-yard tee shot.

At the other extreme, the shortest hole-in-one scored was 80 yards, made by LCDR John F. Hanlon, USN. He was playing at the Presidio Hills Golf Club in San Diego and used a nine iron to score his ace on the 12th hole. The ball went directly into the cup on the fly, he reported, hitting the pin about an inch or two above the level of the green and dropping into the cup.

Here are a few other reports of

holes-in-one scored by Navymen:

- CAPT A. S. McDill, USN, of the staff of the Commander, Western Sea Frontier, submitted his application for his hole-in-one trophy in the form of a courtmartial:

### CHARGE Hole-in-One SPECIFICATION

It is hereby attested that Captain Alexander S. McDill, USN, in the presence of the undersigned complaining witnesses did, on 22 Jan 1955, at about 1055, Pacific Standard Time, on the 6th tee of the Presidio Golf Club, willfully, and with premeditation, strike a golf ball with a deadly weapon, to wit, a number six iron; and that as a consequence, said ball, so projected and propelled, landed on the 6th green of aforesaid Golf Club and rolled unimpeded or otherwise assisted into the cup of said green in a manner greatly to be desired, but constituting a lamentable disturbance to the peace and good order of a properly organized four-ball match, lawfully proceeding in accordance with the rules of the United States Golf Association.

The "charges" were signed by RADM C. A. Trexel (CEC), USN (ret.); CAPT J. E. Chapman, USN (ret.); and CAPT R. A. Keating, USN.

The endorsement on the "charges" was written by the club pro, and read: "I, Bill Naulty, Professional Counsellor and Senior Sympathizer at the Presidio Golf Club, certify that I am personally acquainted with the above witnesses and have reason to believe there exists a basis in fact for their above specified charge in that Captain McDill is sometimes known actually to strike a golf ball."

- George W. Mayne, AM1, USN, has been playing golf only two years, yet he already has two holes-in-one to his credit. Both his aces have come while playing the course at the Naval Proving Grounds, Dahlgren, Va. His first ace came on the 141-yard 11th hole using a nine iron.

Witnesses were CDR L. C. Klingaman, USN; LT D. A. Dahlman, USN; and R. M. Brierly, ADC (AP) USN.

Mayne's second hole-in-one came three months later on the 125-yard second hole. Witnesses to his second ace were J. W. Shearin, ADC (AP), USN; D. C. Miller, GMC, USN; and H. C. Martin, ADC, USN.

• Merrill D. Greenia, DTC, USN, of NTC Bainbridge, Md., reported his hole-in-one effort as follows: "On 20 Apr 1955, while playing in a foursome consisting of George M. Krakosky, ADC, USN, William W. Turton, YNSN, USN, and Harold E. Patton, PN1, USN, I hit an eight iron shot on the 130-yard par 3 sixth hole at the NTC Bainbridge golf course. It was a lofty, well hit ball, which headed directly for the pin. From the tee, we could not determine where the ball ricocheted, and I fully expected to find the ball in one of the sand traps. After our foursome had teed off, and walked up to the green, Patton, first to reach the hole, passed the cup and looked down but didn't indicate that the ball was in there. He waited for me

to look in the cup and be severely shocked to see the ball. A hole in one on the fly! The hole in one was such an unnerving experience that on the three remaining par four holes, I scored seven, five, seven to wind up the nine holes with a 45, three strokes above my average."

• "I am astounded to be sending in my second request so quickly," wrote CAPT Benjamin N. Ahl (MC), USN, another to earn a second trophy. His first hole-in-one trophy hadn't been on the shelf long enough to gather dust when he went out and repeated his feat. CAPT Ahl made both his aces at the Charleston Naval Base golf course.

• Unlike CAPT Ahl, CDR W. W. Moore (CEC), USN, didn't score one ace and submit his request for a trophy, only to go out and make another hole-in-one. CDR Moore waited until he'd scored two holes-in-one and saved himself a lot of paperwork. His first hole-in-one came on Thanksgiving Day 1954. He was playing with CAPT N. J. Dustrup (CEC), USN, his partner, and CAPT W. E. Linaweaver, USN,

and CAPT J. E. Rice, USN.

The foursome was playing at the Fort Buchanan Golf Course in Balboa, Panama, C.Z. On the 150-yard 11th hole, CDR Moore used a seven iron to score his ace. Contributing to this performance, wrote CDR Moore, was the fact that "we were in danger of losing all three legs of a two-bit Nassau, thereby necessitating drastic measures."

CDR Moore's second ace came on 19 Mar 1955 while he was playing at the famous El Morro golf course in Panama. His partner was CDR W. F. Weaver (CEC), USN, and their opponents were CDR J. A. Leonard, USN, and CAPT J. A. Kerrins, uscc. On the 131-yard 12th hole, known as one of the moat holes, CDR Moore reported he "played an eight iron and the ball landed on top of the moat wall thence onto the green and into the cup."

It would be impractical to publish the texts of all the reports sent in, but here are the list of names of the Navymen who have received the "Athletic Achievement Award"

• Scoring a hole-in-one:

RADM Howard A. Yeager, USN  
CWOHC James J. Olson, USN  
CDR Robert O. Canada, Jr., USN  
CAPT L. M. Stevens, Jr., USN  
LT C. L. Crayne, USN  
CDR K. K. Bridge (DC), USN  
Robert Gaylor, ET2, USN  
LT Robert R. Nardone (MC), USN  
CDR J. J. Hoblitzell, III, USN  
Harold F. Brooks, RM1, USN  
Richard G. Bate, HM2, USN  
Lambert A. Wight, ADC, USN  
Olin M. Rifenback, ENC, USN  
CAPT A. S. McDill, USN  
LCDR Walter H. Swinson, USN  
LT Ralph Koontz, USN  
LT Philip S. Harward, USN  
John M. Pegg, TE1, USN  
LT A. L. Gaskins (MC), USN

George W. Mayne, AM1, USN  
LTJG George J. Adams, Jr., USN  
James L. Brewer, PN2, USN  
LT Major Lee Johnson, USN  
CDR Leslie J. Carr, USN  
CDR W. W. Moore (CEC), USN  
William O. Craft, BM2, USN  
Arthur Earl Steele, PN2, USN  
ENS Charles C. Farrell, USNR  
CDR A. M. Gill, USN  
Merrill D. Greenia, DTC, USN  
Marvin L. Mills, AT1, USN  
James R. Saylor, AK3, USN  
Angelo J. Spencer, AOC, USN  
Garrett W. Swensen, HM3, USN  
LCDR T. J. Taylor, USN  
CDR Raymond J. Pflum, USN  
Robert J. Horan, PNC, USN  
CAPT Benjamin N. Ahl (MC), USN  
CDR Robert J. Watkins, USN  
Walter P. Boyd, HMC, USN

CAPT J. Collings Landstreet, USN  
Cleon T. Reed, CT1, USN  
LT W. D. Craney (MC), USNR  
G. F. Young, HM2, USN  
CDR J. R. Dillon, USN  
J. S. Swinko, HMC, USN  
T. C. Gann, PN2, USN  
D. Johnson, HN, USN  
Donald L. Harkness, SN, USN  
James D. Quackenbush, SA, USN  
John L. O. Barker, GMC, USN  
MSgt A. J. Alberado, USMC  
MSgt Edward Roberts, USMC  
CHCARP Albin E. Williams, USN  
SGT William Lindgren, USMC  
A. J. Barkley, DT3, USN  
Charles Y. Norris, AD1, USN  
John Julius Keimig, DKC, USN  
David W. Martin, RMC, USN  
Robert W. Beard, DT2, USN  
LT Herman G. Hoche (MSC), USN

CDR Andrew A. Taylor (MSC), USN  
LCDR John J. Hanlon, USN  
James J. Holets, MU3, USN  
LT Louis J. Juliano (DC), USNR  
Billy E. Golden, HM2, USN  
Richard J. Wentz, SK2, USN  
John J. Winkler, ENC, USN  
CDR William H. Cross, USN  
Duane R. Ankarberg, AK3, USN  
CAPT A. J. Peterson, USN  
James A. Fry, QMC, USN

• Men pitching perfect softball games are:

R. G. Trostel, YNSN, USN  
(two awards)  
I. C. Green, BM2 USN  
(two awards)  
Edward T. Valenzuela, AO1, USN  
Benjamin Sokolowski, GM2, USN

TWO NO-HITTERS APIECE — Irv Green, BM2, and Ron Trostel, SN, pose with trophies. Dick Hodges, HM1, (center) holds ace ball and (right) M. D. Green, DTC, receives Hole-In-One award from his CO, CAPT R. P. Jones (DC).



# SIDELINE STRATEGY

**G**OLF IS SUPPOSEDLY a summer sport but you couldn't prove it by Navy shotmakers. Despite all weather elements, sea-service golfers can be found on courses throughout the world the year around. The accompanying story on Navy "Hole-in-One" champions is proof of this fact.

Speaking of golf reminds us of the story that came out of last year's All-Navy golf tournament held at NATC Patuxent River, Md. It was reported that the golfers playing in the All-Navy tourney were quite upset about the number of birdies around Patuxent's Cedar Point Golf Course. Not the birdies that make good scores, but big birdies — crows, to be exact.

Seems that a number of golfers were forced to add penalty strokes for losing their ball. And the crows in question, known to like the elusive white pellets, were charged with thievery by the irate golfers.

In fact, Dick Diversi, AK3, USN, of NAS Brunswick, Me., testified that he actually witnessed the theft of his ball by one of the black birds. It cost him some penalty strokes on the round in which he set a new course record of 68 while playing in the Eastern Navy tourney.

The situation reached a climax on the second day of the All-Navy when the Cedar Point golf pro took matters into his own hands. Early in the morning, he went out on

the course and shotgunned one of the pesky crows. The big black bird was posted on the first tee to serve as a warning to other crows with ball-stealing tendencies. The dead bird also appeared to lift the spirits of the shotmakers.

★ ★ ★

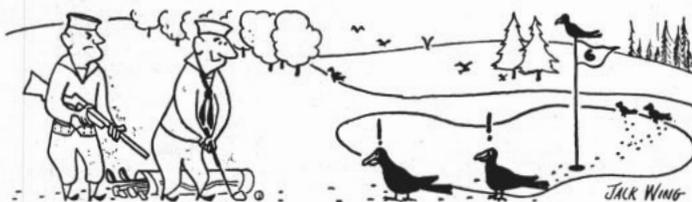
The sight on the first tee must have really lifted the spirits of Lieutenant Commander Jim Kinder, MSC, USN. On this second day of the tourney, he went out and set a new course record with a sizzling six-under-par 66. The old record for the 6564-yard layout was 68, set a week before by Diversi.

The 44-year-old Kinder, built on the lines of Ben Hogan, began tearing apart the par-72 Cedar Point course on the first hole. A birdie 4 on the 510-yard first hole set the pace for the Navy's top shotmaker. At the end of nine holes, the methodical Kinder had a four under par 32. The back nine proved only two strokes tougher as Kinder came in with a 34. His record six-under score included 12 pars and six birdies.

★ ★ ★

Allan C. Bell, RDSN, USN, of USS *Wasp* (CVA 18), appears to be a good Navy prospect for the U. S. Olympic cycling team. Bell recently won third place in the National Bicycle Championship of America. He was the only one of the five servicemen entered to place.

—Rudy C. Garcia, JOC, USN.



## On the Fairways

Golf is no longer a strictly summer sport. Not, that is, if you're a Navy-man lucky enough to be stationed in the Far West or South during the winter.

Down Florida way, Green Cove Springs Naval Station recently commissioned a nine-hole golf course. J. P. Stutz, FPC, USN, of the Florida Group, Atlantic Reserve Fleet, had the honor of teeing off the first ball. Chief Stutz was supervisor in the construction of the course.

The tricky nine-hole layout, which covers 90 acres, was put to immediate use after the dedication ceremonies as composite teams from Green Cove Springs and NAS Jacksonville paired off.

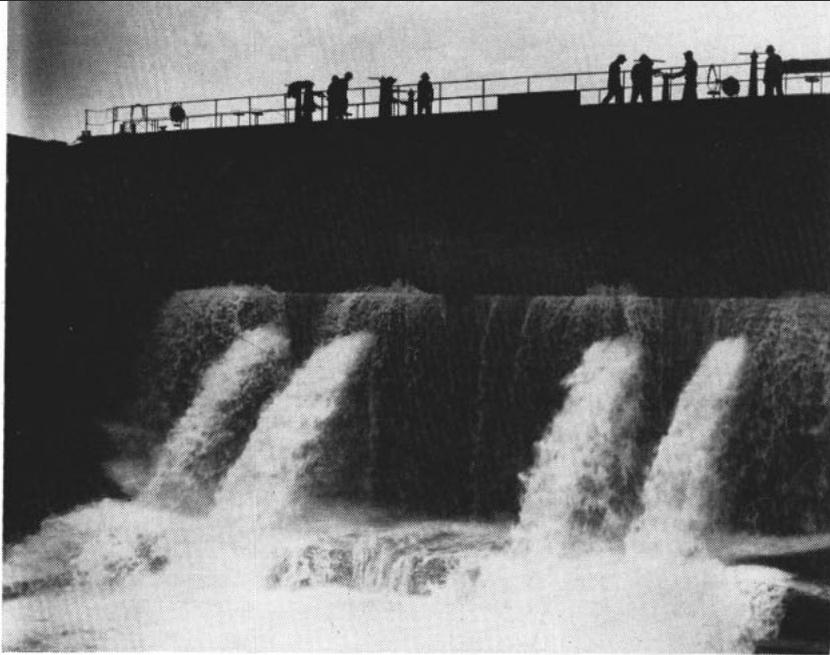
Out in the West, Camp Pendleton's Jim Cassia won the 1955 championship of the Camp Pendleton Marine Memorial Golf Club. Cassia used his booming drives to defeat Navy Hospital Corpsman Tony Amend 5 and 4 in the 36 hole play-off match.

At the end of the first 18, Cassia had a margin of two up. The afternoon round found Amend, a member of the First Marine Division's Medical Battalion, dropping the first four holes to go six down. Amend shaved the deficit to 5 down with nine hole to play but the margin was too great. The match ended on the 185-yard 14th hole as each came in with par 3s to halve the hole but giving the victory to The Marine Corps' Cassia 5 and 4.

Did you know that the golf term "bogey" was the first international term used in golf and generally was known as "Colonel Bogey." It is said to have come into use in 1890 when shooting par was not an anticipated thing. Bogey meant a score higher than par, the higher score being one which it was felt the ordinary golfer should make, or eclipse. If for instance, par was 72, bogey might be fixed at 75, 78 or 80.

As accuracy in the game increased, and the players shot much better than any score named in bogey, with some equaling par, and other cracking par, the term bogey lost its original meaning. The skill of a player, thereafter, came to be measured by how close he could come to par.

To present day golfers, at least in the amateur class, a bogey isn't too bad, since it represents holing out only one stroke over par for the hole.



## 1000 High and Dry

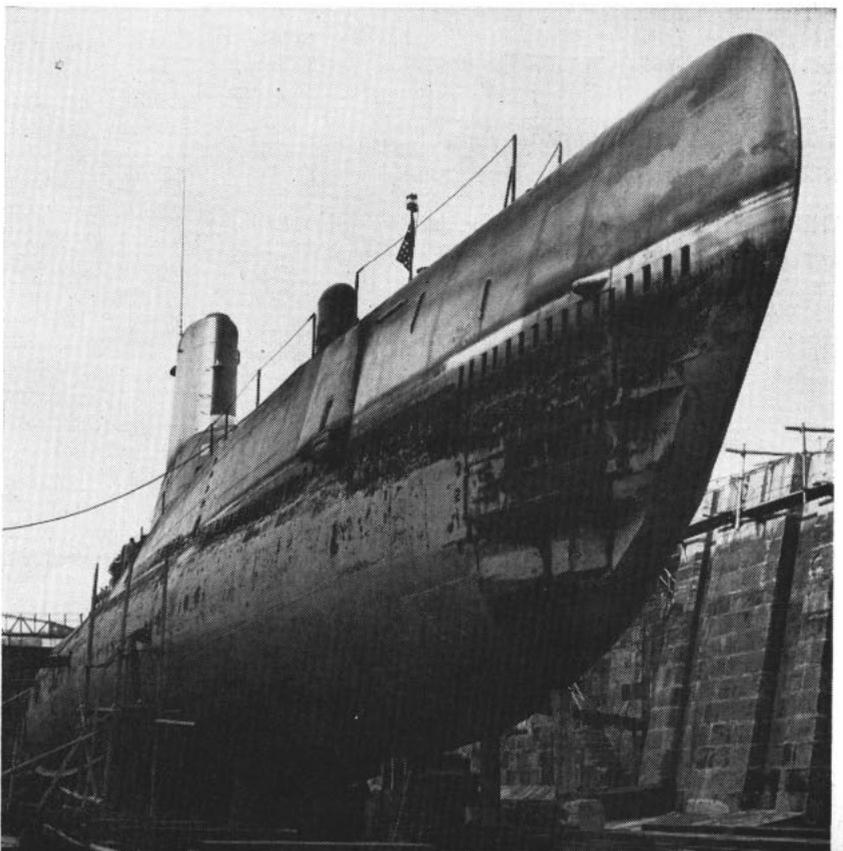
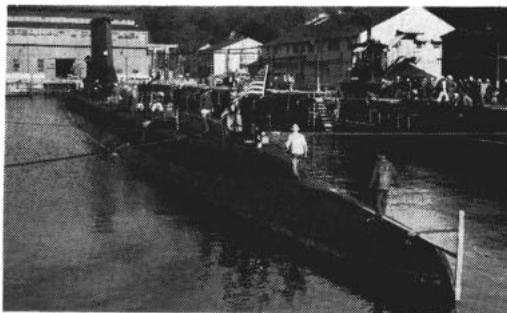
USUALLY THE DRY-DOCKING of a ship is a routine event but this was not so when *uss Pomfret* (SS 391) was eased into position in front of dock Number Two, Ships Repair Facility, U.S. Fleet Activities, Yokosuka, Japan.

Colorful ceremonial wreaths and a large banner decorated this graving dock as spectators crowded the area to witness the event. It was the command's 1000th dry-docking in its 10-year history. This record resulted from the large number of U.S. and

U.N. ships in the Far East during the last five years.

Before this period the greatest number of ships docked in a year had been 35 in 1949 to a high of 191 in 1951.

*Top left:* Flood valves are opened to fill dock. *Top right:* Measured-to-fit blocks are placed in position. *Right:* Sub is steadied over blocks as water is pumped out. *Bottom left:* *Pomfret* is eased into position. *Bottom right:* Operation completed and sub is high and dry.



# SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

ONE OF THE WORLD'S FASTEST photo-reconnaissance airplanes has been delivered to the U. S. Air Force. The first craft—a prototype RF-101 *Voodoo*—is already undergoing high-altitude photographic tests at Lambert Field in St. Louis, Mo., and the second is in early flight stages.

Development of the RF-101 will, for the first time in military history, enable Air Force operational units to carry out supersonic photo-reconnaissance missions as a routine flight procedure.

A modification of the F-101A *Voodoo*, which is already the longest range supersonic fighter, the new craft is equipped for in-flight refueling, further extending its operational radius of action.

A combination view finder provides the pilot with a clear view of the terrain below and ahead of the airplane. Using cockpit controls, the pilot can operate the entire camera system while in flight. After the basic instructions are "set" into the system, the photo procedure becomes completely automatic.

The photo-reconnaissance *Voodoo* closely resembles its fighter counterpart. Slightly lighter in weight than the fighter, the RF-101A has the same performance characteristics. The two J-57 turbojet engines develop a total of approximately 20,000 pounds of thrust, without afterburners, to make it the most powerful airplane of its type in the world.

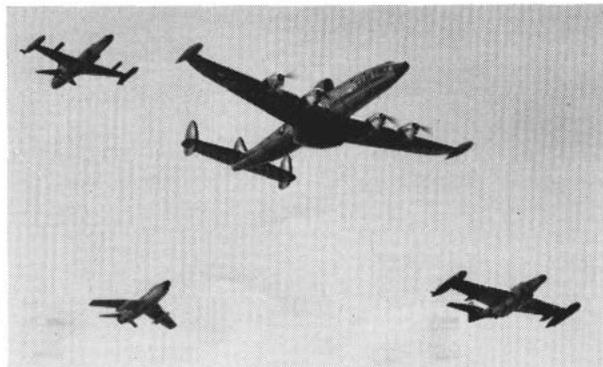
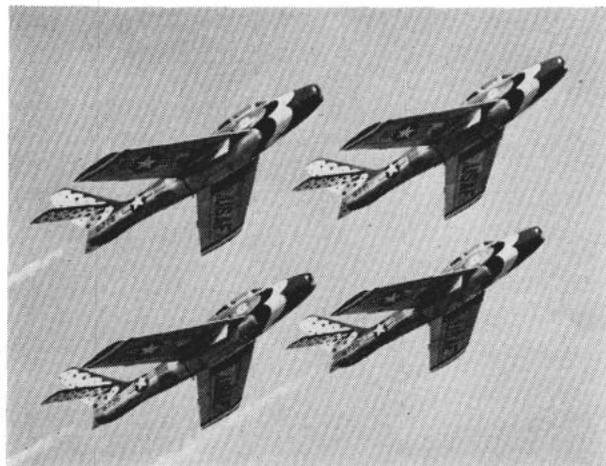
★ ★ ★

THE FIRST INSTALLMENT of a comprehensive manual on uniform storage and materials-handling methods and procedures for the military services is now being distributed.

The new publication, *Storage and Materials Handling Manual*, is being jointly developed by the military services. The initial installment covers the storage of lumber, unit loads, and on-the-job training for operators of materials-handling equipment.

Other sections of the *Manual* are in preparation and will be completed within the near future.

THUNDERBIRDS, the official USAF demonstration team, sweep the sky in red, white & blue F-84F *Thunderstreaks*.



DEFENDING FOURSOME of Air Defense Command — Center; RC-121D radar picket Top left; F-94 fighter, Lower left; F-86D fighter, Lower rt; F-89D with 104 rockets.

A SMALL CAMERA-CARRYING DRONE, controlled by radio, has been added to the weapons of combat aerial photography by the Army Signal Corps.

Although it has a wing span of only 12 feet, the drone can fly 228 miles per hour and climb at a rate of 3060 feet per minute. The take-off is jet-assisted. However it is propeller driven by a gasoline motor while in the air. Over-all length of the drone is 12 feet.

The drone can take either still photographs or motion pictures from a low-altitude range of several hundred feet up to heights of more than four miles in the air. Through its use, tactical commanders can be supplied with aerial surveillance photographs in less than an hour's time.

The drone can operate in any area because it is jettied from a launching catapult, thus eliminating the need for an airfield. Another distinct advantage is that the drone will operate in all kinds of weather without risk to personnel.

The proper name of the drone is the RP-71. It is a radio-controlled aerial target plane which was instrumented by the Army Electronic Proving Ground for camera-carrying duty.

A control operator on the ground guides the craft on its mission and returns it to the launching area. The engine is stopped and the parachute which brings the drone to the ground is opened. Upon landing, the films are picked up for immediate processing.

★ ★ ★

AS THE RESULT of an eight-year study, the Air Force has practically concluded that there is no such thing as a so-called flying saucer.

It said, however, that it might soon have a disc-shaped aircraft "somewhat similar to the popular concept of a flying saucer."

An investigation of more than 5000 sightings of unidentified aerial objects since mid-1947 has produced no evidence of the existence of flying saucers, according to the study.

Of the sightings reported in the first four months of this year, the Air Force said 26 per cent were evaluated as balloons, 21 per cent as aircraft, 23 per cent astronomical, 20 per cent other, 7 per cent insufficient information and 3 per cent of the sightings unknown.

APPLICATIONS FROM COLLEGE STUDENTS at present enrolled in Air Force Reserve Officers Training Corps units being disestablished, and who desire to join the Naval Reserve Officers Training Corps are now being accepted.

Applicants who meet the qualifications will be accepted as contract students in the Naval ROTC program. There are Naval ROTC units at five colleges where Air Force ROTC units are being disestablished. These are; Columbia, Harvard, Northwestern, Rochester, and Tufts.

Only those Air Force students who are in the first two years of study in an Air Force unit being disestablished will be eligible for consideration.

★ ★ ★

JOINT USE of all existing medical and dental facilities, including clinical laboratories, has been ordered by the Department of Defense. However, the facilities will continue to be manned by personnel from the respective services. The move is being made to provide better and less expensive medical care for servicemen.

Hospitalization of military patients will be made at the nearest medical facility capable of providing proper care, regardless of the individual's service affiliation.

The Army, Navy and Air Force secretaries have been told to place the new policy into operation immediately and to assure maximum tri-service coordination.

Other key provisions of the order include:

- Expansion of the use of specially trained personnel, particularly Medical and Dental Corps Reservists to conduct physical examinations for Reserve units.
- Joint planning of requirements for new medical construction.
- Joint studies of preventive health and medicine policies.
- Free exchange of organized training programs in an attempt to standardize training courses.

★ ★ ★

THE AIR FORCE is in the process of installing anti-collision light systems on all of its cargo and transport type aircraft. These lights are intended to provide better sighting of aircraft in flight and thereby reduce the possibility of collision. The Civil Aeronautics Administration has ordered the anticollision lights installed on all com-



PINT-SIZED REPEATER spliced into phone line at six-mile intervals lets the combat soldier talk over 30 miles.

mercial aircraft of 12,500 pounds and over that are engaged in interstate commerce.

The lights are being installed on several hundred Air Force planes in such a position that they may be seen from a 360-degree angle around the line of flight of the aircraft. In some cases more than one light per plane is necessary to cover the area of distribution.

★ ★ ★

A WAVE TESTING MACHINE, believed to be the largest in the world, is helping the Beach Erosion Board of the Army's Corps of Engineers in devising possible methods of protecting coastal areas from hurricane damage.

Waves are created by the machine in a concrete wave tank which is 635 feet long, 15 feet wide and 20 feet deep. A wave generating mechanism, including a vertical bulkhead 20 feet high which is pushed back and forth by two large crank arms, will produce waves six feet high midway along the tank, with a breaking height of seven feet at the beach end of the tank. These are believed to be the largest waves ever generated in a laboratory wave channel. The largest waves previously generated in this manner have been about two feet high.

The new facility will permit large scale tests of wave forces and wave effects, including those of hurricane proportions. It will provide basic data for application to coastal and inland engineering problems with a degree of accuracy not obtained before this time, making possible a substantial savings in the construction costs of structures subject to wave forces.

★ ★ ★

PLANS FOR A TELEVISION installation for the U.S. armed forces in the Canal Zone in the spring of 1956 have been announced by the Army.

The plan is part of the Department of Defense worldwide program to provide overseas U.S. armed forces installations with the latest communications equipment for tactical, training, moral, information and educational activities.

It is anticipated that installation of equipment will start the first part of February.



'HONEST JOHN' the Army's free flight rocket that gives the Infantry high powered support, rests in launcher.



FROM ARCTIC gales (above) to tropic typhoons (below) Navy ships are challenged by the angry seas.



## ***Clear All Weather Decks***

**A**NY PLACE YOU GO, one of the favorite topics of conversation is the weather. So it is with Navymen when they are relaxing in off-duty hours, either on board ship or ashore.

Winds ripping across the wide expanses of ocean water turn a placid beauty into a foaming monster that is a challenge to the best of seamanship. Among white-hats who have ridden out the briny bronco, weather talk is most likely to center around how high the waves were and what degree of roll their ship took.

At this point ALL HANDS would like to break into the discussion with this group of pictures, taken from our weather file. The saltiest of sea legs and windiest of yarns stem from weather as shown here.

HEAVY CRUISERS as well as lighter ships are subject to record rolls when meeting mighty waves like these.



**ALL HANDS**

# LETTERS TO THE EDITOR

## Change to Another Type Ship

SIR: I still have 20 months to do before I ship over and I would like to know if I could get shore duty in Spain. Are there any FN billets over there? If not, my second choice is Japan. I have just completed two years in a destroyer with DesLant and if there are no billets open in Spain or Japan I would like to get a tour of duty aboard another type ship. How do I go about requesting such a change?—V.G.B., FN, USN.

• *There are no billets for FN in any of the activities in Spain or Japan that are controlled by the Chief of Naval Personnel. To transfer to another vessel in the Atlantic Fleet it is suggested that you submit a request to Commander Service Force, U. S. Atlantic Fleet via your commanding officer. If your request is for another vessel in your type command, it should be submitted to Commander Destroyer Force, U. S. Atlantic Fleet, via your C.O.—ED.*

## Quarterly Marks in Conduct

SIR: Over the years I have observed that it has been general practice in the Navy to assign a man 4.0 in conduct, when assigning quarterly marks, unless he has had disciplinary action taken against him during the period for which the marks are being assigned.

However, recently it has come to my attention that a few commands believe there are numerous instances in which a man's conduct does not warrant a mast but should result in a quarterly conduct mark of less than 4.0. They lower the mark and quote either paragraph 1 of Article C-7821 of BuPers Manual or paragraph 7(e)(2) of the same article as authority. Is this considered proper practice?—R. R. H., LCDR, USN.

• *It is proper procedure—with one stipulation. Any time a man's conduct marks are lowered without disciplinary action a service record entry setting forth the reasons such action is taken is required. Since the contents of paragraph 7(e)2 of Article C-7821 are not clear enough on this subject an upcoming change to "BuPers Manual" will make it plainer.—ED.*

## Naval Officer's Sword

SIR: The sword, now part of the naval officer's uniform, has given rise to several questions concerning its construction and use.

How many stars are on the sword blade? Some have 13 stars, which would

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.

seem symbolic of the thirteen original colonies, while others have 16 stars.

In which direction is the eagle's head turned?

Is the sword normally used when an officer is in command of a group of men not under arms?

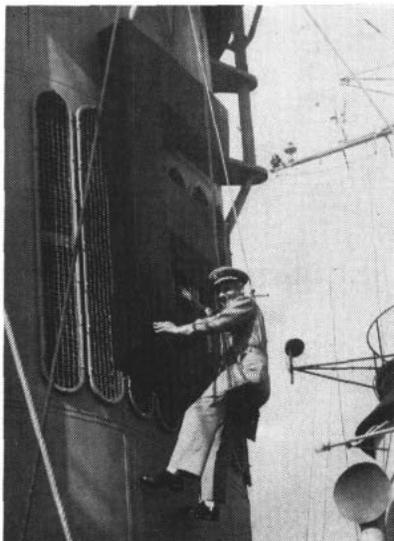
If a group of officers fall in together armed with swords, do they draw their swords with the commander of the unit?

—J. W. O., LTJG, USN.

• *Sword blades manufactured before 1940 had 16 stars in an oval, one for each state in the Union in 1798, the year the Navy was established. Between about 1940 to 1942 some swords had 13 stars representing the original colonies. New swords are now being engraved with the old 16 stars in the oval.*

*The direction of the eagle's head is to the viewer's left.*

*The sword is normally not used when the officer is in command of a group of men not under arms. If a group of officers bearing swords falls in together, the officers draw their swords with the commander of the unit.—ED.*



ENGINEER OFFICER LCDR R. T. Blanchard, USS Worcester, takes look at 'E' his department won for '55.

## Travel to Next Duty Station

SIR: I have a question which needs a little background before you can give me the answer. Here's the situation: A man is stationed at Coco Solo, Canal Zone, with dependents on station. He receives orders either to Norfolk, Va., or Patuxent River, Md., for duty. Transportation is available to next duty station via government air for him and his dependents. The man in question desires to travel via government air to Mobile, Ala., and then via commercial transportation to his ultimate duty station because his leave address is much closer to Mobile. Transportation to Mobile by government air is available.

And now to the question: Is it permissible to transfer him to his next duty station via Mobile without signing a waiver of transportation from Mobile to his next duty station?—J.J.S., PNCA, USN.

• *Travel must be performed by the most direct route to the new station; therefore, if government transportation is available from the Canal Zone at the time of detachment, to either Norfolk, Patuxent River or New York, you cannot be directed to proceed via Mobile, Ala., for personal reasons. However, you may be authorized to do this at no expense in excess of that allowed by the basic orders. That is, you may be authorized to travel by government air as far as Mobile. From Mobile to your duty station the cost of transportation must be at your own expense.—ED.*

## Temporary Officers and Promotion

SIR: I am a permanent warrant officer, W-4, with temporary status as lieutenant commander, and have just over 19 years of service. I am puzzled by the following questions:

1. How long can I expect to remain with a higher temporary rank than my present permanent one?

2. What must I do to fit myself for temporary promotion to the next higher rank? Specifically, must I meet the same requirements for promotion to commander as those outlined in BuPers Inst. 1416.1 for permanent lieutenant commanders?

3. Must an officer complete correspondence courses required for promotion in lower ranks, but which he has not previously completed and which are not listed as necessary for his next higher promotion?

4. How can I determine which of the correspondence courses I have completed will grant me exemption from formal

## LETTERS TO THE EDITOR (Cont.)

examination? Specifically, will credit still be given for courses taken some time ago, but whose NavPers numbers have later been changed, indicating possible changes in the course itself?

Answers, or information leading to answers to these questions would be sincerely appreciated.—T. E. H., LCDR, USN.

### • Here are your answers:

1. At present it is not possible to predict how long officers appointed for temporary service may be retained in that status.

2. USN(T) officers do not take promotion examinations at this time; however, BuPers Inst. 1416.3 sets forth a study guide for officers in this category, recognizing the future possibility of promotion examinations for such officers. USN(T) officers should follow this Instruction rather than Instruction 1416.1.

3. Courses listed in promotion examination plans for grades lower than your present grade need not be completed. Although it is not necessary to complete these courses, you are required to qualify in the subjects prescribed for your grade, either by promotion examination or exemption.

4. Examination exemptions will be granted for courses listed in the examination plans, or for superseding courses, but not for courses bearing an earlier NavPers number than the ones listed in the plan. For example, NavPers 10999-A indicates a later course than NavPers 10999, while NavPers 10999-B indicates a still later course. If the promotion plan listed NavPers 10999, any of the three editions of the course would grant the indicated exemption; if the plan listed NavPers 10999-A, then earlier completion of NavPers 10999 would not grant exemption.—Ed.

### Duty in Tuscarora

SIR: I was stationed in *uss Tuscarora* (YTB 341) from 8 Apr 1953 to 7 May 1954. Although classed as a YTB due to

her stability, she was originally an ATA and remained a commissioned vessel, with a commanding officer and entitlement to sea pay for her crew. *Tuscarora* was assigned to District Craft, Sixth Naval District, at the time and operated in conjunction with mincraft, submarines and destroyers. Can you tell me if my time in her counted as sea duty? —G.W.B., BMC, USN.

• Your duty in *uss Tuscarora* was counted as shore duty. At the present time all district craft are classed as shore duty for sea/shore rotation purposes. Legal entitlement to sea pay has no bearing on classifications for sea/shore rotation which are generally based on evaluation of liberty and recreational opportunities available to personnel assigned.—Ed.

### 'Aye, Aye, Sir'

SIR: Not too long ago you ran a letter and answer giving all the info on the term "Thank you, sir" when used at the end of mast. Now can you tell me where the term "aye, aye, sir" originated and whatever happened to it? —L. A. Y., LCDR, USN.

• The phrase "aye, aye, sir" is one of the oldest in naval terminology and was derived from old English "Aye" meaning "yes."

In modern usage the meaning is very explicit. It is the reply given by the junior to a direct order received from a senior and connotes the following, (1) I understand the order which I have received and I will carry out or obey the order. (2) If for any reason I am unable to comply with the order I will notify the senior giving the order and request further instructions.

The Navy's organization depends on giving explicit instructions to subordinates and requiring an orderly follow-through or follow-up. Thus "aye, aye, sir" has become the standard Navy reply.

As to "what ever happened to the expression," all we can say is that it is

used every day throughout the Navy, whether ashore or afloat. There is no substitute and such phrases as "very good, sir;" "thank you, sir;" are erroneously used where "aye, aye, sir" is the correct reply.—Ed.

### Safe Working Load of Wire

SIR: The training manual for *Boatswain's Mate 3 & 2* (NavPers 10121-A) states (on page 190) that the safe working load of wire is found by using the following formula: SWL in pounds is  $P = C^2 \times 900$  lbs.

But *Cargo Handling* (NavPers 10124) on page 223 gives a different formula: SWL in tons =  $D^2 \times 8$  (or Constant 8).

Now look what happens when you work these two, using a two-inch wire in both formulas:

(A)  $SWLW = C^2 \times 900$  lbs.  
gives you the answer in pounds  
( $3 \times D^2$ )

gives you the rough circumference  
 $2 \times 3 = 6 \times 6 = 36 \times 900$  lbs.  
 $= 32,400$  pounds or 16 tons, 400 pounds.

(B)  $SWLW = D^2 \times 8$  (Constant 8)  
gives you the answer in tons  
 $2 \times 2 = 4 \times 8 = 32$  tons.

As you can see, there is a difference of 15 tons, 1600 pounds between the two answers. That is quite a large amount when you are working out a problem for safety's sake. Is there a discrepancy between the two manuals, or am I simply "fouled up" somewhere? —R.G.P., BM3, USN.

• You're not fouled up exactly, but you missed one point in reading *Cargo Handling* (NavPers 10124). The book states that the formula SWL (or P) =  $D^2 \times 8$  is for a specific type of wire — improved plow steel, 6 strands, 19 wires per strand. The book goes on to explain that different constants would be used for different kinds of wire.

The formula  $P = C^2 \times 900$  lbs. (in BM 3 & 2) is a general formula to be used for computing the safe working



NO TRICK TO IT—Photo shows flight deck man racing into 'steam' after launching on board *USS Hancock* (CVA 19).

load of standard Navy wire. It computes an SWL for the type of wire that might be used aboard ship, and should be used when you don't know the specifications of the wire. You could use the NavPers 10124 formula if you know the specifications of the wire you are using and the applicable constants.—ED.

#### Eligibility for Reserve Medal

SIR: I first enlisted in the Navy in the category of USN-I (SA), and am interested in knowing whether this can be counted as Reserve service. At the time of my discharge, although I received a USN discharge, I was told that for all practical purposes I was a Reservist. I am presently in the Naval Reserve. Would the time I served in my first enlistment count toward a 10-year Naval Reserve or Armed Forces Reserve Ribbon?—H.D.J., EMPC, USNR.

• No. USN (I) is counted as Regular Navy and unless you voluntarily enlisted in the Regular Navy or the Naval Reserve you are still an Inductee, and as such, this service cannot be credited toward the time requirements necessary for the Naval Reserve Medal or Armed Forces Reserve Medal.—ED.

#### Warrant Officer Insignia

SIR: For some time now I have wondered why warrant machinists of the Aviation designation have never had an insignie of the aviation rate. Why not give them the familiar insignie of the aviation machinist's mate which is a propeller with wings? This insignie could be worn as a collar device and also to replace the three bladed screw on shoulder boards and sleeves.—F.A.R., ADC, USN.

• The insignie similar to that which you suggest is actually under consideration for warrant officers with the designation "Aviation Maintenance Technician." It is anticipated that the new insignie will be announced in the near future, but in the meantime these officers will continue to wear the insignie they have been wearing.—ED.

#### Computing Reenlistment Bonus

SIR: I first enlisted in the Navy in November 1950 for a four-year cruise. In 1954, I agreed to extend for two years to get shore duty. Will this extension count as my first reenlistment or will my first reenlistment be in 1956 when I ship over? I did not draw any pay for reenlistment, travel, leave, or mustering out pay. — A.L.H., AM2, USN.

• In accordance with "NavCompt Manual" (para. 044075-2), an extension of two years or more is counted as a reenlistment. You are entitled to a reenlistment bonus computed as a first reenlistment under section 208, Career Compensation Act of 1949, as amended. Mustering-out pay and lump sum leave

payments are not made upon extensions of enlistments. A reenlistment in 1956 would be a second reenlistment and a reenlistment bonus will be computed accordingly.

According to "Joint Travel Regulations," (para. 4156), if you extend your current contract for two or more years, you will be entitled to mileage, from the place where your first extension took effect to the place of entry into the service or to the home of record, as you elect, regardless of whether or not the travel is performed.—ED.

#### Korean PUC for Bremerton

SIR: I served in *uss Bremerton* (CA 130) in Korean waters during July 1953, prior to cessation of hostilities on 27 Jul 1953. Are personnel who were attached to *Bremerton* at this time authorized to wear the Korean Presidential Unit Citation? If so, what is the authority for this?—R.B.C., LT, USN.

• The Bureau's records show that *uss Bremerton* served from 7 May 1952 to 13 Sep 1952, and 26 Apr 1953 to 27 Jul 1953, with Commander Seventh Fleet, which was awarded the Korean Presidential Unit Citation. Personnel serving on board at any time during that period are authorized to wear the Korean PUC ribbon. No medal is involved with this award.

Public Law 354 of 8 May 1954 (83rd Congress) granted authority to personnel to accept and wear the Korean Presidential Unit Citation ribbon. You can obtain more information on this citation in BuPers Inst. 1650.5.—ED.

#### Korean Campaign Ribbons

SIR: What ribbons and awards did *uss Bexar* (APA 237) and *uss Philippine Sea* (CVA 47) earn for their Korean duty? — L.M.B., BT1, USN; R.C.B., BMI, USN.

• *Bexar* is eligible for the following ribbons and medals for service during the period from August 1950 to January 1951: National Defense Service Medal, Korean Service Medal, United Nations Service Medal and Korean Presidential Unit Citation. *Philippine Sea* is eligible for the following ribbons and medals for service during the period from December 1949 to March 1953: Navy Unit Commendation, China Service Medal, National Defense Service Medal, Korean Service Medal, United Nations Service Medal and Korean Presidential Unit Citation.—ED.

#### New Working Uniform Jacket

SIR: Can the new working uniform jacket and baseball cap be worn with anything but dungarees? — S.A.S., AN, USN.

• A forthcoming change to "Uniform Regulations" prescribes that the new blue working uniform jacket and ski-

type cap may be worn with undress blues as well as with dungarees or other working uniform. This jacket and cap were primarily authorized following requests from the Fleet for a practical working uniform.

Previously enlisted men had to wear the white hat and the pea coat while performing maintenance duties or else resort to use of foul weather clothing. The new jacket and cap are for wear aboard ships and stations, not for wear ashore or off station, and from comments received to date it is obvious that they fill a long-felt need.—ED.

#### Keeping White Uniforms Clean

SIR: For years now men have been offering suggestions about changes in the enlisted man's uniform, and here is my contribution. I have discussed the following idea with a number of sailors here in the Canal Zone, however, and we all think it has merit.

Why not dye the regulation whites Navy blue and, perhaps, add a couple of pockets in the rear. Practically all of us like the blue uniform as is, but whites are almost impossible on a liberty of any length, so we are forced to wear civvies or else return from liberty looking like coalheavers. I think many Navymen, like the soldiers and airmen hereabouts, would prefer to wear their summer uniforms ashore, if the uniforms could be kept presentable.—P.J.McB., DC2, USN.

• It is true that the Navy whites require a higher standard of cleanliness and appearance than do the other services' khaki summer uniforms. But we are unable to agree with you that it is impossible to keep whites looking good on liberty. Navymen and officers have been wearing whites for over 114 years afloat and ashore that we have record of, in every port and city of the world, and they have usually managed to look pretty good. Your idea to dye the whites a blue color would only do one thing — it would conceal the dirt.

Although we don't agree with your blue-dye idea, you do have a point about improving the white uniform. Efforts are being made right now along that line — with newly-developed commercial synthetic-resin finishes that give the cotton cloth improved resistance to wrinkles and resistance to soiling. If these experiments pan out and are accepted, future material should have much-improved wrinkle-resistance and soil-resistance, and should be a big step toward correcting the objections you now have to whites on liberty.—ED.

**Broods Get Bigger All the Time**

SIR: Have just been reading the November issue of ALL HANDS and ran across the pictures of tenders with a great number of ships alongside. On 31 Aug or 1 Sep 1945 at Subic Bay, P. I., USS *Howard W. Gilmore* (AS 16) under Rear Admiral Fife, was getting ready to sail for the States. They brought 18 subs alongside to port and tied them up in a row. Took pictures and then cast off for the run Stateside. I don't know where

the pictures are or if they are still in existence but am sure a lot of men will remember this event. It should just about top them all.—C.N.S., TM1, USN.

• *It's too bad you don't have the picture you mentioned as we should like to run it. How about you men who served in Gilmore; can any of you dig it up and send it in for publication? The largest brood that has appeared to date in a photograph is 13 (see ALL HANDS, January 1956, p. 18).*—ED.

**Jack-Knife Lanyards for Salty Sideboys**

SIR: I thought you might like some further information on the lanyards worn by sideboys of USS *Des Moines* (CA 134) in the cover picture of the August 1955 issue of ALL HANDS. The information was supplied by CHBOSN O. E. Olson, USN of USS *Des Moines*. These are two-strand braid sennit, jack-knife lanyards. Sideboys on this ship also wear five-strand flat, and six-strand round sennit lanyards.



TWO-STRAND sennit jack-knife lanyard worn by sideboys is inspected by seaman on USS *Des Moines*.

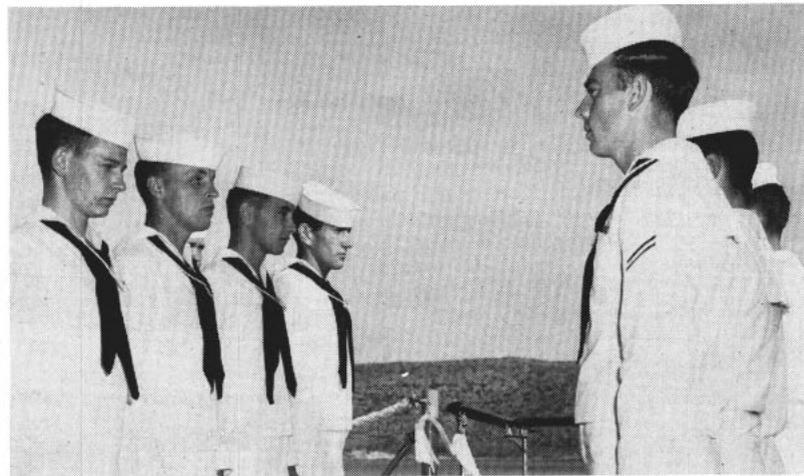
Jack-knife lanyards such as these have been used since the earliest days of our naval history. Before WW II, all seamen on deck were required to wear them. During the War, however, many seamen shifted over to the use of sheath-knives which could readily be whipped out for emergency use.

The jack-knife lanyard fell into disuse for another reason, also. They were found to be especially dangerous when worn while operating machinery.

*Des Moines'* Ship's Regulations now authorize the possession of only regulation jack-knives as are sold in the ship's store. The old naval custom of jack-knife lanyards is perpetuated by having the sideboys wear them.—H. H. Holton, CDR, USN.

• *Thanks for the additional info. We think it's a good idea to preserve as much naval tradition as possible. The salty appearance of your sideboys wearing jack-knife lanyards is one reason why we selected that photograph for our August 1955 cover.*

Anyone who wants to make a "jack-knife lanyard" can find instructions for tying a variety of sennit weaves suitable for lanyards in the Naval Training Course Manual, "Boatswain's Mate 3 & 2" (NavPers 10121). Also, any book on fancy rope work will provide instruction for sennit braiding.—ED.



SALTY SIDEBOYS perpetuating the old Navy custom of wearing jack-knife lanyards line up on board USS *Des Moines* while with Sixth Fleet in Med.

**Shore Duty Tour for HM2**

SIR: An HM2 reported for a normal tour of shore duty on 7 May 1954. At that time, his normal tour should have been three years. Authority for that has been superseded by BuPers Inst. 1306.20B, which lists the normal tour of duty for an HM2 at two years.

We were instructed to change the HM2's tour date, reducing it by one year. We were also advised that if he were advanced to HM1, his tour date would again be changed back to three years. My interpretation of BuPers Inst. 1306.20B is that it does not mean to change the tour date of personnel already on shore duty, but rather gives the normal tour to be assigned personnel now being processed for shore duty. Should the HM2's tour date be changed and could it again be changed to three years if he is advanced to HM1?—E.M.A., YN1, USN.

• *When one instruction cancels another, the provisions of the new instruction become effective unless special provisions are made to the contrary. BuPers Inst. 1306.20B cancelled in its entirety BuPers Inst. 1306.20A. Therefore, the tour prescribed in the later instruction is applicable. If he is advanced to HM1, his tour will be three years.*—ED.

**Ten Battle Stars for Ellet**

SIR: I was attached to USS *Ellet* (DD 398) from 2 May 1941 to 15 Sep 1945 and I'm pretty proud of her war record. I wondered if you could tell me what campaign stars she earned during this period.—L.W.H., ACC, USN.

• *You are certainly justified in being proud of the destroyer Ellet for her record is a valiant one. When the Japanese attacked Pearl Harbor she was operating with Task Force Eight off the Hawaiian Islands. As soon as she learned of the attack she steamed immediately for Pearl Harbor and from then on she was in the thick of the Pacific war — earning ten battle stars on the Asiatic-Pacific Area Campaign Medal for participation in the following operations:*

Midway (6-3 June 1942); Guadalcanal — Tulagi landings (7-9 Aug 1942); Eastern Solomons (23-25 Aug 1942); New Georgia-Rendova-Vangunu Occupation (23-25 Jul 1943); First Anti-Submarine Assessment (3 Sep 1943); Marshall Islands Operations — Occupation of Kwajalein and Majuro Atolls (31 Jan - 8 Feb 1944), Occupation of Eniwetok Atoll (17-24 Feb 1944); Palau, Yap, Ulithi, Woleai Raid (30 Mar - 1 Apr 1944); Marianas Operation — Capture and Occupation of Saipan (11-24 Jun 1944), First Bonins Raid (15-16 Jun 1944), Battle of Philippine Sea (19-20 Jun 1944), Capture and Occupation of Guam (12 Jul - 15 Aug 1944), Palau, Yap, Ulithi Raid (25-27 Jul 1944) and Fourth Bonins Raid (4-5 Aug 1944); Rennell Island (29-30 Jan 1943) and Bombardment of Iwo Jima (8 Dec 1944 - 5 Jan 1945).—ED.

### AC Wants to Know about Radar

SIR: Why is the subject of shipboard radar included in the examination for advancement in the air controlman rate? Shipboard radar doesn't seem to have any relationship to the rate, but numerous questions on this subject appear quite often on the exam.—E.W.S., AC 1, USN.

• Since air controlmen serve on board carriers equipped with carrier approach control, it is only reasonable that you should be expected to know something about shipboard radar. Also, it depends on what you consider "numerous questions" on shipboard radar. A review of some past AC rating exams did not reveal an exceptional number of questions on this subject.

Further, Qualification 201.12, under Examination Subjects, in the "Manual of Qualifications for Advancement in Rating" states that methods of using radar, direction finding equipment and IFF for locating, tracking, identifying and intercepting aircraft are required of all air controlmen.—E.D.

### Shore Billets for DK's

SIR: I'm due to ship over in a few months and am thinking of doing just that. However, there is a rumor going the rounds that upsets me and I thought you might be able to give me the correct information. My informants tell me that the Navy has been replacing sailors with civilians in my rate at bases in the states. Does this mean that in a few years civilians will be operating all the big disbursing offices in the states and that the only billets for a Navy DK will be aboard ship? If such is the case the future looks pretty dark for the DK rating, what with no shore duty in sight. What's the story?—D.D.L., DK2, USN.

• No major replacement of DK military billets by civilian positions in continental United States is planned. While

### Questions about Guided Missilemen

SIR: Several of our men who hold guided missile ratings are interested in answers to the following questions, but we have been unable to find satisfactory answers in any Navy publications or directives: (1) Does duty or duty under instruction at a guided missile training unit count as sea or shore duty for personnel coming from shore duty to sea duty and from sea duty to shore duty? (2) What is the length of sea duty required for GS ratings before applying for shore duty? (3) What is the length of a shore duty tour for GS and GF ratings? (4) At present, are there any billets for GS or GF ratings at NROTC units? (5) Are there any vacancies for GS or GF ratings as instructors at the U. S. Naval Guided Missiles School, FAD-TC, Dam Neck, Va.? (6) Is the Bureau accepting nominations from commanding officers for the permanent appointment of CPOs now serving under acting appointments? —F.H.A., YN1, USN.

• Here are your answers in one, two, three order:

1. Although all Guided Missile Training Units (GMTUs) have been disestablished, duty in such units did count as shore duty since it was performed in an activity based ashore in the U. S. Duty with Guided Missile Units (GMUs) under naval district commandants is shore duty as well as duty with GMU-41 and Guided Mis-

sile Augmenting Units 0411 and 0412 under Fleet Aircraft Service Squadrons 5 and 12; however, duty with other GMUs under Fleet commanders or on board naval vessels is sea duty. If you are in doubt as to the proper procedure for submitting applications for BuPers shore duty, your attention is invited to paragraph 11, enclosure 2, of Bupers Inst. 1306.20B.

2. Men who hold pay grades E-7 and E-6 in the GS and GF ratings must have 18 months of sea duty before applying for shore duty; E5s E-4s and designated strikers must have 24 months of sea duty. The next revision to BuPers Inst. 1306.20B will include this information.

3. Although changes may be necessary as the program expands, the current length of a tour of shore duty for GS and GF is three years.

4. No billets are available for GS and GF at NROTC units at the present time.

5. Billets are established for GS ratings only as instructors at the U. S. Naval Guided Missiles School, FAD-TC, Dam Neck, Va. Applications should be submitted in accordance with BuPers Inst. 1306.22B.

6. As specified in paragraph 13 of BuPers Inst. 1430.7A, permanent appointments are not being issued to personnel appointed to pay grade E-7 subsequent to 31 Dec 1950.—Ed.

it is true that some replacement of DKs by civilians has taken place in accounts disbursing offices, as a DK2 it will be of interest to you to know that since the sea/shore billet ratio for your rate is currently within the desired range of billet ratios, further substitution of DK2

billets in continental U. S. by civilians is curtailed.

And looking ahead, the outlook for sea/shore rotation in your rating is very good.

There are currently as many shore billets as sea billets for DK1s and more shore than sea billets for DKCs.—Ed.

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### Souvenir Books

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

uss *Essex* (CVA 9) has a limited number of cruise books available covering the 1954-1955 Far Eastern cruise. Books are available to former crew members and Carrier Air Group 2 at \$3.20 per copy. Orders should be addressed to: Chaplains Office, uss *Essex* (CVA 9), FPO San Francisco, California. The order should be accompanied by a postal money order payable to: Custodian, Recreation Fund, uss *Essex* (CVA 9).

### Uniform Allowances

SIR: I am a first class petty officer hopeful of being selected as a Limited Duty Officer. I have never received any allowance or gratuity for uniforms except that which is authorized for enlisted men other than chief petty officers. Recently, I found that there has not been a provision of law to authorize a uniform gratuity to an enlisted member who is accepting a permanent commission in the Regular Navy.

I can usually find the reason behind our well-founded regulations and policies, but the lack of a provision in this case does not appear to be reasonable. Existing laws seem to provide a gratuity to all other personnel who are required to procure uniforms. An enlisted member, for example, who accepts a tem-

porary appointment would be entitled to \$250 uniform gratuity.

Would it be possible that Congress would make a provision for individuals in my circumstance? If such a provision were made would it be retroactive to the time when the provision was needed?—J.L.B., DKI, USN.

• *For many years only enlisted personnel, Reserve officers and personnel appointed to temporary rank have received uniform allowances, either in kind or cash. Regular Navy officers have received no allowance. The reason for this appears to be that since the usual source of procurement of Regular Naval officers was from the Naval Academy, the midshipmen could build up a complete outfit of uniforms during their four years of instruction without undue financial hardship.*

*The following resume of uniform gratuities should clarify the question for you:*

*Before 1942, clothing was issued to enlisted men, but enlisted personnel promoted to CPO received no uniform allowance. Reserve officers were the only personnel who received a uniform gratuity inasmuch as they normally were not on active duty for any long period of time.*

*Shortly after the beginning of World War II, cash clothing allowances, including maintenance allowances, were authorized for enlisted personnel accepting a temporary appointment as an officer, and they have continued for Reserve officers.*

*When the officer candidate school came into existence, from which en-*

### 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 South Dakota's Veterans' Assn., WWI*—The 35th annual reunion of World War I crew members of this ship will be held 7 Apr 1956 at the Emerson Hotel, Hoquiam, Wash. For further information contact Carl Hagglund, 2119 N.E. 59th Ave., Portland 13, Oreg.

• *USS Montague (AKA 98)*—Former shipmates interested in holding a reunion with time and place to be decided by mutual consent should write to Harry Furman, Box 25, Stoneham, Mass.

*listed personnel are commissioned in the Regular Navy, a different problem arose because of the short duration of the course of instruction.*

*The Chief of Naval Personnel is now trying to pave the way for enlisted personnel accepting a permanent commission in the Regular Navy to receive a uniform allowance. If such an allowance is authorized, it is doubtful that it could be retroactive.*—ED.

### OIC of Recruiting Station

SIR: We have run into a little controversy about how one would officially address the officer-in-charge of a Navy Recruiting Station. For example, would LCDR W. T. Door, Officer-in-Charge, Navy Recruiting Station, Anytown, U.S.A., be officially addressed as "Mr. Door" or "Captain"?—G. H. M., ADC, USN.

• *LCDR W. T. Door, Officer-in-Charge, Navy Recruiting Station, Anytown, U.S.A., would be addressed as "Mr. Door" since he does not command a ship or station.*—ED.

### Defense Service Medal

SIR: Was a service ribbon issued for the national emergency period 1939 to 1941? During this period, I served as chief signalman on board uss *Raleigh* (CL 7). Would I be entitled to this award, and to whom should I forward my request?—F.H., CH BOSN, USN (Ret.).

• *You are entitled to the American Defense Service Medal which is awarded to all persons of the naval service who served on active duty between 8 Sep 1939 and 7 Dec 1941, both dates inclusive. You are also entitled to wear the "Fleet" clasp on this medal for service on board Raleigh.*—ED.



RETIRED ON 20—Chief Engineer John G. Lurtz, USN, accompanied by his wife Rose, comes ashore for the last time amid shipmate sideboys at Great Lakes Naval Training Center. Chief Lurtz was barracks commander at Service School Command at the Center during his final cruise with the Navy.

# This Subject Covers Lots of Territory

**I**T HAPPENS TO EVERYONE. You arrive at a strange port and everyone seems to know his way around but you. This is frequently as true in the continental United States as it is in a foreign port. However, there's a pattern to the apparent confusion in the U. S. ports. If you know something about the naval districts, how they are organized and how they work, you're well on your way out of the fog.

In the first place, almost everything that happens to you on stateside duty occurs through the naval district. Suppose, for example, you're in a ship entering a stateside naval shipyard. The district craft that service your ship—harbor tugs, yard oilers, water barges, ammunition lighters—all come under the district commandant.

If you go ashore on liberty the uniform you wear in the area has been decided by the district commandant. Shore patrols, who make sure you wear that uniform properly, are also under the command of the district commandant.

If you check into the local receiving station or report to a separation center, the men who handle your records, who detail you to working parties, and who prepare your meals represent the commandant, either directly or indirectly.

But what *is* a naval district? Briefly, it is one of a number of geographically defined areas established by the Secretary of the Navy for administrative purposes. It is under the command of a line officer known as the "Commandant," who is qualified for command at sea and who acts as representative of the Secretary of the Navy, the Chief of Naval Operations and the appropriate sea frontier commander. In addition, he is the representative of the various Navy Department bureaus and offices within the area of his command. In short, he has a man-sized job which is comparable, perhaps, to the district manager of one of the largest, world-wide businesses in the world.

The two naval river commands (Potomac River Naval Command and Severn River Naval Command) are similar in most respects except size.

What does a naval district mean to you? Here's a condensed list of the functions of a district commandant—a two-star admiral—and which are carried out by Navymen and civilians:

- He provides and coordinates logistical and operational support to the operating forces as necessary.

- He is responsible for all matters affecting the procurement, maintenance, morale and training of Naval Reserve personnel—with the exception of certain Naval Air Reserve matters.

- He is charged with the military defense of his district and with providing aid during local disasters and emergencies. All naval facilities within his district and all Navy and Marine Corps personnel assigned to those activities are at the commandant's disposal in the event of such a local disaster, emergency, or attack endangering the district.

- In public relations matters, the commandant is the direct representative of the Navy Department for all naval activities within his area.

- Each commandant maintains within his district an intelligence service. This service includes such intelligence matters as affect the security of naval activities within the district and such operational intelligence matters as are required by the commander of the sea frontier in which the district is located. The commandant also maintains close relations with intelligence officers for the forces afloat.

- The operation of the Naval Communications Service within his district is another of the commandant's responsibilities.

- He coordinates action with the local representatives of other government departments and cooperates with the Army and Air Force authorities located in the district in the preparation and execution of war plans and plans for handling local disasters or emergencies when they occur.

- The district commandant's functions also include the distribution of naval personnel ordered to him for assignment; maintenance of prescribed standards for shore patrol, uniforms, general welfare; and other matters which have a direct bearing on the discipline and morale of the Navy or its relations with the public.

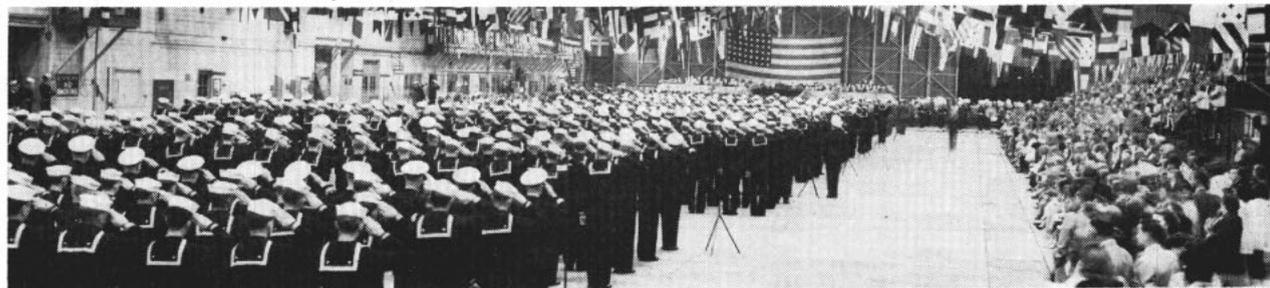
- District legal matters and district printing and distribution also add to the list of the commandant's functions.

An exception to the above listed USNR function of commandants is found in the Severn River Naval Command. Reserve matters in the Annapolis-centered command are under the control of the Commandant, Potomac River Naval Command.

Try reaching or moving around in a stateside naval activity without brushing against some component of the local commandant's organization! Even if you paddle a punt into a flooded drydock on the mid watch, his long arm can reach you.

The drydock is a part of the industrial department of a naval shipyard. The shipyard is a component of the naval base. Naval bases located within naval districts are under military command of district commandants.

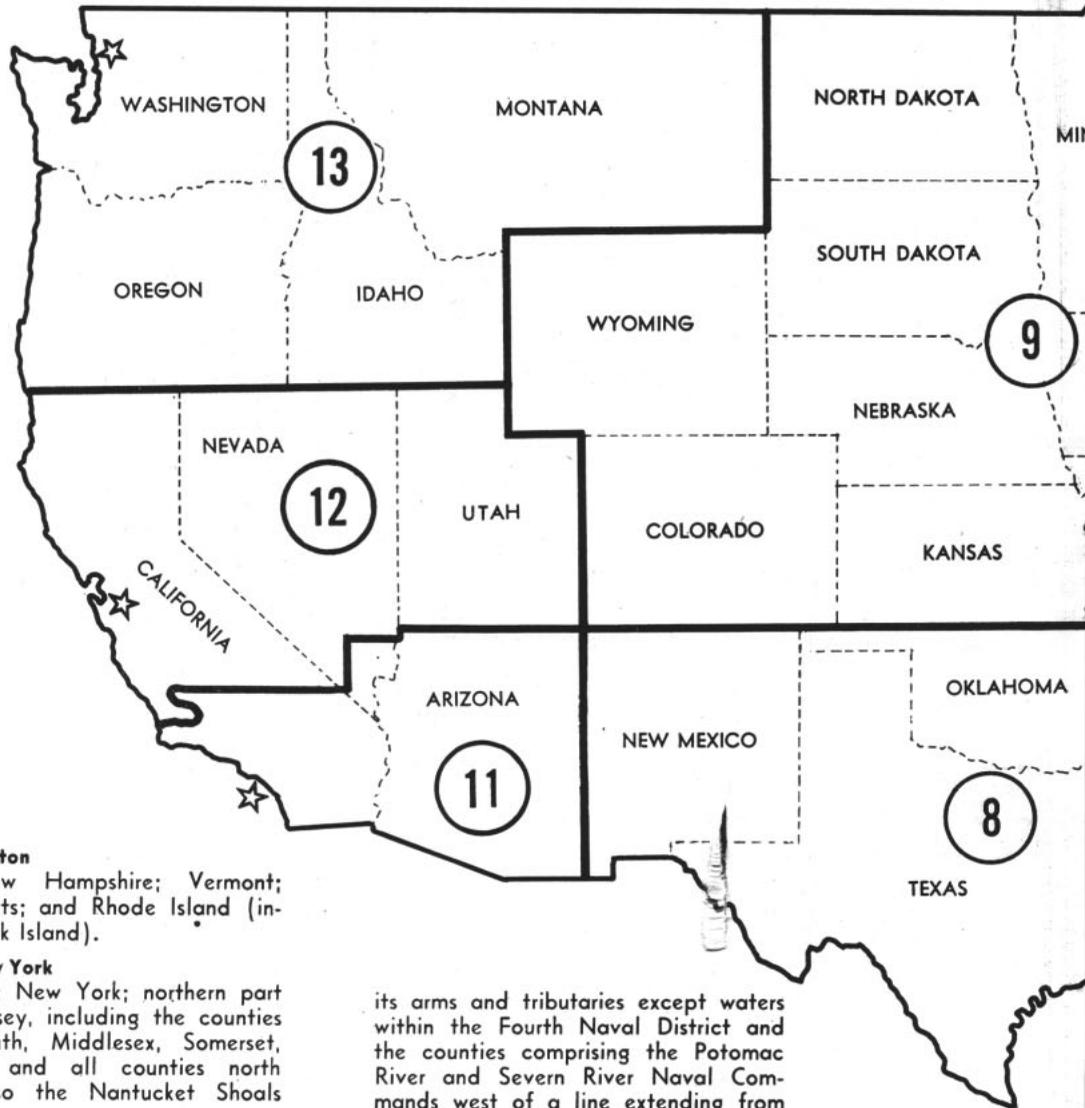
**LARGE NUMBERS** of naval personnel, on active and inactive duty, come under supervision of naval districts.



17

14

15



**1st ND—Boston**  
 Maine; New Hampshire; Vermont;  
 Massachusetts; and Rhode Island (in-  
 cluding Block Island).

**3d ND—New York**  
 Connecticut; New York; northern part  
 of New Jersey, including the counties  
 of Monmouth, Middlesex, Somerset,  
 Hunterdon, and all counties north  
 thereof; also the Nantucket Shoals  
 Lightship.

**4th ND—Philadelphia**  
 Pennsylvania; southern part of New  
 Jersey, including counties of Mercer,  
 Burlington, Ocean, and all counties  
 south thereof; Delaware, including  
 Winter Quarter Shoal Light Vessel;  
 and Ohio.

**5th ND—Norfolk**  
 Maryland, less Anne Arundel, Prince  
 Georges, Montgomery, St. Marys, Cal-  
 vert, and Charles Counties; West Vir-  
 ginia; Virginia, less Arlington, Fair-  
 fax, Stafford, King George, Prince  
 William, and Westmoreland Counties  
 and the city of Alexandria; also all  
 waters of Chesapeake Bay including

its arms and tributaries except waters  
 within the Fourth Naval District and  
 the counties comprising the Potomac  
 River and Severn River Naval Com-  
 mands west of a line extending from  
 Smith Point to Point Lookout thence  
 following the general contour of the  
 shoreline of St. Marys, Calvert, and  
 Anne Arundel Counties, as faired by  
 straight lines from headland to head-  
 land across rivers and estuaries; Ken-  
 tucky; and the counties of Currituck,  
 Camden, Pasquotank, Gates, Perqui-  
 mans, Chowan, Dare, Tyrrell, Wash-  
 ington, Hyde, Beaufort, Pamlico,  
 Craven, Jones, Carteret, and Onslow  
 in North Carolina.

**6th ND—Charleston**  
 North Carolina, less the counties of  
 Currituck, Camden, Pasquotank, Gates,  
 Perquimans, Chowan, Dare, Tyrrell,  
 Washington, Hyde, Beaufort, Pamlico,

Craven, Jones, Car  
 South Carolina;  
 Alabama; Tennesse

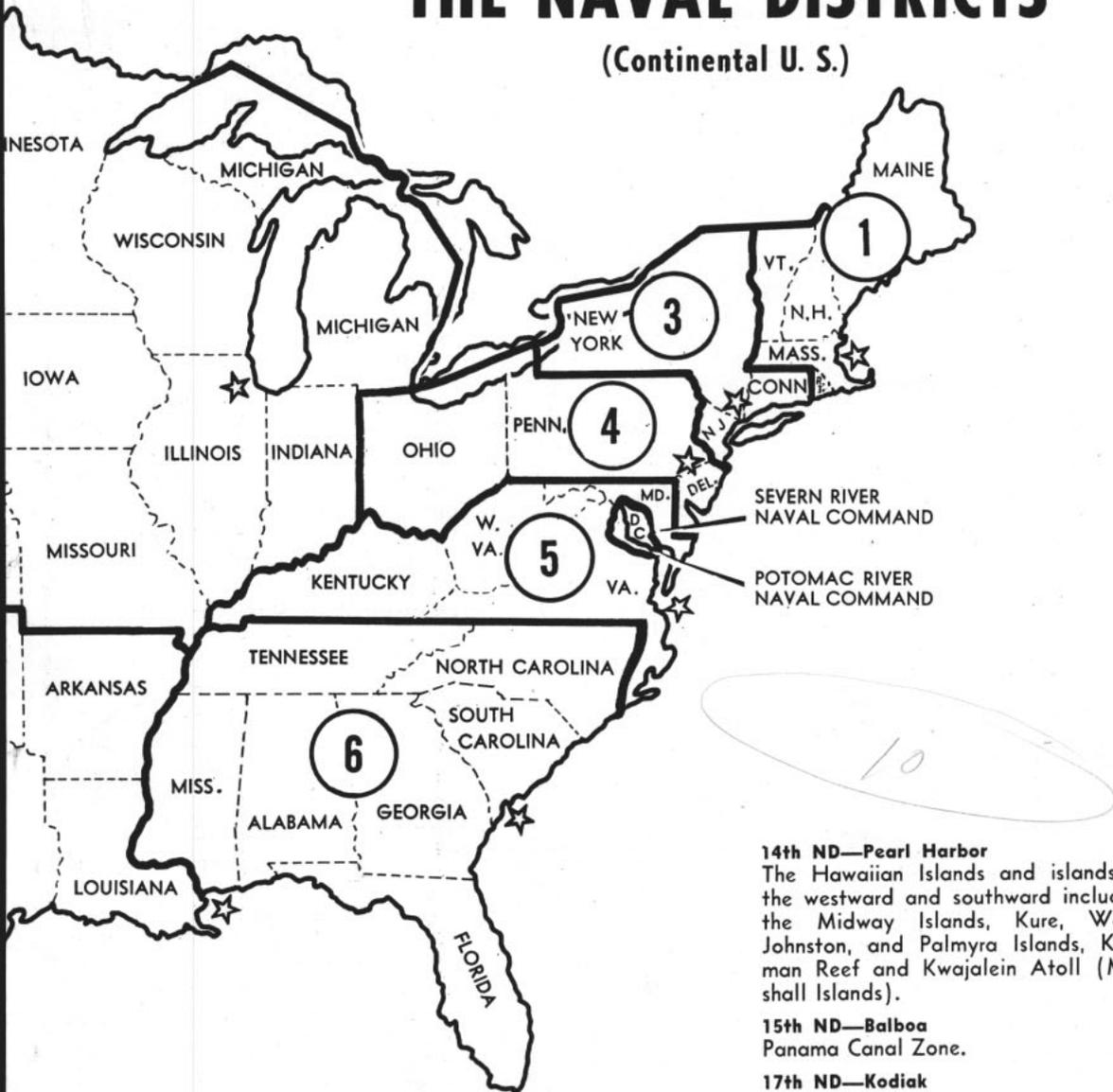
**8th ND—New Orleans**  
 Louisiana; Arkansas  
 and New Mexico.

**9th ND—Great Lakes**  
 Michigan; Indiana;  
 sin; Minnesota; low  
 Dakota; South D  
 Kansas; Colorado; a

**10th ND—San Juan**  
 Caribbean area.

# THE NAVAL DISTRICTS

(Continental U. S.)



eret, and Onslow;  
Georgia; Florida;  
e; and Mississippi.

ns  
Oklahoma; Texas;

s, III.  
Illinois; Wiscon-  
a; Missouri; North  
akota; Nebraska;  
nd Wyoming.

## 11th ND—San Diego

Arizona; Clark County, Nevada; southern part of California, including counties of Santa Barbara, Kern, and San Bernardino, and all counties south thereof.

## 12th ND—San Francisco

Utah; Nevada (except Clark County); northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof.

## 13th ND—Seattle

Washington; Oregon; Idaho; and Montana.

## 14th ND—Pearl Harbor

The Hawaiian Islands and islands to the westward and southward including the Midway Islands, Kure, Wake, Johnston, and Palmyra Islands, Kingman Reef and Kwajalein Atoll (Marshall Islands).

## 15th ND—Balboa

Panama Canal Zone.

## 17th ND—Kodiak

Alaska and Aleutians.

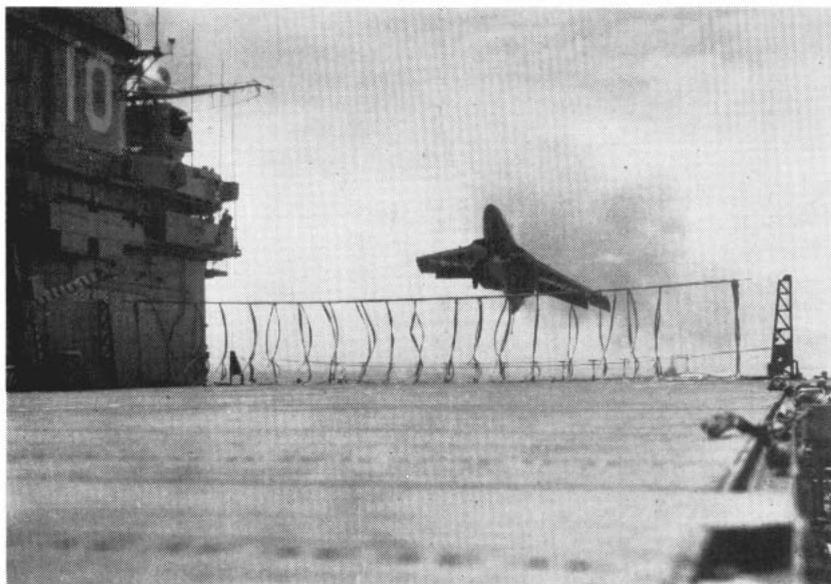
## Potomac River Naval Command—Washington, D. C.

The Potomac River up to Great Falls; The District of Columbia and the counties of Prince Georges, Montgomery, St. Marys, Calvert, and Charles in Maryland; and the counties of Arlington, Fairfax, Stafford, King George, Prince William, and Westmoreland in Virginia; and the city of Alexandria, Va.

## Severn River Naval Command—Annapolis, Md.

Comprises the county of Anne Arundel, Md.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**WAVE-OFF**—Pilot of F9F-6 *Cougar* clears the barricade on flight deck of *USS Yorktown* (CVA 10) after being "waved off" by the landing signal officer.

## In Footsteps of Columbus

A Navy captain has successfully combined his official orders with his interests in navigation and history.

After concluding his tour of duty as Naval Attache for Air at the U. S. Embassy in Cairo, Egypt, Captain Morton Sunderland, usn, requested two months' leave before he reported to Norfolk, Va., for further assignment. En route, he was able to retrace in the 17-ton yacht *Iolaire* much of the route followed by Columbus in his discovery of the new World. Three civilian crew members accompanied Captain Sunderland.

The cruise started at Palma, Majorca, and led to Gibraltar and the Tangiers area. After a four-day liberty, they proceeded to the Canary Islands to prepare for the longest

jump on the voyage—27 sailing days to Antigua.

After a few day's rest, the balance of the trip was—relatively—easy sailing from Antigua to Charlotte Amalie in the Virgin Islands and from there to San Juan, P. R.

As commanding officer of *uss Diamond Head* (AE 19), Captain Sunderland is now looking for new worlds to conquer.

(The expedition of Columbus was not quite so simple. With 120 men he sailed from Palos, Spain, on 3 Aug 1492 with three vessels—*Santa Maria*, 100 tons, and *Pinta* and *Nina* of 50 and 40 tons. He departed the Canary Islands on 9 September and landed on what is believed to have been San Salvador in the Bahamas on 12 October and Cuba on 28 October.)

## Know-Your-Ship Contest

Lieutenant O. K. Hallam, usn, commanding officer of *uss Pinnacle* (MSO 462), believes in encouraging his men to know as much as possible about the Navy and their ship.

Giving the men an extra incentive, he initiated a ship's contest consisting of a 75-question quiz. Prizes were offered to the four men submitting the greatest number of correct answer sheets.

All enlisted personnel below the grade of CPO are eligible to participate in the contest. Questions on the quiz are on such items as naval history, deck seamanship, first aid, navigation, safety, fire fighting and damage control.

Winner of the top prize receives a free liberty and two cartons of cigarettes. Second prize consists of two cartons of cigarettes and third and fourth prize a carton of smokes for each.

In addition, all the entrants gain knowledge that will be valuable when they take examinations for advancement in rating this month.

## Tug Crew Rescues Six Men

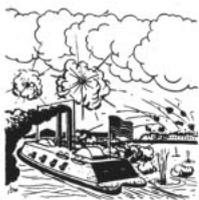
Six fishermen were rescued from the waters of New Jersey's Raritan Bay by the crewmen of the tug *uss Wabanaquot* (YTB 525). The rescued men were part of the crew of the 61-foot bunker boat *Isaetta*, which had been rammed by a purse boat it had under tow.

Large waves had forced the 32-foot purse boat into the stern of *Isaetta*, which sank in less than five minutes.

The Navy tug, under command of John R. Hubbard, BMC, USN, took aboard six survivors who had reached a lifeboat, which had also been under tow by the stricken *Isaetta*.

Crewmen of the Navy tug, beside Hubbard, were John N. Hreno, BMI, usn, John Page, EN1, usn, Harriman F. Clay, EM3, usn, Eugene H. Blakney, CS2, usn, Phillip A. Popovich, FN, usn, Emil Machado, SN, usn, Carl Gambacurta, FN, usn, Murray L. Simmons, SA, usn, H. L. Gallier, SN, usn, R. LaRochester, SN, usn, and George Pappas, SN, usn.

## YESTERDAY'S NAVY



On 13 Feb 1862 the U.S. ironclad *Carondelet* on the Cumberland River, Tenn., opened fire on Fort Donelson at the request of General Grant in an effort to divert Confederate attention from his movements. On 13 Feb 1874 a landing force of 150 officers and men from *uss Tuscarora* and *uss Portsmouth* went ashore at Hawaii to quiet demonstrations during the election of the king. On 6 Feb 1811 the first Naval Hospital was established by Act of Congress. On 18 Feb 1865 Rear Admiral J.A. Dahlgren took Charleston, S.C., after it was evacuated by the Confederates.

## Award for Accident-Free VP

For flying a total of 1762 accident-free hours Patrol Squadron 42 at Coronado, Calif., was awarded the Quarterly Aviation Safety Award by Commander Air Force Pacific Fleet.

The Quarterly Aviation Safety Award is presented to Pacific Fleet Aviation Squadrons which complete one quarter of a calendar year without having an accident charged to their safety record.

VP-42 received the award for the second quarter of 1955 when members clocked their 1762 accident-free hours.

## Navy Music Corners

Everyone has his own particular taste in music and at NAS Jacksonville, Fla., Navymen may enjoy leisure hours listening to their favorites at two widely-spaced centers.

Housed under the sloping beams of what was once a storeroom, the NATTCenter record room, equipped with two machines, has since 1952 built up a collection of over 140 albums of classical and semi-classical music. Many requests have been the basis for this "quality" list of titles.

On the other hand, the Mainside Lounge is home to those who like to listen to their own collection of records — most of them representative of modern schools of jazz. Some of the listeners keep their records in lockers in the lounge, while others bring their records with them each time.

Given the opportunity of hearing the new records several times, many have compiled individual collection of records which have become particular favorites.

More than 30 new albums have recently been placed in the NATTCenter music appreciation room. Among the new titles is a complete "Messiah" by Handel.

Perhaps one of the most popular, based upon the number of listeners, is the "Victory at Sea," sound track for the documentary NBC television series.

Shortly after the Center was established, it had become so popular that queues were formed outside the little storeroom.

The following year, a second machine was purchased with two sets of head phones (places for eight sets) and recordings of language lessons with manuals in French, Span-



**SQUARE THAT HAT** — Two-year-old Robert Peters, son of J. R. Peters, CE2, USN, squares hat for inspecting officer, CDR R. J. Lavery at Yokosuka, Japan.

ish, German, and Russian. At this time some records such as dramas from Shakespeare, and readings from Sandburg and Basil Rathbone were added.

Selections can be found by such composers as Bach, Beethoven, Berlioz, Bizet, Brahms, Chopin, Debussy, DeFalla, Dvorak, Gershwin, Gilbert and Sullivan, Gould, Gounod, Grieg, Haydn, Kern, Liszt, Mendelssohn, Mozart, and many others.

Folk songs, hymns, musicals, Christmas carols, sound tracks, and religious music are also available among the collection.



**TURNTABLE TIME**—Sailors at NAS Jacksonville, have their own music rooms, one for classical—one for jazz, where they can spin their favorite platters.

## Record for Fighting Phil

*uss Philippine Sea* (CVS 47) has returned to San Diego after bringing her fifth Far Eastern cruise to a close.

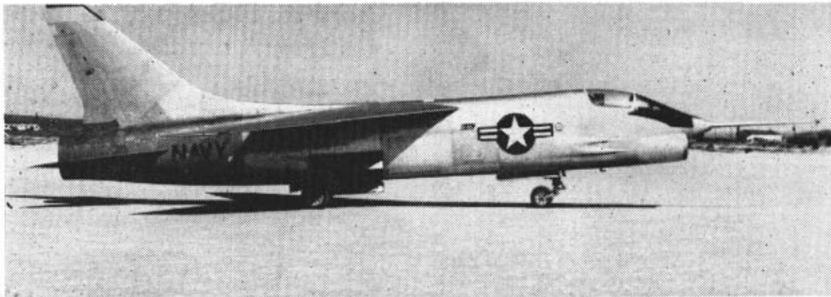
*Philippine Sea* (formerly CVA 47 and a veteran of the Korean War), has just completed seven months' operations with U.S. Seventh Fleet units in the Western Pacific, with Navy Air Task Group Two embarked.

During its 152 days at sea the ship steamed a total of 69,600 miles, at the same time compiling impressive statistics in her flight operations.

The flattop's catapults each completed their 13,000th launch two months before the cruise ended. The ship launched 5725 aircraft during operations and brought her total number of shipboard landings to 72,265, which placed her second in number of recoveries for all Navy carriers.

On 24 October the ship launched 19 jets, eight propeller aircraft and landed 13 props in a 17-minute operation. The 40 sorties in 17 minutes is claimed to be a new record for Navy carriers. In the months of task force steaming, the pilots of Air Group Two flew a total of 9181 hours without a single pilot injury, while 12 pilots completed over a hundred carrier landings each during the cruise.

The newest carrier in her class, *Philippine Sea* was commissioned at the Boston Naval Shipyard on 11 May 1946. She has been on continuous active duty since that date. Among her past cruises have been an expedition to Little America, two



FASTER-THAN-SOUND fighter, XF8U-1, has completed successful test runs. Designed for carrier use, this new plane, has supersonic speed in level flight.

Mediterranean cruises and four previous visits to the Western Pacific area, the first three during the Korean War.

Manned by nearly 3000 officers and men, *Philippine Sea* has twin nicknames. The first, "The Showboat," was given her when she served as the Navy's demonstrator carrier to numerous government officials preceding the Korean conflict. The second, "The Fighting Phil," was earned during that time when the ship put in three cruises on the line where her planes dealt crippling blows against enemy supply lines and strongholds.

### Supersonic Fighters

The Navy's newest jet fighter plane, the XF8U-1, designed to operate from aircraft carriers at supersonic speeds, has successfully passed a series of test flights.

The new plane is designed to improve further the Navy's capabilities for control of the air in areas of sea operations. Specifications for the XF8U-1 call for a high rate of climb, exceptional combat ceiling, and

penetration of the speed of sound in level flight.

The general plan of the XF8U-1 marks a substantial departure from previous fighters. The thin swept-wings are mounted high on the fuselage and are set well back of the cockpit. The horizontal tail is joined low on the fuselage.

A short, pointed nose, fairing smoothly into a small cockpit canopy, helps reduce drag and aids over-the-nose visibility, essential to safe carrier landings.

Titanium was employed in the plane's aft section and in a portion of the mid-section as an important pound saver.

Additional weight is saved by the simplified pilot ejection seat, weighing only 30 pounds.

### Heavy Attack Squadron

NAS Jacksonville has become the proud possessor of its first heavy attack unit with the recent disestablishment of Patrol Squadron Three and its recommissioning as Heavy Attack Squadron One. In addition, four composite squadrons at NAAS

Sanford, Fla., which have already been performing the heavy attack mission with AJ *Savage* aircraft, have also been redesignated as heavy attack units.

The new attack squadrons will be outfitted with 70,000-pound A3D *Skywarriors*, the largest and most powerful carrier jet bomber the Navy has. A3Ds are capable of flying at nearly 40,000 feet, with a speed in the 600-700 mph class and range enough to take them across the U. S. and back.

Flying from either carriers or advanced land bases and refueling aloft, the squadrons can strike rapidly deep into the heart of any continent with potent munitions.

### Altair Replenishes Fleet

Six months and 27,344 nautical miles after leaving the United States, the general stores issue ship *Altair* (AKS 32) returned to Norfolk Naval Base after participating in 220 replenishments with the Sixth Fleet in the Mediterranean.

While steaming side by side in formation *Altair* transferred over 2100 tons of material to ships of the Sixth Fleet.

A close-hand view of transfer at sea was provided for several distinguished visitors who were transferred to and from *Altair* while underway.

Among the important personages transferred by a boatswain chair running across a highline between ships were: Under Secretary of the Navy Thomas Gates; Assistant SecNav for Material Raymond Fogler; Assistant SecNav for Personnel Albert Pratt and the American Ambassador to Spain, John Lodge.

The visitors gained a better insight into the current procedures for keeping a Fleet at sea without local base support by taking a tour of the ship's holds and issuing stations. After a short briefing of the role of the AKS they witnessed a routine breakout of material from the holds to topside transfer stations prior to *Altair's* rendezvous for replenishment. They also saw that the work of AKS crewmen is continuous, for no sooner is one replenishment completed than work is begun on the next.

Between runs, *Altair* visited eight ports in five countries.

This was the AKS's third tour of duty with the Sixth Fleet since being recommissioned in late 1953.



HOMEWARD-BOUND PENNANT flies from mainmast of USS *Mulberry* (AN 27) as she leaves Yokosuka Harbor for USA after five years in Far East.

## Kodiak Attack

Blank cartridges, sentries' challenges, and the atmosphere of sudden and unexpected attack lent an aura of reality to the annual Base Defense exercises completed at the Naval Station, Kodiak, Alaska.

Full-scale anti-submarine warfare and reconnaissance were featured between the *Neptune* patrol bombers of the Kodiak-based Patrol Squadron Two and the 'aggressor' submarine *USS Perch* (ASSP 313) from San Diego during the opening phase of the exercises.

Evasive tactics of the submarine almost won the first phase of the operations for the 'aggressor' forces until the patrol planes spotted the submarine as she surfaced to launch the Underwater Demolition Team and the Marine Reconnaissance Platoon in rubber boats.

Though theoretically "destroyed," the submarine continued launching operations, and the Marine "beach jumpers" landed well outside the station's boundaries and successfully hiked through the rugged Kodiak terrain to capture their objective.

Other objectives for the 'aggressor' forces were simulated atomic and guided missile installations at Kodiak.

The opening phase of the exercise was designed to test Kodiak's ground defense organization against highly specialized amphibious assault as well as to test the effectiveness of the Patrol Squadron's anti-submarine techniques.

The closing phase of the exercise pitted sailors and station Marines guarding vital installations of the station—that included docks and fuel piers—against swift-striking frogmen and recon units launched well offshore by submarines.

Frogmen of the Underwater Demolition Team conducted underwater reconnaissance of the dock facilities of the station for two days and finally struck in the early morning hours of the third day. Their attack was aimed to simulate the blowing up of piers and fuel storage facilities.

The other unit of the 'aggressor' forces comprised the Marine Reconnaissance Platoon that struck in well coordinated simultaneous attacks at communications and other vital station installations.

The entire closing phase of the exercise was carried out in weather

conditions that ranged from fair to extremely adverse. Rain, snow and sleet were driven by high winds and hampered 'aggressor' and defending forces in what proved to be an authentic test of personnel, training and equipment.

Maneuvers of this type are part of Kodiak's continuous training.

## Rockets Launched from Planes

Using rockets vertically launched from aircraft, the Office of Naval Research has demonstrated the possibility of another method of upper-atmosphere research.

In tests at NAS Chincoteague, Va., rockets launched vertically at 30,000 feet from a Navy *Banshee* fighter plane reached an altitude of approximately 90,000 feet. This new rocket-aircraft method, called "Rockair," will afford a practical and inexpensive tool for research observations at high altitudes.

The plane-carried rockets do not attain the altitudes reached by large rockets. During the early tests, only cosmic ray studies were made. There are, however, many possible applications of the new plane-rocket method.

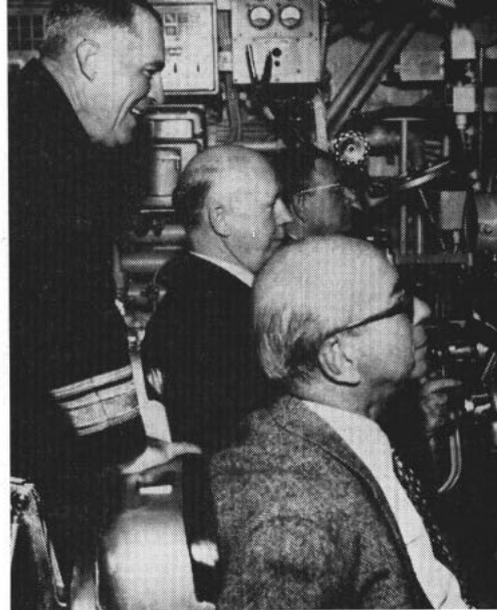
The Navy has been using balloons for high-atmosphere research since 1947, when its "Skyhook" program was developed.

Another technique, "Rockoon," which employs the Skyhook balloon to carry "Deacon" meteorological rockets aloft, has proved a valuable instrument for studies in the auroral regions. Its use as a low-cost vehicle has been demonstrated in the annual summer expeditions in northern waters since 1952. The small Deacon rockets were fired from the balloon at an altitude of 70,000 feet, above the drag of the earth's atmosphere.

The chief advantage of the new-plane-rocket method over the balloon-rocket technique is the controlled-directional launching possible from aircraft.

The new rockets, smaller than the Deacon rockets, were provided by the Navy Bureau of Ordnance. The Bureau of Aeronautics, which sponsored the project, assisted ONR by supplying both technical aid and personnel.

Plans for the immediate future call for the use of these vertically-launched rockets for upper-wind studies and for further research.



**WHEELS AT THE WHEEL**—Operating the controls of *USS Nautilus* (SSN 571) are (Back to front) VADM Holloway, USN; SecNav Charles Thomas; and RADM Lewis Strauss, USNR, as RADM Watkins, USN, directs the operation.

## Nucleonic Navy

Top Navy leaders had a first hand view of operations in *USS Nautilus* (SSN 571) when they made a cruise in the first atomic submarine. In fact, some of them operated controls as she was put through her paces.

With RADM Frank Watkins, ComSubLant, as diving officer, three eminent sailors sat in the control seats. SecNav Charles Thomas operated the stern planes, VADM Holloway, the Chief of Naval Personnel, was at the wheel, and RADM Lewis Strauss, USNR, Chairman of the Atomic Energy Commission, was at the bow planes.

The sub was taken down to depth, and maneuvered by this quartet. Under the watchful eyes of ComSubLant, Admiral Holloway steered *Nautilus* through steep dives, climbs and turns. SecNav Thomas and RADM Strauss used the fingertip controls to handle the bow and stern planes.

When the four had completed their watch, and had been relieved by *Nautilus* crewmen, they and other high officials were briefed on latest developments in the Navy nuclear field by RADM H. Rickover, USN, the Chief of the Naval Reactor Branch, AEC.

Purpose of the cruise was to indoctrinate Navy and AEC officials in advanced underseas maneuvers.



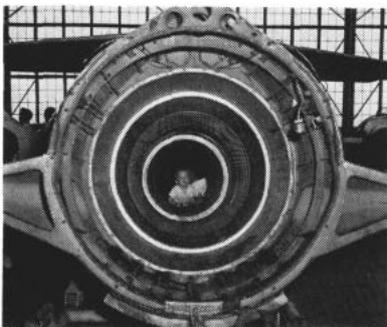
FAMILY INDOCTRINATION DAY at NAS Corpus Christi included show by the men who keep planes flying. Here jet is 'pulled apart' for maintenance.

### Family Indoctrination Day

Wives, youngsters, friends and relations of Advanced Training Unit 201 personnel at NAS Corpus Christi, Texas, were welcomed aboard the air station for "Family Indoctrination Day."

Theme for this Indoctrination

**BIG HOLE** amazes little boy peeping through tail assembly of jet while getting squared away on Dad's job.



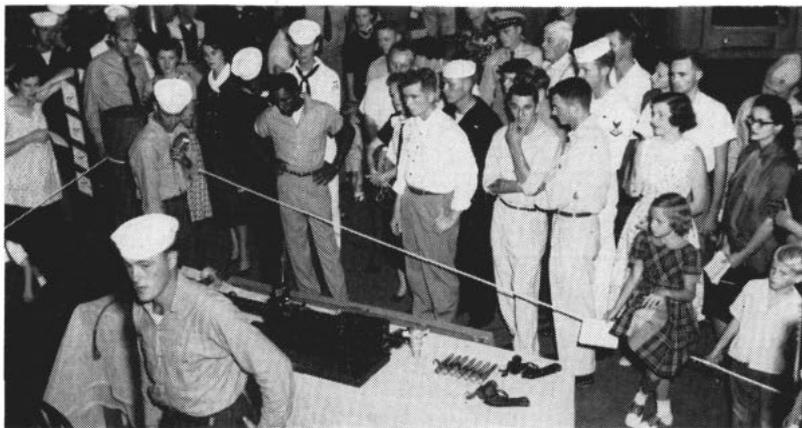
Day was "Get Acquainted" — and that is just exactly what these dependents did.

After a breath-taking airshow they were taken on a tour through Hangar 56 to view the displays set up by the various departments of the unit.

Each department had a complete display showing every detail of their normal work-day routine and narrators were on hand to explain how each part of a jet plane functions and what each of the men in the Unit did to maintain these aircraft.

The displays helped to illustrate the all-important tasks husbands, fathers and sons carry out to keep the Navy's aircraft flying.

To wind up festivities refreshments were served and dance music was played by a Navy combo.



DISPLAYS LIKE this ordnance table helped illustrate the important Navy tasks that husbands, fathers, and sons carry out in field of aviation.

### Wins Rhodes Scholarship

For the first time since 1950, a Naval Academy graduate has been selected as a Rhodes Scholar. The successful competitor for the study grant is Ensign Robert B. Pirie Jr., USN, son of RADM R. B. Pirie, Chief of Staff and Aide to the Commander in Chief, U. S. Atlantic Fleet.

Ensign Pirie, as one of the 32 Rhodes Scholars selected annually from the United States, will receive approximately \$1692 to pay for advanced study at Oxford University's School of Philosophy, Politics and Economics.

Like the other successful Rhodes competitors, Pirie won his scholarship on the basis of one or a combination of the following qualities: literary and scholastic ability and attainments; qualities of manhood, truthfulness, courage, devotion to duty, sympathy, kindness, unselfishness and fellowship; exhibition of moral force of character, and of instincts to lead and to take an interest in his fellows; and physical vigor, as shown by fondness for and success in sports. Some definite quality of distinction, whether in intellect or character, is the most important requirement for a Rhodes scholarship.

A 1955 graduate of the U. S. Naval Academy (where he stood number 10 in his class), Ensign Pirie is currently serving in *uss Meredith*.

### Awards in Mahoning County

She's only an LST with an enlisted allowance of 84—and that's not large as Navy ships go—but *uss Mahoning County* (LST 914) wound up 1955 with an awards ceremony worthy of a bigger ship just before she shoved off from Long Beach, Calif., for another tour of duty in WesPac.

The ceremony, which involved 47 per cent of *Mahoning County's* enlisted crew members, got underway with the presentation of twenty Good Conduct Awards. Twelve of these were first awards, five were second awards and three were third awards. Then 21 of the LST's crewmen received new rating "crows," ranging from one first class through four seconds and 16 thirds.

LT Lionel E. Wells, usn, skipper of LST 914, topped off his ship's big day by swearing in Bobby M. Fredrick, CS3, usn, for a second hitch.

## Some Pointers on Leadership for Navy's Junior Officers

*The question of leadership on all levels is of continuing interest and importance to the Navy, and ALL HANDS recognizes the vital importance that leadership plays today, more important, perhaps, than in any other peacetime period.*

*For the first time in the history of our peacetime Navy, for example, it has been necessary to induct men into the Navy by Selective Service. Could leadership, or its lack, be one of the reasons?*

*RADM H. A. "Red" Yeager, USN, Assistant Chief of Naval Personnel for Education and Training, has some ideas on the subject which may be found in excerpts from a speech he gave the recent OCS graduating class (a high percentage of whom were former enlisted men).*

**T**HERE IS NO substitute for competence. When we are fat with peace and when our ships are cruising in quiet waters men may list fairness, kindness and similar qualities as what they most desire of officers. But come war and heavy winds, they look for competence — ability, knowledge and know-how.

An officer must think of his men; but he must think of them as Navy-men. He must be able to lead them in military and naval subjects. This means he must know more than they do and he must be able to communicate his knowledge to them as well as his orders and desires.

Obviously at first your knowledge of what your men must know will be limited. Do not become downhearted by your inadequacies. Thousands before you had the same experience. Use your mistakes to learn.

You must know your men and take care of your men! These are the cardinal rules. But I add two more: Know what your men are supposed to know and help them learn it.

Look over — better yet, study — the Navy Training Manuals which your men must study for advancement in rate. These manuals are simply and clearly written and well illustrated. You can learn the details of your divisional and departmental duties from them. More important, you can learn what your men must learn and do, and then help them to do it. You can use the same terms, the same expressions, and the same

approaches to the work they are taught to use in their schools and texts. For these Navy training courses are written by enlisted men and enlisted men as well as by officers and technical experts. They reflect the Navy as seen and operated by its "doers" — the bluejackets.

Never forget that, as junior officers, you are closest to the troops, you are the officers they know and know well — as a matter of fact, in 30 days they'll know you better than you think they do. This leads me to some frank, very frank, comments.

The Navy has been, since its inception, an organization that draws its real strength from the inner conviction of its members that they are in the finest service in the world. This moral strength, which is seldom outwardly expressed, has culminated in the finest fighting force ever assembled in the history of the world.

Yet all is not a rosy picture. The Navy into which you are now going for your first assignment has a number of serious problems facing it. The failure of a higher percentage of our first cruise men to reenlist after the first four years is serious. The Navy is getting a reenlistment rate of only about 4 per cent. Yet the

mobilization planning of the Navy requires double that rate and more, if we are to meet our requirements.

There are many reasons which cause our first cruise men to leave the Navy. The urge to leave for the joys of civilian life — the influence of wives and sweethearts who dislike the separations of naval life — the failure of some of our commanding officers to provide for positive corrective action — all of these are reasons — for this serious loss of well-trained first cruise men.

The Navy has taken many corrective actions to improve the present situation. Unfortunately, a major reason for the failure of our first cruise men to reenlist has been the junior officers. Lord Jervis, Earl of St. Vincent, a man who rebuilt the Royal British Navy after it was torn by mutinies, in time to hand it over to Lord Nelson as the greatest fighting force the world had seen, said: "It is not the men I fear, it is the loose talk of the officers in the cabins and wardrooms."

Take care of your men — they are the most precious resource our Navy has. Guard their welfare as you do your own and there will be no reenlistment problem.

### What Makes A Good Petty Officer?

Everyone in the Navy can recognize a petty officer by the crow on his arm and the stripes that go with it, but just what are the traits and responsibilities of a petty officer?

To get the answer to that question, ALL HANDS went to the office of the Chief of Naval Operations, where the boss himself, Admiral Arleigh A. Burke, CNO, took time from a packed schedule to draft the following definition of a good petty officer:

- The good petty officer knows what his uniform, his Navy and his flag stand for. He is a proud member of the best fighting organization in the world, the United States Navy.

- The good petty officer is concerned with his men's individual welfare and their future. He pats them on the back when they're good and he gives them hell if they need it. That way he makes better men out of good men and he makes progress. He teaches his trade. He encourages. He inspires. He is consistent. He is competitive. His outfit is the best. He assumes responsibility willingly. He gives his men responsibility. He passes the word. He creates team spirit.

- The good petty officer puts his heart and his soul into his work. He radiates enthusiasm and spark. He knows the Navy. He knows his rate and he genuinely appreciates what he knows."

After rereading his definition the Admiral had one more thing to add and said, "Never in the Navy's history have its petty officers, as a group, been more important or more impressive. The Navy is only as good as its petty officers and it is significant that the U. S. Navy is the world's best."

# THE BULLETIN BOARD

## Hospital Corps School Has Openings for Candidates For Duty under Instruction

There is at present a critical shortage in the Group X (medical) ratings and additional candidates are urgently needed for the basic Hospital Corps school, Class A. If you are qualified, it is suggested you consider the advantages of making application.

All graduates are first assigned to duty in naval hospitals in the continental United States for a minimum of six months. On completion of this six-month training period, about 70 per cent are retained in hospitals for further training and duty and the remainder are ordered to sea duty. About 10 per cent of the total number of personnel are assigned to the Fleet Marine Forces.

Here are the eligibility requirements. Applicants must:

1. Have 24 months' voluntary obligated service on the date of entry into school and, if a Naval Reservist, a signed agreement to remain on active duty during this period.

2. Have been found tempera-

### Submariners Take Top Reenlistment Honors

Submariners have always known a good thing when they see it and the men of Pacific Fleet Submarine Force have certainly proved that they do—the Pacific Fleet submariners walked off with top reenlistment honors over all other type commands throughout the Pacific for a nine-month period.

The Submarine Force stood first in the entire Pacific Fleet in all three reenlistment categories; first cruise, career and over-all reenlistments.

More than half of all Pacific Submarine Force personnel shipped over during the quarter ending last September. First reenlistments scored 32 per cent while 96 per cent of career submariners took the oath again—a good batting average in any man's league.

All-Navy Comic Cartoon Contest—  
E. F. Hudson, LTJG, USNR



"The computer's stopped. Quick, Smedley, get me a pencil and paper—!"

mentally suited for duty in Medical Rating Group X by a medical officer.

3. Have normal color perception.

4. Have a combined GCT/ARI of 100. (Requests for waiver of this requirement should be forwarded to the Chief of Naval Personnel.)

Requests for this duty from personnel in the general apprentice groups who have not completed a Class A service school should be forwarded via your commanding officer to the Chief of Naval Personnel (Attn: Pers B2256), via the Chief of Bureau of Medicine and Surgery (Attn: Code 3441).

If selected, you will be ordered on a "duty under instruction" basis, but submission of a request does not, in itself, guarantee that you will receive an assignment.

### New Course for Recruiters at Great Lakes Journalist School

A four-week recruiters' journalism course, Class C-1, has been established at the Class A Journalists School, U. S. Naval Training Center, Great Lakes, Ill. The course, open to CPOs and POIs of any rating, is designed to train recruiting service personnel in recruiting publicity techniques, basic news media, and the use of various media in connection with the promotion of public relations.

A capacity of 40 has been set for each class, and quotas have been made available to main recruiting stations.

## Many Ex-Regulars Can Reenlist in Their Former Rates If Discharged Less Than a Year

Former Regular Navymen who have been discharged more than three months but less than a year can still reenlist in their former rate. The instruction which authorizes this type reenlistment has been extended to 30 Jun 1956.

Personnel eligible for reenlistment under this instruction are those who held one of the following rates at the time of their discharge:

CPO: RD, SO, GS, MN, RM, CT, DM, AQ, GF.

PO1: QM, RD, SO, FT, GS, MN, ET, TE, RM, CT, JO, DM, MU, MM, MR, BT, EM, IC, PM, SV, CE, BU, SW, UT, AT, AQ, GF, AE.

PO2: QM, RD, SO, TM, GM, FT, GS, MN, ET, IM, OM, TE, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO, DM, MU, MM, EN, MR, BT, EM, IC, ME, FP, DC, PM, ML, SV, CE, CM, BU, SW, UT, AD, AT, AO, AQ, GF, AC, AB, AE, AM, PR, AG, TD, AK, PH, HM, DT.

PO3: QM, RD, SO, TM, GM, FT, GS, MN, ET, IM, OM, TE, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO, DM, MU, MM, EN, MR, BT, EM, IC, ME, FP, DC, PM, ML, SV, CE, CD, CM, BU, SW, UT, AD, AT, AO, AQ, GF, AC, AB, AE, AM, PR, AG, TD, AK, PH, HM, DT.

### More POs Appointed Warrants, WO Selection Board to Meet

Eight more senior petty officers have been selected for advancement to W-1 with promotions effective on acceptance.

The eight men, five chief petty officers and three first class petty officers, bring the total of men advanced to 238 since the warrant officer eligibility list was released a few months ago.

At present the Bureau of Naval Personnel is processing the flood of applications for advancement to W-1 which were due in by 1 Oct 1955. Plans call for a warrant selection board to meet in April to establish a new warrant list. Promotions will be made from the current list until 30 Jun 1956.

## BuPers Manual Adds Change On Permanent Appointments

The Navy's revamped program for permanent appointment to warrant officer has been promulgated in Change 18 to the *Bureau of Naval Personnel Manual*. The same change provides also for original permanent appointment to the grades of ensign (2300) in the Supply and Administrative Section of the Medical Service Corps, or to the grades of ensign and lieutenant (junior grade) (2300) in the MCS's Optometry, Pharmacy and Medical Allied Sciences Section.

The 14 articles included in Change 18 make up an entirely new Section Three of Chapter One, Part C, and will be followed by additional articles to be published at a later date.

Change 18, now being distributed, also includes a number of other revisions to the manual.

## Naval Chronology of WWII Listed in New Reference History

Fo'c'sle sages who like nothing better than a blistering argument concerning the minutiae of bygone events can make no better investment in ammunition than the new *United States Naval Chronology, World War II*. They will find a real bargain, full of dates and facts.

Prepared by the Naval History Division, Office of the Chief of Operations, this 214-page volume which may be obtained from the Superintendent, Washington, D. C., for \$1.75, will also be an invaluable aid to anyone who wants to know the facts, no matter what the occasion.

This excellent reference book spans the six years from 1 Sep 1939 when the Germans marched into Poland until 2 Sep 1945 when the Japanese signed surrender documents on board *uss Missouri* (BB 63). Its day-by-day record of the war covers significant naval events in all theaters, as well as other events of importance. It cites the day U. S. naval ships of any size were sunk or damaged, and many enemy ships sunk by U. S. forces. Included with type of ship and agent causing the casualty is the geographic location as exactly as it could be determined. With index and two appendices.

## HOW DID IT START

### Tecumseh

Tecumseh, the bronze Indian warrior who presides over the Naval Academy, has endeared himself to Academy graduates as the "God of 2.5" — a passing mark; and he is known to the rest of us as a symbol of battle, via pictures of midshipmen giving him a fresh coat of warpaint just before important athletic events.

Beginnings of the Tecumseh tradition are not so well known, however. The original of today's bronze warrior was the figurehead of *uss Delaware*, a Civil War Frigate, and was intended to represent Tamenend, chief of the Delawares and a lover of peace. *Delaware* was sunk during the war, but was raised during a postwar cleanup of obstructions in Virginia rivers.

RADM Peter C. Asserson, CEC, USN, who was in charge of the cleanup, presented the figurehead to Annapolis in 1866, and midshipmen of the sixties soon shrouded the peaceful Tamenend under a series of warrior names, including Powhatan, King Philip, "Old Sebree" (after MIDN, later RADM Sebree, because of their resemblance to each other). The name Tecumseh finally became fixed, however, and even MIDN Sebree was known to his classmates as "Tecumseh."

In 1906, while preparing to move the



figurehead from a building to the present location before Bancroft Hall, it was discovered that Tecumseh was in an advanced state of decay. Repairs were undertaken, however, and the figurehead was good for another 24 years.

Finally, the Academy class of 1891 put up the money and effort to have a bronze replica cast at the Naval Gun Factory in December 1929. Less than six months later, on 31 May 1930, the bronze Tecumseh was presented — to continue his reign as "God of 2.5," "God of Victory" and symbol of courage, fortitude and patience.

## LTJGs Need Physical Exam for Promotion Eligibility

Officers eligible for permanent promotion to the rank of lieutenant (junior grade) are reminded that they are required to have physical examinations *before* they become eligible for promotion, in accordance with BuPers Inst. 1426.1. BuPers Notice 1426 (of 30 Nov. 1955) also points out that there are many officers who became eligible for permanent promotion to LTJG during the years 1954 and 1955 whose professional qualifications have been established but who are lacking the certification of physical qualification by a formal board of medical examiners.

The notice directs commanding officers to order eligible personnel to appear before a formal Board of Medical Examiners about six weeks before the date on which the officer becomes eligible for permanent promotion to LTJG. It also points out that submission of Standard Form 88, either alone or with a copy of the officer's orders containing a medical officer's endorsement, does not meet

the requirements of Chapter VIII, Naval Supplement, *Manual for Courts-Martial* (which states that the Judge Advocate General must be forwarded a complete, authenticated Record of Proceedings for all formal medical boards convened to examine promotion candidates).

## Promotion Selections for Active Duty Lts exceed Two Thousand

A total of 2095 lieutenants on active duty have been selected for temporary promotion to lieutenant commander.

Of these, 1906 were Regular Navy and Naval Reserve lieutenants of the line. Six hundred of the unrestricted line officers will be promoted to fill existing vacancies as soon as they qualify physically and professionally and are confirmed by the Senate. Further promotions will be made as vacancies occur and as officers qualify.

There were 155 officers of the Supply Corps and 34 of the Civil Engineer Corps also selected for promotion. These officers will be promoted as vacancies occur for their unrestricted line running mates.

## Report on USNR for Navymen Who Have Service Obligations

LOTS OF CONFLICTING rumors have been going the rounds concerning the Navyman's "obligation" under the Universal Military Training and Service Act. Many sailors have gotten the wrong impression about service in the Naval Reserve after their Regular Navy tours are over.

Here's the picture, presented as directly and briefly as possible, on what happens when and if you join the Reserve—the obligations incurred, the advantages and disadvantages.

First of all, if you joined the Navy for the first time before 19 Jun 1951, you have no obligation to join the Reserve unless you want to. Membership is voluntary on your part.

However, if you first joined the Navy between 19 Jun 1951 and 9 Aug 1955, inclusive, you acquired an eight-year obligation under the UMT&SA. Your status is *not* changed by the Reserve Forces Act of 1955.

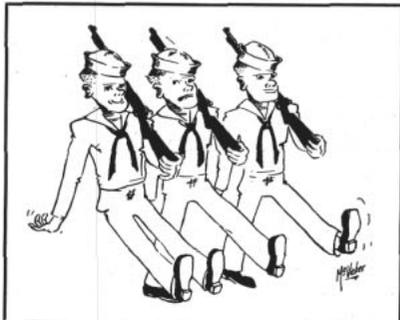
Navymen who first entered military service, under age 26, on or after 10 Aug 1955 incur a six-year obligation under the provisions of the Reserve Forces Act, Public Law 305 (84th Congress).

This article applies to those who have incurred an eight-year obligation. If you have a six-year obligation under the new law, you should read the accompanying article on page 43.

### Ready and Standby Reserve

No doubt you have heard a great deal of talk about the Ready and Standby Reserve. All you need to know about these two categories is that placement in the Ready and Standby Reserve determines your

All-Navy Comic Cartoon Contest—  
F. K. McVicker, SKI, USN



"Get in step, Jones."

vulnerability for recall to active duty.

If you find yourself in the Ready Reserve, you may assume that you would be ordered to active duty before a man in a similar rating in the Standby Reserve. As in the past, orders to active duty will be based upon the needs of the service. If, for example, you are a Standby Reservist—an ET2, let us say—at the time Congress declares a state of emergency or war, you will be vulnerable for active duty after all available ET2s in the Ready Reserve have been ordered to active duty.

If you're concerned that membership in the Naval Reserve will conflict with your personal affairs because of training requirements, you are worrying needlessly. Active participation in Naval Reserve drilling units is strictly voluntary. However, such participation offers opportunities for further training and advancement.

The amount of participation required of a Naval Reservist varies. If you are in the Ready or Standby Reserve in the "active status pool" (that is, you are not voluntarily participating in a drilling unit), you will not be required to attend drills or take part in annual training duty.

### Drilling Units

If you are in a "drill pay status" (receiving money for attending drills), you will be required to attend drills and take part in annual training duty so long as you remain a member of your unit.

The number of drills required depends upon the program in which you are enrolled. As an ET, if you join one type of unit, you will be required to attend 48 drills and take part in a two-week training cruise each year. In addition to the Electronics program, these requirements have been established for the Surface, Submarine, Aviation, Naval Security Group, Seabee, Advanced Base and Selective Service programs. Other programs schedule 12 or 24 drills each year. Two-week annual training duty is required of all members of pay units.

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

### Call To Active Duty

What about being called to active duty? There's little possibility that you as a Reservist will be called to active duty involuntarily, short of an emergency, now or in the near future if you join the Naval Reserve.

It is well to remember, however, that—if Congress declares a war or national emergency—*any Reservist* can be ordered to active duty. This authority will continue until six months after the war or emergency ends. Even Retired Reservists can be ordered to active duty under such circumstances. This, however, is not a new provision.

### Who—and Why?

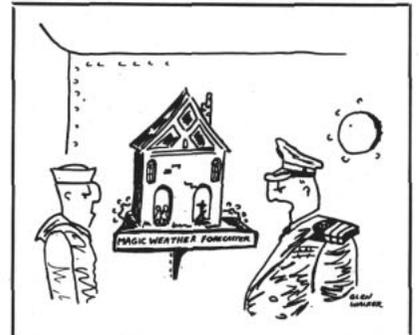
What sort of people make up the Naval Reserve? Most of the officers and administrative personnel in the Reserve Training Centers have served on active duty in a variety of billets and have sea-going experience to back up their qualifications.

They have continued in the Naval Reserve for the same reasons you are now considering. Many sign up because they don't want to sever ties completely with the Navy. They would probably never admit it, but they like the comradeship.

Others enlist because they follow much the same reasoning; they want the extra training—which won't hurt them in their civilian vocation, either. Others think it's their duty.

Some like the idea of the two-week training duty. They enjoy taking time out for a couple of weeks as sea-going sailors during the summer. On their first voyage they learn that theirs is a "working cruise" but most sailors are eager to repeat their

All-Navy Comic Cartoon Contest—  
Glen Walker



"... and then you threw what out-dated barometer over the side?"

experience the following year.

Some are influenced by the pay, advancement opportunities, and retirement benefits available to Reservists.

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

Like you, when you graduated from high school, these young men know they face military service and training in one form or another. They prefer the Navy to the other services and, at some time between the ages of 17 and 18½, they joined the Naval Reserve. They may request active duty with the Navy when—and, currently, even before—they receive their pre-induction notices. Until that



"Don't get excited, they're just remodeling."

time comes, they are acquiring a naval background and preparing for advancement. At present, they will be required to serve not more than 24 months on active duty.

How will you fit into the scheme of things if you decide to enlist in the Naval Reserve? What happens? Where will you stand?

### Reserve Pay Billets

For one thing, you may not find a billet in a pay unit. Because the demand is frequently greater than the supply, a recent policy has been established to make sure that these billets go to Reservists who are available for active duty in the event of an emergency.

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

In general, priority for a pay billet will be given to a qualified Ready

## If You First Joined the Navy after 10 Aug 1955, Check Your Status

IF YOU JOINED the Navy for the first time, while under age 26, on or after 10 Aug 1955, you have a six-year military obligation under the Reserve Forces Act of 1955, Public Law 305 (84th Congress).

This applies to all Regular Navy and Naval Reserve men, as well as those accepting initial appointment or entering officer candidate type programs. The provisions of this Act, as set forth in NavAct 4, do not apply to women.

(The status and obligations of all who became members of the armed forces between 19 Jun 1951 and 9 Aug 1955, inclusive, remain unchanged. Such personnel continue to have an eight-year obligation, which is described in detail in the accompanying article.)

Men who join the Navy for the first time on or after 10 Aug 1955 have three methods by which they may fulfill their service obligations under the new law:

- Enlist in the Regular Navy for six years.
- Enlist for a minority cruise or four years in the Regular Navy. This method requires a total of five years of combined active duty and satisfactory service in the "Ready Reserve" with the remainder of the obligation in the "Standby Reserve."
- Enlist in the Naval Reserve for six years. This method requires Reservists to spend two years on

active duty plus four years on inactive duty in the Reserve. At least three of these inactive duty years will be in the "Ready Reserve," one may be in the "Standby Reserve."

Until enactment of the new law, initial enlistments in the Naval Reserve were being accepted only from young men between the ages of 17 and 18½. Now, however, any man between the ages of 17 and 31 — who meets current USNR enlistment standards and who has not been ordered to report for induction under the Universal Military Training and Service Act — may be enlisted in the Naval Reserve.

Draft-liable individuals between the ages of 18½ and 31 will be enlisted in the Naval Reserve for immediate active duty only. Men 17 to 18½ years of age may be enlisted for immediate active duty or for participation in a drilling unit — subject to the following conditions:

- Members of Reserve units satisfactorily pursuing a course of instruction in high school or college may have active duty orders delayed until such time as they cease to pursue their courses satisfactorily, graduate from high school, complete the current college year, or until they reach the age of 20 — whichever comes first.

- Reservists satisfactorily participating in a USNR unit may have their active duty orders delayed for not more than 12 months after enlistment so that they may advance to pay grade E-2. If the Reservist fails to take part satisfactorily in his unit, however, he will be ordered to active duty unless eligible for delay as specified for students in the preceding paragraph.

BuPers Inst. 1130.5 provides amplifying instructions in regard to implementation of the Reserve Forces Act. The directive sets forth the policy concerning maximum delay of active duty orders. Under this policy, no individual enlisted under the provisions of the Reserve Forces Act shall be ordered to active duty later than three years from the date of his enlistment unless he is enrolled in or selected for an officer candidate type program.

The policy concerning delay in active duty does not apply to men enlisting between the ages of 18½ and 31 who are liable for induction. They may be enlisted for immediate active duty only, without exception.

As further amplifying instructions are issued regarding the Reserve Forces Act, they will be given complete coverage in ALL HANDS.

Reservist who is serving under an agreement to remain in a Ready status for at least one year or is not yet eligible for transfer to a Standby status.

If you have served on active duty in the past and are now contemplating joining the Naval Reserve, and since experienced men in any rating are in great demand, you may be sure of being welcomed with open arms at any Naval Reserve Training Center you visit. If the quota of available billets in pay status is filled, you will probably be placed in an associate non-pay status until a vacancy occurs.

**Obligations and Benefits**

Before discussing various rights and benefits of Naval Reservists, let's summarize briefly: If you served in the Navy before 19 Jun 1951 and have not incurred a service obligation, you don't have to join the Naval Reserve unless you want to.

If you enlisted in the Regular Navy for the first time on or after 19 Jun 1951, you must join the Naval Reserve (unless you reenlist in the Regular Navy) to fulfill your total obligated period of eight years.

If you join the Reserve as an enlisted man, it will be for four years. You probably won't be called to active duty, but no one can really say for sure—that depends on the world situation. You may not be able to draw drill pay right away. If you join a pay unit, you'll have to attend 48 or 24 or 12 drills a year (depending upon the program you affiliate with) and go on two-week training duty.

If your personal affairs change so that you can't attend drills, you can drop out of your unit but you'll still be a member of the Naval Reserve until your enlistment is up. If you serve satisfactorily in the Reserve for 20 years, including the time you've already put in with the Regular Navy, you'll be eligible for retirement when you reach age 60.

**Naval Reserve Retirement**

Although you may no longer be serving on active duty, you need not relinquish one of the major advantages the Navy has to offer—the possibility of retirement with a comfortable income. The Naval Reserve retirement plan enables you to retire at age 60 after completing at least

All-Navy Comic Cartoon Contest—  
W. P. Duensing, HM1, USN



"Where are the side-boys?"

20 years of "satisfactory Federal service," provided you also meet certain conditions.

The basic authority for the Naval Reserve retirement program is Public Law 810, 80th Congress. This law, together with certain changes required under the Armed Forces Reserve Act, is implemented by BUPERS Inst. 1820.1, which is the roundup on Reserve retirement rules.

Here's the way the Naval Reserve retirement system works:

Any person who has completed 20 years of "satisfactory Federal service" (described below) as a commissioned officer, warrant officer, flight officer, or enlisted person in any of the armed services or their Reserve components is eligible upon application to receive retirement pay upon or after reaching age 60, subject to these conditions:

- The last eight years of qualifying service must have been served as a member of a Reserve component. It is not required that this eight years be continuous. Service on the Honorary Retired List subsequent to 1 Jul 1949 or in the Retired Reserve is not creditable for this purpose unless such service was on active duty.

- You must not be eligible for, or receiving, any other retired pay for military service.

- If you were a member of a Reserve component before 15 Aug 1945, you must have performed active Federal service during a por-

tion of either of the following periods: 6 Apr 1917 to 11 Nov 1918 and 9 Sep 1940 to 31 Dec 1946.

Any person who meets the age and service requirements is eligible for Reserve retirement. Any former member who met the service requirements prior to separation from the service under honorable conditions is eligible for retired pay following attainment of age 60. Application should be submitted about six months before his eligibility date.

Service in any component of the armed services is creditable EXCEPT the following:

- Inactive and/or nonfederally recognized status of the National Guard and Air National Guard.

- Inactive Reserve Section of the Officers' Reserve Corps.

- Inactive Officers Section of the Air Force Reserve.

- Honorary Retired List, after 1 Jul 1949, or Retired Reserve except while serving on active duty.

- Service in the Public Health Service or temporary Coast Guard.

- Naval Militia service is creditable only between 16 Feb 1914 and 1 Jul 1918. Any National Guard service is creditable after 21 Jan 1903 if Federally recognized.

- Appointed aviation cadet service between 1935 and 1939 is not creditable for eligibility for retirement purposes but is creditable in determining rate of basic pay.

- Service as midshipman or cadet.

- Time on the inactive status list does not count for retirement purposes but is creditable in determining rate of periodic increases in basic pay.

**Retirement Points**

All service performed on or before 30 Jun 1949, with the exceptions noted above, is creditable for Reserve retirement with pay. Since 1 Jul 1949, a Reservist must earn at least 50 retirement points each anniversary year in order to have that year count as a year of satisfactory Federal service for retirement purposes.

Retirement points may be earned as follows:

- One point for each day of active duty or active duty for training, including travel time.

- One point for each duly authorized drill attended in either pay or nonpay status.

- One point for each period of

equivalent instruction or appropriate duty performed as authorized by the commandant or Chief of Naval Personnel.

- Point credit for completed authorized correspondence courses. The point credit varies in accordance with the course completed. For officers, these points are credited in 12-point units in the anniversary year in which the unit is completed. For enlisted personnel, the points for each course will be prorated by assignment and the points for an assignment will be credited as of the date the assignment is completed—but only after successful completion of the course as a whole.

- Fifteen points are credited for each year of membership in the Naval Reserve except when on the inactive status list or in the Retired Reserve or on active duty or active duty for training.

A maximum of 60 retirement points per year may be credited by means of all but the first of the items listed above.

The "anniversary year" for Naval Reservists who were members on 30 Jun 1949 will be 1 July to 30 June. For those members entering after 30 Jun 1949 or whose service was broken after that date, the anniversary year extends from the date of entry or reentry.

A Reserve officer may obtain a statement of his satisfactory Federal service no more than once a year by addressing a request directly to: Officer in Charge, U. S. Naval Reserve Officer Performance Recording Activity, Naval Reserve Center, Omaha 11, Nebr.

An enlisted Reservist may obtain information concerning his year of satisfactory service from the commanding officer of the unit to which he is attached or from the commandant of the naval district holding his record.

### Rate of Retirement Pay

The rate of retirement pay is the number of accrued retirement points divided by 360 and multiplied by two and one-half times the applicable basic pay of the rank or rating in which retired. Maximum pay is 75 per cent of the basic pay. Pay on the retired list will be based on the highest permanent or temporary rank or rate in which service was satisfactory.

Points for retirement pay purposes are credited as listed below:

- Before 30 Jun 1949, 50 points are given for each year of inactive duty.

- After 30 Jun 1949, points are earned and credited as indicated in the paragraphs above—up to a maximum of 60 points (except that the maximum does not apply to active duty or active duty for training).

- One point is credited for each day of active duty and active duty for training, including travel time.

The official method by which retirement pay is computed is as follows: Add the total number of points earned as indicated in the three paragraphs above, divide by 360, then multiply by 2½ per cent and by the applicable monthly basic pay of the rank or rate in which retired, in order to compute your monthly retired pay.

Retirement pay commences on the effective date of retirement. This may be the first of the month after the date you reach age 60 or the first day of the month after date of application, whichever is later.

### Reserve and Other Retirement Programs

Social Security benefits, other than those based on active duty credits for military service, and Civil Service retirement pay bene-

fits may be received concurrently with Naval Reserve retirement pay.

The dual employment and dual compensation regulations relating to retired Reserve Officers are now being studied and a final decision is expected in the near future.

Neither pension nor disability compensation benefits from the Veterans Administration, nor Federal Employees' Compensation may be received at the same time Naval Reserve retirement benefits are received. Further, retired pay received under Public Law 810 may not be waived in order to receive pension or disability compensation from the Veterans Administration.

If you complete 20 years of satisfactory Federal service before you reach age 60, you have four possible alternatives:

- *Continue active membership:* This action increases the amount of retired pay by accruing additional points as well as by adding years of service which increases the basic pay upon which retired pay is based.

- *Request transfer to the inactive status list:* In this status, additional retirement points may not be accrued. However, this status does count for periodic basic pay increases. (Basic pay is increased by additional years of service.)

## WHAT'S IN A NAME

### Little Ship Many Rockets

Boxing fans have a phrase to describe a favorite little fighter which goes something like, "Pound for pound, he's the best fighter around." That phrase might also be given to the LSMRs of the Atlantic and Pacific Fleets, for they pack a wallop that is tremendous.

Nicknamed "Little Ship Many Rockets," by the men who sail them, the LSMRs can toss up a barrage of gunfire equal to that of five destroyers. They are armed with one 40mm antiaircraft gun, a 5-in. 38-cal. dual purpose gun, four 4.2 mortars and as many as 105 rocket launchers.

The LSMRs are direct descendants of LSMs, which were designated to land a combat load on the beach and to supply the beach after the original landing. However, the redesignated LSMRs, with their lethal firepower, are now assigned the mission of assault bombardment. Although they are designed for "saturation" fire to clear a beachhead ahead of assault troops, their fire can be amazingly accurate on smaller targets.



Over-all length of these "lightweights," is a little over 200 feet. However, they have a cruising radius well over 3000 miles. They usually carry a crew of four officers and 48 enlisted men, with a lieutenant as skipper.

Any other ships care to dispute the LSMRs' pound-for-pound claim?

• **Request transfer to the Retired Reserve:** Except while serving on active duty, no additional points nor years of service may be accrued in this status. However, an individual remains a member of the Naval Reserve and is thereby eligible for other benefits.

• **Resign or be discharged:** In this case, an individual resumes civilian status throughout. He is eligible only for retirement pay (providing he has satisfied the basic retirements) in the nature of a pension upon reaching age 60 and is not placed on the retired list. He is not eligible for any other benefits and is not subject to recall to active duty.

### Obligations Of Retired Reservists

Retired personnel incur certain obligations. They are, of course, subject to the regulations of the Secretary of the Navy. They may be ordered to active duty in time of war or national emergency at the discretion of SecNav, but may be ordered to active duty in time of peace only with their consent.

All retired personnel are required to report changes of address to the commandant of the naval district in which they reside and to the Chief of Naval Personnel. They must keep the Commanding Officer, Navy Finance Center (Special Payments Division), Cleveland 14, Ohio, informed of any change in address.

### Other Benefits For Reservists Opportunities for Commissions

There are several ways in which enlisted Naval Reservists may attain commissioned status, and go on to careers in the naval service. Additional information on any of the

### All-Navy Comic Cartoon Contest— R. L. Diaz, JO3, USN



"A little off the top please."

following paths to a commission may be had from your commanding officer.

• **Naval Reserve Officers' Training Corps (NROTC)**—If you are a high school senior or graduate between the ages of 17 and 21, male, and are on inactive duty, you are eligible to compete in the annual nationwide competitive examination for the Navy's college training program—the NROTC. Applications may be obtained at high schools, colleges, universities and your own Reserve organization, during September.

Reservists on active duty may compete in the Fleet competition for NROTC.

• **United States Naval Academy**—Reservists on inactive duty may compete for the 160 authorized billets open at the Naval Academy each year. Reservists on active duty may compete for appointment with-in another quota. If you want to try for an Academy appointment, you have to plan early. For example, to be eligible to enter the USNA class commencing in mid-1957, you must have been enrolled as a member of the Naval Reserve before 1 Jul

1956. You must complete and submit your application form (NavPers 2451) to the Chief of Naval Personnel before 1 Oct 1956. If your application is approved, you will take the examinations in March 1957.

You'll find the answers to your questions concerning your candidacy for the Naval Academy in two booklets which are available from your commanding officer or your district commandant. They are *Study Guide for Naval Reservists Preparing for the Mental Examinations for Admission to the U. S. Naval Academy*, (NavPers 15813), and *Regulations Governing the Admission of Candidates in the U. S. Naval Academy as Midshipmen and Sample Examination Questions*, (NavPers 15010).

• **Reserve Officer Candidate (ROC)**—If you are an enlisted Reservist attending college you may earn an officer's commission by enrolling in the ROC program. Applications should be filed at the Naval Reserve Training Center nearest your home.

• **Naval Aviation Cadet (NavCad)**—Qualified enlisted Reservists on active or inactive duty may apply for flight training as pilots in the NavCad program. Application should be made at any Naval Air Reserve activity.

**Clothing Stores; Navy Exchanges**—Reservists on inactive duty are authorized to make cash purchases from Clothing Retail Stores. The authority for purchases of items from Clothing Retail Stores is limited, however, to Reservists on inactive duty who are performing active duty for training or inactive duty training where the wearing of the naval uniform is required.

Reservists on active duty for more than 72 hours are entitled to full privileges at Navy Exchanges. When applying for an exchange identification card, make sure you have a copy of your active duty orders.

**Uniform Allowances**—Naval Reserve officers are eligible, under the provisions of the Armed Forces Reserve Act of 1952, for certain uniform allowances: Initial Uniform Allowance, not to exceed \$200; Active Duty Uniform Allowance, not to exceed \$100; Uniform Maintenance Allowance, not to exceed

## Pay Schedule for Each Drill Period in USNR

PAY GRADE	Under 2 years	Over 2 years	Over 3 years	Over 4 years	Over 6 years	Over 8 years	Over 10 years	Over 12 years	Over 14 years	Over 16 years	Over 18 years	Over 22 years	Over 26 years	Over 30 years
E-1*	\$2.77	\$3.29	\$3.29	\$3.55	\$3.55	\$3.55	\$3.55	\$3.55	\$3.55	\$3.55	\$3.55	\$3.55	\$3.55	\$3.55
E-2	2.86	3.38	3.38	3.64	3.90	4.16	4.42	4.42	4.42	4.42	4.42	4.42	4.42	4.42
E-3	3.31	3.90	3.90	4.42	4.68	4.94	5.20	5.33	5.46	5.46	5.46	5.46	5.46	5.46
E-4	4.08	4.68	4.68	5.33	5.59	5.98	6.24	6.50	6.76	7.02	7.28	7.28	7.28	7.28
E-5	4.84	5.46	5.46	6.11	6.37	6.76	7.02	7.28	7.54	7.80	8.06	8.06	8.58	8.58
E-6	5.86	6.24	6.24	6.50	7.15	7.41	7.80	8.06	8.32	8.58	9.10	9.62	9.62	9.62
E-7	6.88	7.41	7.41	7.67	7.93	8.45	8.71	9.10	9.36	9.62	10.14	10.66	11.18	11.18
W-1	7.31	8.37	8.37	8.37	8.89	9.54	9.80	10.19	10.45	10.71	11.23	11.75	12.27	12.27
W-2	8.83	9.36	9.36	9.36	9.62	10.14	10.66	11.18	11.67	11.93	12.45	12.97	13.49	14.01
W-3	10.09	10.79	10.79	10.79	11.05	11.31	11.57	11.96	12.48	12.74	13.52	14.27	14.79	15.31
W-4	11.10	11.83	11.83	11.83	12.35	12.87	13.39	14.04	15.08	15.60	16.12	16.64	17.16	17.68
O-1	7.41	7.90	9.88	9.88	10.40	10.92	11.44	11.96	12.48	12.48	12.48	12.48	12.48	12.48
O-2	8.65	9.14	11.18	11.18	11.70	12.22	12.74	13.26	13.78	13.78	13.78	13.78	13.78	13.78
O-3	10.87	10.87	11.70	12.48	13.52	14.04	14.56	15.08	15.60	16.12	16.64	17.16	17.16	17.16
O-4	13.34	13.34	14.30	14.30	14.30	15.08	16.12	16.64	17.16	17.68	18.72	19.24	19.76	19.76
O-5	15.81	15.81	16.90	16.90	16.90	16.90	16.90	17.68	18.72	19.24	20.28	21.32	22.36	22.36
O-6	19.76	19.76	21.06	21.06	21.06	21.06	21.06	21.06	21.06	21.84	23.92	24.96	26.00	27.04

\* E-1 with less than 4 months' service receives \$2.60.

\$50 and payable for each four years of satisfactory service in a Reserve component. Complete information will be found in BuPers Instr. 7220.14.

Qualified enlisted Reservists are eligible for certain cash allowances, in the case of chief petty officers, or the furnishing of clothing in kind for personnel below pay grade E-7. Rules governing cash allowance or temporary issue of clothing in kind are contained in BuPers Instr. 1020.4.

**Officers' Messes**—Inactive Naval Reserve officers are eligible to make use of the facilities of commissioned officers' messes (open), except at a few locations where facilities are limited.

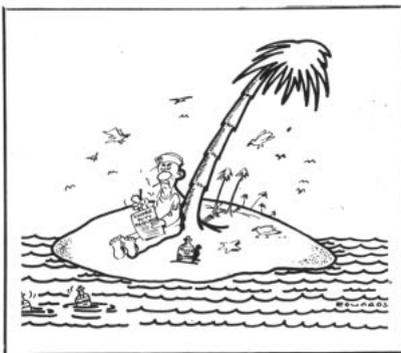
**Wearing the Uniform**—Members of the Naval Reserve on inactive duty may wear uniforms at drills and when performing authorized training duty with or without pay, and when performing necessary travel to and from drills or duty stations.

Inactive Reservists may not appear in uniform at unauthorized times, but may wear the uniform at appropriate "occasions of ceremony," including military ceremonies, memorial services, military funerals or balls, parades, and on Memorial Day. "Occasions of ceremony" are also interpreted to include meetings or functions of associations formed for military purposes, the membership of which is composed largely or entirely of honorably discharged veterans of the services or Reserve personnel.

Reserve officers engaged in a civilian capacity in the instruction of a cadet corps or similar organization at approved naval, military and maritime academies or approved educational institutions may wear Navy uniforms.

**Privileges for Retired Reservists**—Reservists who are retired with pay are entitled to such privileges as wearing the uniform on appropriate occasions, use of their Navy title, and the like. They may be accorded the privileges of Navy Exchanges, small stores, officers' clubs, enlisted clubs, and commissary stores—subject to the limitation of available facilities. Where facilities permit, certain categories of retired Reservists are eligible for hospitalization, inpatient and outpatient treatment at medical activities.

All-Navy Comic Cartoon Contest—  
B. M. Edwards, LTJG, MSC, USN



In addition, retired personnel and their dependents may take one round trip per year on a space-available basis on an MSTs vessel, subject to payment of the applicable MSTs charges for space-available travel.

### BuMed Discontinues Course on Special Clinical Services

The Medical Department correspondence course, *Special Clinical Services (General)* (NavPers 10702) has been suspended because some of the text material is obsolete.

Personnel currently enrolled in this course will be permitted to complete the course for credit, but all assignments must be submitted before 31 Jul 1956. After this date the course will no longer be administered.

Portions of the course will be reprinted at a later date under a new title. When the revised course is available the information will be printed in ALL HANDS.

All-Navy Comic Cartoon Contest—  
R. J. Moesle, YNT3, USNR



"Gee this has all the material for a swell cartoon."

## Temporary Officers and WOs To Be Considered by Boards For Permanent Commissions

Naval Reserve officers and temporary Regular Navy officers (enlisted men, chief warrant and warrant officers now serving under temporary commissions) may now be considered by a continuing selection board for appointment as permanent commissioned officers in the Regular Navy.

Officers in the following categories are eligible to apply for the Regular Navy Augmentation Program (women officers are eligible in those categories so designated):

1. Line (11XX) officers not above the grade of LT with a date of rank of 1 Jul 1953 and junior.

2. Line (13XX) officers not above the grade LTJG (except 1355 LTs).

3. Reserve officers (1395) currently undergoing flight training who will be commissioned in the Regular Navy on completion of flight training and designated as naval aviators if they are selected.

4. Restricted line (14XX), (15XX), (16XX) officers not above the grade of LT with a date of rank of 1 Apr 1952 and junior.

5. Men and women officers of the Medical Corps (21XX), Chaplain Corps (41XX), Dental Corps (22XX), Medical Service Corps (23XX) and Nurse Corps (29XX), not above the grade of LT.

6. Supply Corps (31XX) and Civil Engineer Corps (51XX) officers not above the grade of LT with date of rank of 2 May 1954 and junior.

7. Women line (11XX) and Supply Corps (31XX) officers not above the grade of LTJG.

All of the above officers must be citizens of the U.S. and have six months' active commissioned service.

Additional requirements regarding application for the program outlined in BuPers Inst. 1120.12D

Applications submitted in response to this Instruction will be considered by a continuing board which will meet at least once each quarter or once monthly if the number of applications warrant it. This board will be convened by the Secretary of the Navy, and the result of the boards' action will be published by BuPers Notice. Officers on inactive duty will be notified individually of their selection or non-selection.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as current *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, *Instruction* 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. 91—Announced the convening of selection boards to consider women officers of the Supply Corps and Medical Service Corps of the Regular Navy in the grades of lieutenant and lieutenant (junior grade) for promotion to lieutenant commander and lieutenant respectively.

No. 92—Announced approval by the Secretary of the Navy of the reports of promotion boards which recommended officers of the Navy and Naval Reserve for temporary promotion to the grade of lieutenant commander in the Medical Corps and Dental Corps.

No. 93—Stated that naval personnel from Texas must pay poll tax of \$1.75 in county of residence on enlistment to qualify to vote.

No. 94—Announced approval by the President of the reports of selection boards which recommended officers of the Navy and Naval Reserve for temporary promotion to the grade of lieutenant commander in the Medical Corps, Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps and Medical Service Corps.

No. 95—Announced approval by the President of reports of selection boards which recommended officers of the Navy and Naval Reserve for promotion to the grades of lieutenant commander and lieutenant (Wave).

No. 96—Announced approval by the Secretary of the Navy of the reports of promotion boards which recommended officers of the Navy and Naval Reserve for temporary promotion to the grade of lieutenant in the Medical and Dental Corps.



"Says all he did was cross a wire or two!"

No. 97—Extended greetings for the new year to all Naval and Marine Corps personnel from the Secretary of the Navy.

No. 98—Stated that, as of 1 Jan 1956, the Navy assumed responsibility for procuring certain bonds covering positions which require occupants to be bonded.

No. 99—Extended greeting for the new year to men and women of the Naval and Marine forces throughout the world from the Chief of Naval Operations.

No. 100—Announced approval by the President of the report of a selection board which recommended officers of the Navy and Naval Reserve for temporary promotion to the grade of lieutenant.

No. 101—Announced approval by the President of the report of a selection boards which recommended officers of the Regular Marine Corps and Marine Corps Reserve for temporary promotion to the grade of captain.

No. 102—Announced approval by the President of the reports of selection boards which recommended men and women officers of the Navy and Naval Reserve for temporary

## Promotions Announced For Medical, Dental Corps Officers

The names of 1752 Regular Navy and Naval Reserve lieutenants junior grade of the Medical Corps and Dental Corps who have been recommended for temporary promotion to the grade of lieutenant have been announced. Of this group 1005 are officers of the Medical Corps and 747 are officers of the Dental Corps.

promotion to the grade of lieutenant in the Medical Corps, Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps, Medical Service Corps, Nurse Corps, lieutenant (LDO) in the Civil Engineer Corps and Supply Corps, lieutenant commander in the Supply Corps and Medical Service Corps.

No. 103—Announced the convening of a selection board in April to recommend eligible male enlisted personnel and warrant officers of the Regular Navy for temporary appointment as ensign USN line (Aviation, Ground). Deadline for application is 15 February.

### *BuPers Instructions*

No. 1080.17 — Requested that naval hospitals and ships submit copy of *NavPers* 501 to the Chief of Naval Personnel.

No. 1306.43A — Provides instructions for the assignment of naval aviation cadets failing to complete the flight training program.

No. 1306.55—Publicizes the need for additional candidates for the Basic Hospital Corps school, Class A, and invites requests from eligible personnel.

No. 1540.30 — Submits to certain commandants information in the form of a planning guide to aid in establishing U. S. Naval Schools, Advanced Base Degaussing (Functional) in the event of mobilization.

No. 1610.9—Directs incorporation into all training programs the appropriate areas of the Report of the Secretary of Defense's Advisory Committee on Prisoners of War which discuss the Code of Conduct.

No. 1710.1C — Establishes basic policies and procedures governing the conduct of the All-Navy and Inter-Service Sports programs.

No. 1745.4A—Restates and amends existing directives relative to the financing of the Navy Special Services Programs.

No. 1750—Provides for indoctrinating members of the naval service and their dependents who are ordered to duty in a foreign country.

No. 1760.15—Informs commanding officers of Navy and Naval Reserve activities of the enactment of Public Law 147 (84th Congress), which is concerned with the settlement of accounts of deceased members of the uniformed services, and sets forth administrative regulations

concerning the provisions of the Act.

No. 4642.2A - Promulgates general information concerning the availability of furlough fares for all active military personnel traveling within the continental limits of the United States while in a leave status.

No. 5802.1-Advised alien members of the naval service that all aliens who are in the United States on 1 January must report their address to the Immigration and Naturalization Service.

#### BuPers Notices

No. 1111 (17 Nov)-Announced the annual nationwide competitive examination for appointment to cadetship in the U. S. Coast Guard.

No. 1550 (22 Nov)-Advised all directors of Naval Reserve Officers' Schools, of two new courses to be included in the curriculum for 1955-56.

No. 1550 (23 Nov)-Announced the availability of an instructional analysis of *The United States and World Sea Power* (NavPers 92227).

No. 7220 (23 Nov)-Announced the extension of time for filing of claim for mustering out payment.

No. 1418 (25 Nov)-Announced the waiver of the stenographic performance test requirements required for personnel in the YN rating for the February 1956 examination.

No. 1085 (28 Nov)-Pertained to the administration of the Officer Service Record (Form NavPers 3021) and accountability for officers on the Temporary Disability Retired List.

No. 1426 (30 Nov)-Announced that officers eligible for permanent promotion to lieutenant (junior grade) USN, are required to report for physical examination six weeks before eligibility.

No. 1130 (1 Dec)-Announced Change No. 1 to BuPers Inst. 1130-4C, which is concerned with the enlistment or reenlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1550 (6 Dec)-Announced Change No. 1 to Instructor's Notes, Course 182, *Military Justice* (NavPers 92184).

No. 1085 (8 Dec)-Called attention to the continuing requirement for submission of Officer Biography Sheets (Form 979) and official photographs of certain officers.

No. 1416 (12 Dec)-Emphasized the responsibilities of supervisory examining boards in screening evidence of entitlement of officers to exemption from written examinations and clarified procedures to be followed, as set forth in BuPers Inst. 1416.2.

No. 1520 (13 Dec)-Announced Change No. 1 to BuPers Inst. 1520-17B, concerned with Disaster Relief Course.

No. 1100 (16 Dec)-Described the purpose and use of the new pamphlet summary of the Master Recruiting Plan, fiscal year 1956.

No. 1412 (20 Dec)-Called attention of all officers to the January 1956 issue of the *Naval Training Bulletin*, which was devoted to the single subject of promotion of officers in the Navy.

No. 1710 (20 Dec) - Furnished supplementary information to BuPers Inst. 1710-1C concerning the 1956 All-Navy and Inter-Service Sports programs.

#### List of New Films Ready for Distribution to Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Films in color are designated by (C). Distribution began in December.

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 Chief of Naval Personnel administers this program.

*Illegal* (418): Drama; Edward G. Robinson, Nina Foch.

*Running Wild* (419): Drama; William Campbell, Kathleen Case.

*Kiss of Fire* (420) (C); Drama; Jack Palance, Barbara Rush.

*Duel on the Mississippi* (421): Drama; Lex Barker, Patricia Medina.

*Count Three and Pray* (442) (C); Drama; Van Heflin, Joan Woodward.

*Pete Kelly's Blues* (423) (C); Musical; Jack Webb, Janet Leigh.

*Bengazi* (424): Melodrama; Victor McLaglen, Richard Conte.

*Three Stripes in the Sun* (425): War Drama; Aldo Ray, Mitsuko Kimura.

*Hit The Deck* (426): Musical; Debbie Reynolds, Tony Martin.

*Moonfleet* (427): Adventure Drama; Stewart Granger, Viveca Lindfors.

*Lady Godiva of Coventry* (428) (C); Historical Drama; Maureen O'Hara, George Nader.

*Many Rivers to Cross* (429) (C): Romantic Comedy; Robert Taylor, Eleanor Parker.

*Interrupted Melody* (430): Musical Drama; Eleanor Parker, Glenn Ford.

*The Fighting Chance* (431): Drama; Rod Cameron, Julie London.

*Ulysses* (432) (C): Adventure Spectacle; Kirk Douglas, Silvana Mangano.

*The McConnell Story* (433): Drama; Alan Ladd, June Allyson.

*State Fair* (434) (Reissue): Romantic Comedy; Jeanne Crain.



"I'm sorry sir, I lost the ship in a local card game."

# Roundup on State Income Tax Regulations for Naval Personnel

**Y**OU ARE NO DOUBT familiar with the pamphlet containing Federal income tax information published and distributed by the Bureau of Supplies and Accounts. This pamphlet is designed primarily for the use of Navymen on active duty and describes their rights and liabilities under Federal income tax laws.

However, certain states, territories and possessions of the United States also have their own income tax laws under which you may have liabilities, in addition to the Federal income tax. Below, you will find a summary of the requirements of the local income tax laws, as prepared by BuSandA.

You should note that, unless your State makes a special exception, members of the armed forces are not excused from state and local income taxes merely because they are on active duty.

Generally speaking, if you are a legal resident or live in a state on the last day of a taxable year, you are liable to the income tax laws of that state, even though you did not actually live there during the entire year. Furthermore, you are usually liable for income taxes to the state in which you live or earn your income, as well

as the state in which you are a legal resident. However, Section 514 of the Soldiers' and Sailors' Civil Relief Act of 1940, as amended, provides that a member of the armed forces who is a legal resident of one state but lives in another state *only* because of his military orders, is not liable to the state in which he is living for income taxes on his service pay. This does not apply to retired or retainer pay, or the separate income of any member of your family, or any of your income derived from other sources.

Let's say, for example, that your legal residence is Ohio, but you received orders to Washington, D. C. and have moved to Arlington, Virginia, with your family. You have no income other than your service pay. Since Ohio has no income tax laws, you are not required to file a return to the state of Ohio and, under the Soldiers' and Sailors' Civil Relief Act, you are not liable for filing a Virginia return. You have no problems—state income tax problems, that is.

Let's assume, however, that your pal came from Vermont and is on active duty in California. He pays income taxes in Vermont. He buys a house in California, not for the pur-

pose of changing his legal residence, but only for a place to live while on duty in California. He intends to return to Vermont after his tour of active duty. He will be required to continue to file his state return to Vermont and under Section 514, California will not be able to impose an income tax on his service pay, even though he owns real estate in that state. However, if he is transferred from California and decides to rent his house as investment property, he would be liable to file a California return to report the rental income. If he decides to change his legal residence to California he will, then, of course, be subject to California state income tax laws.

Below, you will find a table which shows features of the income tax laws of the state, territorial and insular possessions of the United States. It primarily indicates the income requirements for filing of returns by residents of states having income tax laws, the personal exemptions allowed, due dates for filing returns and paying taxes, the state office from which further details may be obtained, and special provisions applicable to service personnel.

**SUMMARY OF INCOME TAX LAWS OF STATES, TERRITORIES, AND POSSESSIONS**

**NOTE: 1. "Married couple" or "married" as used in this summary means husband and wife living together.**

**2. A married service man or woman is considered to be living with his or her spouse when separated only by reason of military orders.**

<i>Amount of income which requires residents to file returns</i>	<i>Personal exemptions</i>	<i>Due date for return and payments</i>	<i>Title and address of taxing authority</i>	<i>Special provisions applicable to armed services personnel</i>
<b>ALABAMA:</b>				
Net income of: \$1,500 or more if single; \$3,000 if married or head of family. Declaration of estimated tax required if net income other than wages exceeds \$1,500 for an individual and \$3,000 for married couples.	\$1,500 if single; \$3,000 if married or head of family; \$300 for each dependent.	Return due between 1 January and 15 April. Payment with return or in installments. Declaration due 15 April. Payment of estimated tax with declaration or in installments.	State Department of Revenue, Income Tax Division, Montgomery 2, Alabama.	None. Members of Armed Forces outside continental United States may defer filing until 30 days after return to United States.
<b>ALASKA:</b>				
Over \$600 income from sources within the Territory.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return.	Department of Taxation, Territory of Alaska, Alaska Office Buildings, Juneau, Alaska.	All active-service pay is exempt beginning 1 January 1951. Members of Armed Forces may defer paying until 6 months after discharge if ability to pay is impaired by reason of military or naval service.

<i>Amount of income which requires residents to file returns</i>	<i>Personal exemptions</i>	<i>Due date for return and payments</i>	<i>Title and address of taxing authority</i>	<i>Special provisions applicable to armed services personnel</i>
<b>ARIZONA:</b>				
Net income of: \$1,000 or more if single; \$2,000 or more if married; \$5,000 or more gross income.	\$1,000 if single; \$2,000 if married or head of household; \$600 for each dependent. \$500 additional for taxpayer and spouse for blindness.	Return due 15 April. Payment with return or in installments.	Arizona State Tax Commission, Income Tax Division, Phoenix, Arizona.	\$1,000 active-service pay is exempt. Members of Armed Forces outside continental United States may defer filing returns and payment of tax, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.
<b>ARKANSAS:</b>				
Gross income of \$2,500 or more if single or separated from spouse; \$3,500 or more if married.	\$2,500 if single; \$3,500 if married or head of family; \$600 for each dependent.	Return due 15 May. Payment with return or in installments.	State of Arkansas, Department of Revenues, Little Rock, Arkansas.	All active-service pay is excluded from gross income.
<b>CALIFORNIA:</b>				
Net income of: \$2,000 or more if single or head of household; \$3,500 or more if married. Gross income of: \$5,000 or more.	\$2,000 if single; \$3,500 if married or head of household; \$400 for each dependent. \$500 additional exemptions for taxpayer and spouse for blindness.	Return due 15 April. Payment with return or in installments.	State of California, Franchise Tax Board, Sacramento 14, California.	\$1,000 active-service pay received after 30 Jun 1952, is exempt. Members of Armed Forces outside continental United States on or after 8 Apr 1953 granted automatic extension for filing returns and payment of tax, without penalty or interest, until 180 days after return to U. S. or 6 Jun 1955, whichever is later, if released after 8 Dec 1954. Those discharged before 9 Dec 1954 granted extension of 180 days after discharge.
<b>COLORADO:</b>				
Gross income of \$600 or more.	\$600 for taxpayer; \$600 for spouse on joint return. \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	State of Colorado, Department of Revenue, State Capitol Annex, Denver 2, Colorado.	\$2,000 of active or reserve service pay is excluded from gross income during a time of war or national emergency; \$1,000 may be excluded during any year that the United States is not in a state of war or national emergency. (The \$2,000 exclusion will apply to 1955.) Members of Armed Forces may defer filing returns and payment of tax without penalty or interest until one year after separation.
<b>CONNECTICUT:</b> None:				
<b>DELAWARE:</b>				
Gross income of: \$600 or more if single or separated from spouse; \$1,200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent; \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 30 April. Payment with return or in installments.	State of Delaware, State Tax Department, 843 King Street, Wilmington 99, Delaware.	None. Members of Armed Forces may, upon written application, be granted deferment for filing and paying until 6 months after discharge.

# THE BULLETIN BOARD

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
<b>DISTRICT OF COLUMBIA:</b>				
Over \$4,000 gross income or receipts; Married couple whose combined gross income exceeds \$4,000 and the income of each spouse exceeds \$500. Married couple having combined gross receipts over \$4,000. Joint returns not permitted.	\$4,000 for taxpayer; \$500 for each dependent, including spouse if such spouse not required to file return.	Return due 15 April. Payment with return or in installments.	District of Columbia, Income and Franchise Tax Division, Room 2033, Municipal Center, 300 Indiana Ave., N. W. Washington 1, D. C.	None. Deferment for filing returns or paying taxes granted members of Armed Forces outside the United States until 6 months after return.
<b>FLORIDA:</b> None.				
<b>GEORGIA:</b>				
Gross income of: \$1,500 or more if single or separated from spouse; \$3,000 or more if married.	\$1,500 if single; \$3,000 if married or head of family. \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	Department of Revenue, Income Tax Unit, 502 State Office Building, Atlanta 3, Ga.	\$1,500 active-service pay is excluded from gross income from 1 January 1950 until termination of the Korean conflict. (This exclusion will apply for 1955.) Deferment for filing returns or paying taxes granted members of the Armed Forces outside continental U. S. until the 15th day of the fourth month after return to the U. S.
<b>GUAM:</b>				
Gross income of: \$600 or more.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment due with return.	Division of Revenue and Taxation, Commissioner's Office, Department of Finance, Government of Guam, Agana, Guam.	Income of members of Armed Forces subject to same computations as for Federal returns.
<b>HAWAII:</b>				
Any amount from rents or a profession. Other income from within or without the Territory—\$1,100 if single; \$2,200 if married, or gross income from compensation and/or dividends taxable under the Compensation or Dividends Tax Law, with exception of \$50 or less interest, etc. \$2,850 if single, \$5,900 if married.	\$1,000 if single; \$2,000 if married or head of family; \$200 for each dependent. \$5,000 exemption in lieu of normal exemption for taxpayer if blind.	<i>Net income tax return:</i> Return due 20 April. Payment with return or in installments. <i>Compensation and dividends tax return:</i> Return and payment due on or before 20th day of each month.	Bureau of Income and Miscellaneous Taxes, Territory of Hawaii, Department of the Tax Commissioner, P.O. Box 259, Honolulu 9, Hawaii.	Compensation received from the United States for service in the Armed Forces is excluded from gross income. Members of Armed Forces may defer paying not later than 6 months after discharge if ability to pay is impaired by reason of such service.
<b>IDAHO:</b>				
Net income in excess of personal exemptions.	\$700 if single; \$1,500 if married; \$200 for each dependent. \$5 credit from tax for each dependent in addition to exemption.	Return due 15 April. Payment with return or in installments.	State of Idaho, Office of Tax Collector, Income Tax Division, P. O. Box 1399, Boise, Idaho.	Idaho servicemen exempt if serving outside the State. Members of Armed Forces outside continental limits of United States may defer filing returns and paying taxes until 6 months after discharge.
<b>ILLINOIS:</b>				
None.				

<i>Amount of income which requires residents to file returns</i>	<i>Personal exemptions</i>	<i>Due date for return and payments</i>	<i>Title and address of taxing authority</i>	<i>Special provisions applicable to armed services personnel</i>
<b>INDIANA:</b>				
Gross income over \$1,000. Joint returns not permitted.	\$1,000 for each taxpayer.	Quarterly returns (required when tax for any quarter is \$10 or more) due by 30 April, 31 July, and 31 October. Annual return due 31 January. Payment with return.	Indiana Department of State Revenue, Gross Income Tax Division, 141 South Meridian Street, Indianapolis 9, Indiana.	All active-service pay is exempt. Members of Armed Services may defer filing returns and paying tax until 6 months after discharge.
<b>IOWA:</b>				
Net income of: \$1,500 or over if single or separated from spouse; \$2,350 or more if married. Gross income of: \$3,000 or more.	Credit from tax: \$12 if single; \$24 if married or head of family; \$12 for each dependent child.	Return due 30 April. Payment due with return or in installments.	State Tax Commission, Income Tax Division, State Office Building, Des Moines 19, Iowa.	Exclusion same as for Federal returns.
<b>KANSAS:</b>				
Net income of: \$600 or more if single or separated from spouse; \$1,200 or more if married. Gross income of: \$4,000 or more.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	State Commission of Revenue and Taxation, Income Tax Division, Statehouse, Topeka, Kansas.	\$1,500 active-service pay excluded from gross income until the termination of the present world crisis, as determined by the executive council of the State. Deferment granted members of Armed Forces for filing returns and paying taxes until one year after discharge or one year after termination of present world crisis, whichever is earlier.
<b>KENTUCKY:</b>				
Net income of: \$1,000 or more if single or separated from spouse; \$2,000 or more if married. Gross income of: \$1,500 or more if single or separated from spouse; \$2,500 or more if married. Declaration of estimated tax for 1955 required if gross income will be \$1,500 or more, and if gross income from sources other than wages will be \$1,000 or more.	Credit from tax: \$20 if single; \$40 if married or head of family; \$10 for each dependent. \$10 additional credits for taxpayer and spouse 65 or over, or blind.	Return due 15 April. Payment with return. Declarations due 15 April. Payment of estimated tax with declaration or in installments.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Kentucky.	Income of members of Armed Forces subject to same computations as for Federal returns. Members of the Armed Forces may defer filing returns and paying taxes until 12 months after termination of the national emergency, or termination of military service, whichever is earlier.
<b>LOUISIANA:</b>				
Net income of: \$2,500 or more if single or separated from spouse; \$5,000 or more if married. Gross income of: \$6,000 or more.	\$2,500 if single; \$5,000 if married or head of family; \$400 for each dependent.	Return due 15 May. Payment with return or in installments.	State of Louisiana, Department of Revenue, Baton Rouge 1, Louisiana.	None. Members of Armed Forces on sea or foreign service duty, and prisoners of war, on due date of return have deferment until 15th day of 5th month following return to continental United States.
<b>MAINE:</b>				
None.				

## THE BULLETIN BOARD

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
<b>MARYLAND:</b>				
Gross income in excess of: \$800 if single; \$1,600 if married or head of family. Declarations of estimated tax required if income will be \$500 or more not subject to withholding, and total gross income will be \$1,500 or more if single and \$2,500 or more if married.	\$800 if single; \$1,600 if married; \$800 for each dependent. Additional exemptions for taxpayer and spouse if over 65 or blind, and for dependents over 65.	Return due 15 April. Payment with return. Declarations due 15 April. Payments of estimated tax with declaration or in installments.	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Maryland.	\$1,500 of active-service pay excluded from gross income beginning calendar year 1951. Substantially follows Federal law with respect to deferments by members of Armed Forces.
<b>MASSACHUSETTS:</b>				
Earned income of \$2,000 or more; Other taxable income in any amount.	\$2,000 for taxpayer against earned income; \$500 for spouse; \$400 for each dependent.	Return due 15 April. Payment with return.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Division, 40 Court Street, Boston, Massachusetts.	None.
<b>MICHIGAN:</b> None.				
<b>MINNESOTA:</b>				
Gross income in excess of: \$1,000 if single; \$2,000 if married or head of household, or if combined income of married couple exceeds \$2,000.	Credit from tax: \$10 if single; \$30 if married or head of household; \$10 for each dependent. Additional credits for taxpayers for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	State of Minnesota, Department of Taxation, Income Tax Division, 213 State Office Building, St. Paul 1, Minnesota.	\$3,000 active-service pay excluded from gross income. Members of Armed Forces outside continental United States continuously for more than 90 days granted extension of time until 6 months after return.
<b>MISSISSIPPI:</b>				
Net income in excess of personal exemptions. Gross income over \$6,000.	\$4,000 if single; \$6,000 if married. No personal exemption for dependents.	Return due 15 April. Payment with return or in installments.	State Tax Commission, Income Tax Division, Jackson, Mississippi.	None.
<b>MISSOURI:</b>				
Gross income of \$1,200 if single; \$2,400 or more if married or head of family.	\$1,200 if single; \$2,400 if married or head of family; \$400 for each dependent.	Return due 15 April. Payment with return.	State of Missouri, Department of Revenue, Division of Tax Collection, Jefferson City, Missouri.	\$3,000 active-service pay exempt beginning with calendar year 1951.
<b>MONTANA:</b>				
Net income of: \$1,000 or over if single; \$2,000 or more if married or head of family. Declarations of estimated tax required where income tax not subject to withholding can be expected to equal or exceed income subject to withholding.	\$1,000 if single; \$2,000 if married or head of family; \$300 for each dependent.	Return due 15 April. Payment with return or in installments. Declaration due 15 April. Payment of estimated tax with declaration or in installments.	State of Montana Board of Equalization, State Capitol Bldg., Helena, Montana.	None. Members of Armed Forces may defer filing returns and paying taxes until six months after discharge in cases of undue hardship caused by military service.
<b>NEBRASKA:</b>				
None.				
<b>NEVADA:</b> None.				
<b>NEW HAMPSHIRE:</b>				
Any amount of taxable income from interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	Return due 1 May. Payment with return.	State Tax Commission, Division of Interest and Dividends, Concord, New Hampshire.	None.

<i>Amount of income which requires residents to file returns</i>	<i>Personal exemptions</i>	<i>Due date for return and payments</i>	<i>Title and address of taxing authority</i>	<i>Special provisions applicable to armed services personnel</i>
<b>NEW JERSEY:</b> None.				
<b>NEW MEXICO:</b>				
Gross income of: \$1,500 or more if single; \$2,500 or more if married.	\$1,500 if single; \$2,500 if married; \$200 for each dependent.	Return due 15 April. Payment with return or in installments.	State of New Mexico, Income Tax Division, Bureau of Revenue, P. O. Box 451, Sante Fe, N.M.	None.
<b>NEW YORK:</b>				
Combined net income and net capital gain of: \$1,000 or more if single or separated from spouse; \$2,500 or more if married or head of family. (Note: Net income is computed without deduction of capital losses.) Combined gross income and capital gain of \$5,000 or more.	\$1,000 if single; \$2,500 if married or head of family; \$400 for each dependent.	Return due 15 April. Payment with return or in installments.	State of New York, Department of Taxation and Finance, Income Tax Bureau, Albany 1, New York.	All compensation for active service as a member of the Armed Forces is excluded from gross income from 1 January 1942 until 31 December 1955, or termination of present emergency as proclaimed by the President, whichever is earlier.
<b>NORTH CAROLINA:</b>				
Net income of: More than \$1,000 if single or if a married woman with separate income; \$2,000 if a married man living with his wife on 31 December. Gross income of more than \$5,000 from a business or profession. Joint return not permitted unless the income is from jointly owned property.	\$1,000 if single; or a married woman having separate income; \$2,000 if married man or head of a household; \$2,000 if widow or widower with minor child; \$1,000 additional if blind; \$300 for each dependent of a taxpayer entitled to the \$2,000 exemption.	Return due on or before 15 April. Payment due with return or in installments.	State of North Carolina, Department of Revenue, Income Tax Division, Raleigh, North Carolina.	All active service pay excluded until 31 Jan 1955; none thereafter.
<b>NORTH DAKOTA:</b>				
Net income of: \$600 or more if single or separated from spouse; \$1,500 or more if married or head of household. Gross income of: \$5,000 or more.	\$600 if single; \$1,500 if married or head of household; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse 65 or over.	Return due 15 April. Payment with return or in installments.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, North Dakota.	All active-service pay is exempt. Deferment granted to members of armed forces until the 15th day of 6th month following discharge.
<b>OHIO:</b> No personal income tax, but residents of some Ohio cities and municipalities may be liable for income taxes.				
<b>OKLAHOMA:</b>				
Gross income of: \$1,000 or more if single; \$2,000 or more if married.	\$1,000 if single; \$2,000 if married or head of family; \$500 for each dependent.	Return due 15 April. Payment with return or in installments.	Oklahoma Tax Commission, Income Tax Division, State of Oklahoma, Oklahoma City 5, Oklahoma.	\$1,500 of active service pay excluded until 1 Jan 1955; none thereafter.
<b>OREGON:</b>				
Net income in excess of personal exemptions. Gross income of \$4,000 or more.	\$500 if single, or separated from spouse; \$1,000 if married or head of family; \$500 for each dependent. \$500 additional for each taxpayer who is blind; \$6 credit from tax for each taxpayer 65 or over. Additional "Hardship" exemption on incomes under \$1,000 if single, and \$1,500 if married.	Return due prior to 15 April. Payment with return or in installments.	State Tax Commission, Income Tax Division, 100 State Office Building, Salem, Oregon; or State Tax Commission, 1400 S.W. 5th Avenue, Portland, Oregon.	\$3,000 active-service pay is excluded for tax years beginning after 31 December 1941. Members of Armed Forces have extension of time for filing returns and paying taxes by disregarding period of active duty outside the United States, subject to minimum of 90 days.

# THE BULLETIN BOARD

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
<b>PENNSYLVANIA:</b>				
No personal income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes.				
<b>PUERTO RICO:</b>				
Net income of: \$800 or over if single or separated from spouse or if head of family; \$2,000 or over if married. Gross income of \$5,000 or more.	\$800 if single or separated from spouse; \$2,000 if married or head of family; \$400 for each dependent.	Return due 15 April. Payment with return or in installments.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, San Juan (Santurce), P.O. Box 9717, Santurce, Puerto Rico.	None. Members of Armed Forces outside Puerto Rico may defer filing and paying.
<b>RHODE ISLAND:</b>				
None.				
<b>SOUTH CAROLINA:</b>				
Net income of: \$1,000 or more if single or separated from spouse; \$1,800 or more net aggregate income of married couple.	\$1,000 if single; \$2,000 if married or head of a household; \$400 for each dependent.	Return due 15 April. Payment with return or in installments.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia, South Carolina.	Income of members of Armed Forces subject to same computations as for Federal returns.
<b>SOUTH DAKOTA:</b>				
None.				
<b>TENNESSEE:</b>				
Income of \$25 or more from dividends and interest.	None.	Return due 15 April. Payment with return.	State of Tennessee, Department of Finance and Taxation, Income Tax Division, Nashville, Tennessee.	None.
<b>TEXAS:</b>				
None.				
<b>UTAH:</b>				
Gross income of: \$600 or more if single or separated from spouse; \$1,200 or more if married.	\$600 if single; \$1,200 if married; \$600 additional exemption for taxpayer and spouse for blindness. \$600 for each dependent.	Return due 15 April. Payment with return.	State Tax Commission, 118 State Capitol, Salt Lake City, Utah.	None.
<b>VERMONT:</b>				
Gross income of: \$500 or more. Declaration of estimated tax required on income not subject to withholding.	\$500 for taxpayer; \$500 for spouse; \$500 for each dependent. Additional exemptions are allowed taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return. Declaration due 15 April. Payment of estimated tax with declaration or in installments.	Commissioner of Taxes, Montpelier, Vermont.	Income of members of Armed Forces subject to same computations as for Federal returns. Members of the Armed Forces may defer filing returns and paying taxes no later than six months from date of discharge.
<b>VIRGINIA:</b>				
Gross income of \$1,000 or more.	\$1,000 for taxpayer; \$1,000 for spouse; \$200 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over. \$800 additional for dependent mother, father, son, daughter, brother, or sister of unmarried taxpayer.	Return due 1 May. Payment due 5 December.	Commissioner of Revenue, of the county of which taxpayer is a resident; or Commonwealth of Virginia, Department of Taxation, Richmond 15, Virginia.	Income of members of Armed Forces subject to same computations as for Federal returns for 1951 through 1955.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
<b>WASHINGTON:</b>				
None.				
<b>WEST VIRGINIA:</b>				
None.				
<b>WISCONSIN:</b>				
Net income of: \$1,400 combined net income of married couple. Gross income of: \$600 or more.	Credit from tax: \$7 if single; \$14 if married or head of family; \$7 for each dependent.	Return due 15 April. Payment with return or in installments.	State of Wisconsin, Department of Taxation, 121 South Pinckney St., Madison 3, Wis; or Assessor of Income for county in which taxpayer resides.	\$1,500 active-service pay is excluded through 1956. Extension of time for filing returns and paying taxes is granted to members of Armed Forces outside the U. S. on the date their taxable year ends or the date returns are due, until six months after discharge, but in no case after 15 Jun 1957.
<b>WYOMING:</b>				
None.				

## Applications Open to USN and USNR Officers on Active Duty for Submarine Training

Applications from Regular Navy and Naval Reserve line officers on active duty are being accepted for the Submarine School, New London, Conn., which convenes the first week in July 1956.

The length of the course is six months. Applications, which should reach the Bureau of Naval Personnel not later than 1 Mar 1956, are desired from officers in the grade of lieutenant (junior grade) whose date of rank is on or after 1 Jan 1954 and of ensigns whose date of rank is before 1 Jul 1955.

Here are further details:

You are selected upon the quality of your fitness report records and your educational background.

You should be qualified to stand OOD watches under way prior to re-

### QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9:

1. (b) Commandant, U.S. Marine Corps.
2. (c) General Randolph McPate.
3. (c) Royal Hellenic Navy.
4. (c) Commander
5. (c) Charles S. Thomas
6. (b) 1798

porting to Submarine School.

Forward your physical examination report with your letter of application to the Chief of Naval Personnel.

The obligation to serve at least one year after reporting to a submarine is in addition to your present obligation and any other active duty requirements.

If you apply and fail of selection, you will not be considered automatically for the next class. A separate application is required.

You will not be ordered to Submarine School unless you: have completed at least one year of active commissioned service as of 1 Jul 1956; are physically qualified for submarine duty; and execute a signed agreement not to resign nor request to be released from active duty during the course at the Submarine School and for a period of at least one year after reporting to your first submarine duty.

There are a limited number of quarters available for married stu-

dents. It is suggested that you submit a request for quarters as soon as you receive your orders.

## Course in Petroleum Ready for Civil Engineer Corps Officers

A new CEC officer correspondence course, *Petroleum Fuels and Lubricant Systems* (NavPers 10752), is now available at the Naval Correspondence Course Center. This course is restricted to officers of the Civil Engineer Corps, Regular or Reserve. It consists of four assignments, and is evaluated at eight Naval Reserve points credit.

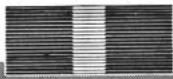
All-Navy Cartoon Contest  
P. B. Kincade, PNC, USN.

All-Navy Comic Cartoon Contest—  
E. F. Hudson, LTJG, USNR



"I can't teach Seaman Dilbogg to march, Sir. He's got two left feet!"

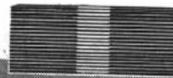
# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy . . ."

★ NEAL, George M., AD3, USN, serving with a Navy Helicopter Rescue Unit in North Korea on 3 Jul 1951. Neal voluntarily flew as crewman of a helicopter to the reported position of a downed aviator in an attempt to effect a rescue. Despite the overcast, approaching darkness and increasing enemy fire the crew persisted in the search until the downed aviator, who was suffering from an injured leg, was found. While effecting the rescue the helicopter was hit and crashed in enemy territory. The small party avoided capture for nine days. After capture they steadfastly refused to aid the enemy.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ SABIN, Lorenzo S., RADM, USN, for performance of exceptional service to the government of the United States as Commander Task Force 90 during the operation 'Passage to Freedom' from 8 Aug 1954 to 11 Apr 1955. During this period, Rear Admiral Sabin successfully brought about the evacuation of more than 260,000 Vietnamese refugees. In addition to the large number of refugees evacuated, Rear Admiral Sabin directed the amphibious forces under his command in lifting more than 7600 vehicles and 66,000 tons of cargo with a minimum loss of time to the ships involved.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ DOOLEY, Thomas A., LTJG, USNR, for exceptionally meritorious conduct in connection with the mass evacuation of Vietnamese refugees in Task Force 90 ships from 10 Aug 1954 to 30 Jan 1955.

★ FRASER, George K., CAPT, USN, Chief of Staff and Aide to Commander Carrier Division 3 during operations against enemy aggressor forces in Korea from 19 Mar to 4 Sep 1952. Combat "V" authorized.

★ PLANK, DICK A., CDR, USNR, Officer-in-Charge of a Special Bureau of Ordnance Technical Task Team and as Special Mining Assistant of the Chief of Naval Operations and to a Fleet Commander from June 1954 to April 1955.

★ THEW, Joseph P., CAPT, USN, as Commander Fleet Activities in Yokosuka, Japan from 12 Aug 1952 through 4 Jun 1955. He contributed immeasurably to the effectiveness of friendly fleets during the Korean conflict and to the high state of readiness since the signing of the armistice.

#### Gold star in lieu of second award:

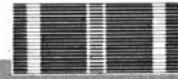
★ CARSON, Joseph M., RADM, USN, Commander Fleet Air, Japan, and as Commander Naval Air Bases, Japan, from February 1953 to March 1955.

★ GANO, Roy A., RADM, USN, Commander Logistic Group during the planning of Operation 'Passage to Freedom' from 9 August to 19 Sep 1954.

#### Gold star in lieu of third award:

★ SYLVESTER, John, RADM, USN, as Commander Task Group 7.3, Joint Task Force 7 at Washington, D.C.; San Diego, California; and in an Eastern Pacific Ocean Area from 9 Jan 1953 to 31 Jul 1955. He was responsible for the over-all planning, development and successful completion of

operation WIGWAM, an underwater detonation of an atomic device.<sup>1</sup>



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ BRAND, Richard G., LT, USN, as a pilot in Helicopter Squadron 1, Unit Nineteen, during a rescue mission off Wonsan, North Korea, on 24 Feb 1953.

★ DUNLEVY, Francis J., ARM3, USNR, as second radioman of a patrol bomber plane in Patrol Bomber Squadron 216 during operations against enemy Japanese forces in the Pacific War Area from 31 Aug to 8 Oct 1944.

★ GILKEY, Arthur W., LTJG, USNR, as a pilot of a plane engaged in an observation reconnaissance flight in the Southwestern Pacific Area.

★ HARMAN, Walter R., LCDR, USNR, as a pilot and division leader in Fighter Squadron 783 attached to *uss Bon Homme Richard* during a rescue mission in Korea on 3 Oct 1951.

#### Gold star in lieu of second award:

★ SANDERS, Charles C., LCDR, USN, as a pilot and flight leader in Fighter Squadron 871 attached to *uss Essex* during a rescue mission in Korea on 20 Oct 1952.

#### Gold star in lieu of fourth award:

★ BLAKE, Gilbert S., LTJG, USNR, as a pilot in Torpedo Squadron 10 during operations in the Pacific War Area from 21 to 29 Apr 1944.



NAVY AND MARINE CORPS MEDAL

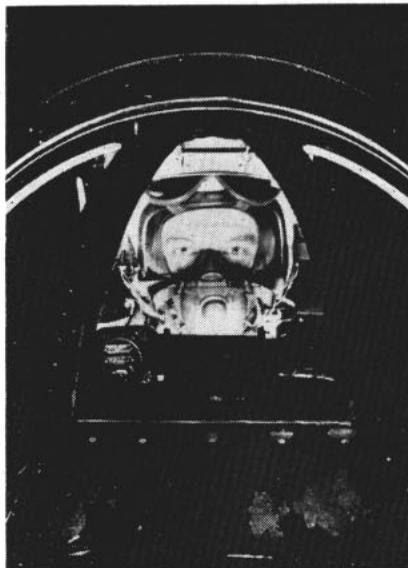
"For heroic conduct not involving actual conflict with an enemy . . ."

★ HOFFMAN, Arthur A., ACC, USN, for heroic conduct in the South China Sea on 17 Sep 1954.

★ KUSCIENKO, Raymond, HM3, USN, for heroic conduct in saving a British soldier from probable death in Korea on 29 Nov 1954.

★ REID, Roger H., USNR, for heroic conduct in connection with a mission over the Sea of Japan on 4 Sep 1954.

★ THOMPSON, John L., ENS, USNR, serving in *uss Henley* (DD 762) on 13 Nov 1953.



# BIG 'E'

## 20,000-TON TEST TUBE



Because of the vast potentialities suggested by super carriers such as *uss Forrestal* (CVA 59) and the conversion program of the more conventional carriers, it might be useful to recall that, at the beginning of World War II, the aircraft carrier had yet to prove itself. As based upon official records, here's the life story of *uss Enterprise* (CVS 6), one of those which helped to establish firmly the doctrine of carrier warfare.

**A** STORM AT SEA delayed *Enterprise* just long enough for her to miss the attack on Pearl Harbor.

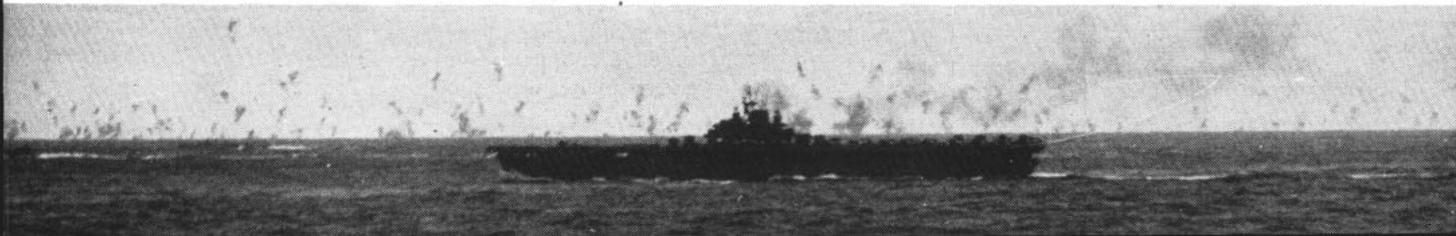
The "Big E" was steaming through the Central Pacific early in December 1941 when she ran into very heavy weather. She had been busy the previous months shuttling planes from the States to various island bases. To save her escorting destroyers from a terrific buffeting under the crashing waves, the flag, Fleet Admiral (then Vice Admiral) William F. Halsey, Jr., USN, ordered reduced speed.

As a result, *Enterprise's* ETA at Pearl Harbor was delayed—from 6 December to 7 December—and *Enterprise* was thus saved.

As she neared Pearl Harbor on that fateful 7 December morning, her planes prepared to take off for the airfields around Pearl, according to plan. One flight left on what seemed a peaceful Sunday morning in the tropics, but when they reached Pearl they ran right

into the middle of the Japanese attack. Their radio report was the first the carrier had that the nation was at war. Although it does not appear in official records, *Enterprise* men insist one of their scouts shot down the first enemy plane of the war that morning.

*The Enterprise of which we speak was named after six other United States ships that had earlier attained considerable recognition. The first was a sloop (1775-77) which had been captured from the British and which had fought gallantly at Lake Champlain in 1776 under General Benedict Arnold. The second (1777) was an armed schooner which had convoyed transports in Chesapeake Bay in the same war. The third (1779-1823) was the most famous of the group, and was commanded by such illustrious naval figures as Stephen Decatur, David Porter, and Isaac Hull. She was a 12-gun schooner that had a brilliant career in the quasi war with France, against the Barbary pirates, and in the War of 1812.*



The fourth *Enterprise* (1831-1845) was a 10-gun schooner which engaged in suppressing the West African slave trade. The fifth of the name (1877-1909) was a steam corvette with auxiliary sailpower which served intermittent tours of duty with the European squadron until 1890 and was then converted into a training ship. The sixth ship (1917-1919) was originally a private yacht and saw service as a patrol ship during WW I.

Under the Act approved by Congress in 1933, President Franklin D. Roosevelt authorized the sum of \$238,000,000 for the construction of naval ships. On 3 August of that year, the Navy Department awarded a contract for the construction of two aircraft carriers. The keel for the first, USS *Yorktown* (CV 5) was laid in May 1934 and the ship was launched in September 1937. The keel of the second, *Enterprise*, sister ship of *Yorktown*, was laid in July 1934 and the ship was launched in October 1936.

Commissioned in 1938, the 19,500-ton carrier spent her entire career after 1939 in the Pacific. She had a length of 827 feet, and a maximum breadth of 114 feet; her hull and machinery cost approximately \$19,000,000. She carried a peacetime complement of 82 officers and 1447 sailors, plus an Air Group of four squadrons.

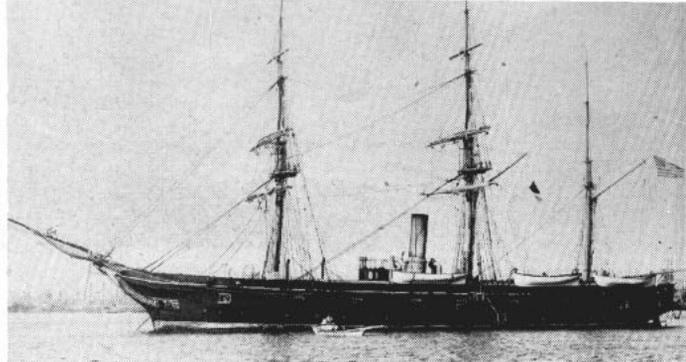
(By way of comparison, *Forrestal*, first of its class, constructed at a cost of approximately \$218,000,000, has a standard displacement of 59,650 tons, an over-all length of 1036 feet, and a flight deck 252 feet wide. The vessel carries a complement of 466 officers, 3360 enlisted personnel. *Ranger* and *Saratoga* have nearly similar statistics.)

The "Big E" crowded a lifetime into her nearly four years of warfare. The enemy damaged her 15 times with hits and near misses. Tokyo claimed her "sunk" on six different occasions, but after each "sinking," she returned to battle.

Her final record was 911 Japanese planes shot down by the ship's guns and planes, 71 enemy ships sunk by her pilots, another 192 ships damaged or probably sunk, and vast damage to enemy shore installations. While accumulating 20 battle stars, *Enterprise* recorded some 54,000 plane landings and had travelled more than 275,000 miles—the equivalent of 12 times around the world at the equator.

IT REMAINED FOR the raids on the Marshall and Gilbert Islands to account for the first official entry of enemy air loss on the *Enterprise* bulkhead. Only a

**'LUCKY LITTLE ENTERPRISE'**—most famous of old ships with the name fought Barbary Pirates and War of 1812.



**FIFTH WITH SAME NAME (1879-1909), a steam corvette with auxiliary sails, served with European Squadron.**

little more than a month had passed since Pearl Harbor before a task force, with *Enterprise* as its central weapon, illustrated again the effectiveness of the theory (already proved by the Japanese at Pearl Harbor) that an air attack could be effectively launched from a mobile, floating base.

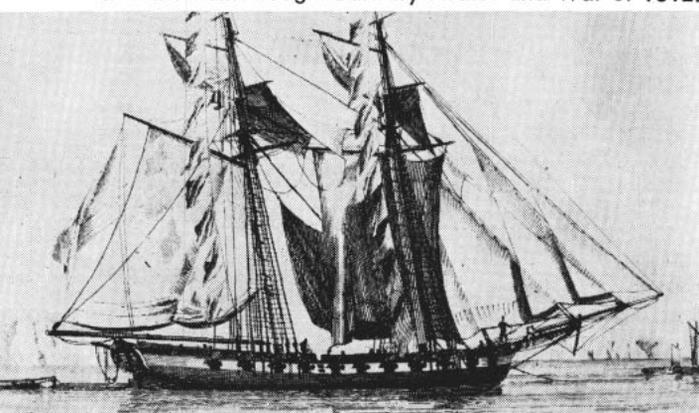
Supported by a group of surface vessels, including three heavy cruisers, in February 1942 the "Big E" drove deep into Japanese-held territory and, in the attack on the Marshall-Gilbert Islands, wrote the first page in a brilliant record that within 10 months was to earn her the Presidential Unit Citation.

With relatively small losses in material and casualties, *Enterprise*, in company with *Yorktown* and supporting vessels, hit hard at an enemy naval base and naval air base; sank some 73,000 tons of enemy ships, including two submarines, and not counting a light cruiser which was certainly out of the war for many months; blasted two airfields, destroyed 36 Japanese aircraft and in so doing successfully completed a laboratory experiment that was to develop into a new kind of war at sea—the task force erected on the airplane carrier. Her planes also sank the Japanese submarine I-170 (the first Japanese submarine — except midgets — to be sunk) three days after Pearl Harbor. She was operating in the "Shangri-La" carrier task force in April 1942, and within a few months had fought in the Battle of Midway and the Battle of Stewart Island.

*Enterprise* demonstrated that an aircraft carrier need not necessarily be a sitting duck for enemy aircraft. During the Marshall-Gilbert attack, five enemy dive bombers made passes at the flattop, one attempting to make a deliberate crash landing on the flight deck which was crammed with planes. But the ship's anti-aircraft batteries brought it down before any damage was done. Total cost to *Enterprise*: six planes.

ADM William F. Halsey, commanding the task force, had this to say about the Marshall-Gilbert attack: "The action embraced to the best of my knowledge the first instance in history of offensive combat by United States carriers. The performance of *Enterprise* justifies the highest hopes heretofore held regarding the effectiveness of these vessels when properly employed. This action likewise, was the first offensive operation by task forces in the Pacific Fleet in the current war."

SIX MONTHS LATER, when, in America's first important offensive action of the war, Marines landed at Guadalcanal and Tulagi, air cover was provided by the planes of *Enterprise*. Enemy positions were wiped out as her squadrons covered Marine landings, during which time 56,000 pounds of bombs were dropped and 13 enemy planes were shot down in one day. Advocates of





PLANES FROM DECK of 'Big E' proved the worth of carriers during WW 11 and led the way for future flattops.

amphibious landings noted with relief and satisfaction that aircraft carriers provided air cover for the landing forces.

During October-November of 1942, *Enterprise* left no doubt as to the effectiveness of the carrier as an offensive and defensive weapon. As part of the task force bent on blocking the Japanese Fleet still intent on rooting the Marines out of Guadalcanal, search planes of *Enterprise* made contact with the enemy north of Santa Cruz Islands where there were two enemy forces: one composed of two battleships, a heavy cruiser and seven destroyers; the other, two carriers. Her planes scored hits on a carrier and a battleship, shot down 33 enemy planes while her anti-aircraft batteries were accounting for another 30. Violent maneuvering spared her several torpedo hits from attacking planes, but she sustained two damaging bomb hits. It was in this battle that *USS Hornet* (CV 8) suffered such severe damage that it was necessary to abandon and sink her.

In port for a hasty patch job, *Enterprise* was on her way again in two weeks, in time to repel another major Japanese attempt to re-take Guadalcanal. Seabees were still aboard her, repairing the damage she suffered at Santa Cruz. On 13 November, one of her flights sighted a Japanese battleship and destroyer escorts steaming into position to bombard Henderson Field, verifying an earlier report brought in by a PBY. After her torpedo bombers deposited their torpedoes into the battleship, leaving it listing badly, the "Big E" concentrated for the next two days on the enemy's invasion transports.

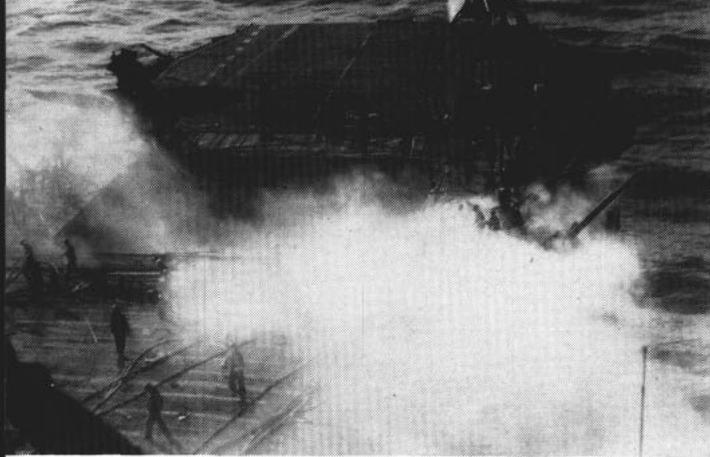
Shuttling back and forth between the ship and Hender-

son Field, the carrier's planes sank one heavy cruiser, and scored "probables" on one battleship, one heavy cruiser, one light cruiser, two transports. In addition they damaged two light cruisers, a destroyer and numerous transports and shot down 17 planes. The "Big E" lost five planes in this Battle of Guadalcanal where surface ships, along with the Navy, Marine and Army planes, combined to stop the largest enemy effort to drive the U. S. forces from the island.

IT WAS DIFFERENT in 1943. By early summer, the first of the new *Essex*-class carriers were arriving in Pearl Harbor to mount the coming offensive through the Central Pacific. After having stood a long vigil as the only U. S. carrier in the South Pacific, *Enterprise* was joined by *USS Saratoga* (CV 3) and later the British carrier *HMS Victorious*. So it was decided that the "Big E" could be spared from the front line long enough to return to the States for a much-needed overhaul. She still had her scars—such as the "tent city" in officers' country where canvas bulkheads had been hung to replace the steel knocked out by bombs.

Upon her return to action, *Enterprise* men had discovered that their place was being taken by dozens of new first-line carriers, battleships, cruisers and destroyers. The "Big E" no longer looked so big when she joined the new task force.

Nevertheless, it was again *Enterprise* who inaugurated a new type of carrier warfare—night fighting. During the invasion of the Gilbert Islands in November 1943—the first step in the advance across the Pacific



**SUICIDE DIVE** of Japanese plane blew elevator into the air and buckled deck. Needed repairs sent her home.

—the Japanese found that their bombers were unable to penetrate the screen of new *Hellcat* fighters which the large carrier fleet could keep in the air during daylight hours.

So the Japanese took to night tactics, sending in medium bombers carrying torpedoes. This was a serious threat to the Fleet, as there was no effective counter-measure immediately available.

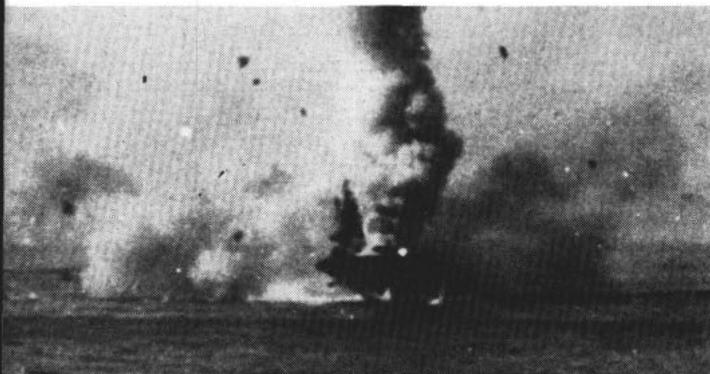
Under the direction of ADM Arthur W. Radford, USN, (then RADM), a three-plane element for searching out and knocking down enemy planes at night was evolved. These units were called "Bat Teams" and were composed of one radar-equipped *Avenger* torpedo plane leading two *Hellcat* fighters. The *Avenger* was to be directed to within a few miles of the enemy target by the ship's fighter director by means of the ship's radar. Then it was to use its own radar to lead the fighters to within visible range where they could shoot him down.

On the night of 26 Nov 1943, when *Enterprise* was operating off Tarawa, enemy torpedo bombers were detected approaching the carriers. The trial Bat Team destroyed two and possibly three Japanese planes and the rest were driven off without inflicting any damage to the force.

FROM THAT TIME ON *Enterprise* was the pioneer in the development of the art of night combat—an art that was to reach the point where, at one stage in the war, *Enterprise* had planes in the air day and night for 175 consecutive hours, or more than one full week.

It was her night fighting torpedo planes that sparked the success of the first carrier strike on Truk in February

**SIX TIMES 'SUNK'** is number of times enemy reported her sent below. Here Kamikaze scores hit near Okinawa.



1944; and during the battle of the Philippine Sea, it was *Enterprise* planes that finally located the enemy fleet when it appeared to have gotten away free; and with Air Group 20 on board, she attacked all three of the widely scattered enemy forces used in the Battle of Leyte Gulf.

The "Big E's" career after she joined Admiral Halsey's Third Fleet in the fall of 1944 was highlighted by her work in the Leyte Gulf battle. She damaged two battleships and a heavy cruiser, and attacked a new Japanese battleship which later sank, becoming the first modern battleship with advanced AA defense to go down under plane attack alone.

*Enterprise* climaxed her night combat flying during the first five months of 1945 when her planes flew more than 1000 target sorties from her deck. In these operations she covered the invasion of Luzon, struck against the enemy force and installations in French-Indo-China, Hong Kong, the China Coast, Canton, Taiwan [Formosa] and Okinawa, made two carrier strikes against Tokyo and the Inland Sea, supplied air support for the Iwo Jima landings in February and March, and initiated the softening up bombardment and air support for the Okinawa landings in April and May.

In the last months of the war, Night Air Group 90 proved how much damage night-flying carrier planes can inflict by using the pin-point bombing technique of carrier pilots. Five *Avengers* from the ship conducted search and attack missions into the Inland Sea at ranges up to 350 miles, and there they damaged a carrier and a battleship with bombs and rockets; damaged a destroyer with rockets; struck three merchant vessels with 500-pound bombs; shot down a four-engined Japanese flying boat; and scored 500-pound bomb hits on an air-plane plant at Honshu.

ALTHOUGH THE OKINAWA campaign marked the height of the Kamikaze attacks, these tactics were not new to *Enterprise*. As far back as February 1942, off the Marshalls, a Japanese pilot bent on crashing her flight deck came close enough to knock a parked plane overboard.

Again, almost six months before the Okinawa attack, a suicide pilot was determined to make a death dive on the carrier.

"The pilot must have been killed while making the dive," LT Gerald J. Flynn, USNR, then gunnery officer, said at the time, "because the plane began circling the carrier. It came down, then levelled off and made a complete circle of the ship before it crashed aft—and fairly close. I'll never forget that plane as it winged around the ship. Every moment you expected it to turn on you, and it was so close you could almost hit it with a baseball. The gunners pumped shells into it continuously, but it kept on circling until it literally disintegrated."

Later, operating as flag ship of task force 58, with Vice Admiral Marc A. Mitscher, USN, on board, she was standing by, some distance off Okinawa, waiting for her planes to return from forays over the island where they were giving air cover to landing operations. A *Hellcat* pilot brought his plane in, climbed wearily out and reported that he had knocked down an enemy plane nearby. *Enterprise* gunners splashed three attackers coming in on the carrier soon afterwards.

A sharp-eyed lookout spotted another enemy plane maneuvering in the cloud cover over the flattop. It cleverly evaded the task force fighters and, ducking through the heavy curtain of flak, came screaming down on the "Big E." When it looked as though the pilot was going to overshoot his mark, he flipped his plane over on its back and crashed into the forward part of the flight deck. His bomb exploded directly under the forward elevator, sending it, according to some (possibly exaggerated) reports by eyewitnesses, 400 feet in the air and putting a big bulge in the flight deck.

Immediately fire roared through the forward part of the ship. Fortunately the blaze was localized because the ship had been buttoned up before the suicide plane struck. Officers and men pushed through the smoke and flames to pour tons of water in the burning area. Gun crews tossed ammunition overboard until it got too hot to handle, and then broke out fire hoses and poured a steady stream of water into the magazines to keep explosions at a minimum. Within 17 minutes after the ship was hit the fire was under control, and within half an hour it was completely extinguished.

Reluctantly, *Enterprise* was withdrawn from action.

"We could have stayed there and operated at 80 per cent efficiency," explained her commanding officer, CAPT G. B. H. Hall, USN, at the time, "but we were due for an overhaul and the Fleet no longer needed us. So we came back."

IT WAS ABOUT TIME. Her frame was bent, fuel tanks destroyed, catapults damaged, and two large diesel generators aft had been blown against the overhead.

This was the second damage she had received within a month. In April, operating in support of ground troops fighting on Okinawa, the "Big E" had sustained a serious hit. Four suicide planes had gone after her and all were blasted by *Enterprise* gunners, but one had scored a near miss on the way down and had left its engine embedded in the port side of the carrier.

When *Enterprise* sailed for the States for the last

time, streaming a 578-foot homeward-bound pennant—one foot for every day at sea—she had taken about as much punishment as the enemy could give her, and had given hundreds of times as much in return.

As she limped slowly into Pearl Harbor on her way to the States for repairs, a flight of fighter-bombers flew over her forming the letter "E." Then the planes swooped low alongside the ship so the crew could read the signs painted on their sides. Completed, the signs read: "For . . . Carrier . . . Champ . . . Take . . . Enterprise." They were surviving pilots who had flown from *Enterprise* during the first eight grim months of the war.

Today, *Enterprise* is in honorable retirement, in reserve, out of commission at the Brooklyn Navy Yard, N. Y. If necessary, she will be ready to carry on the tradition she had help establish so many years before.

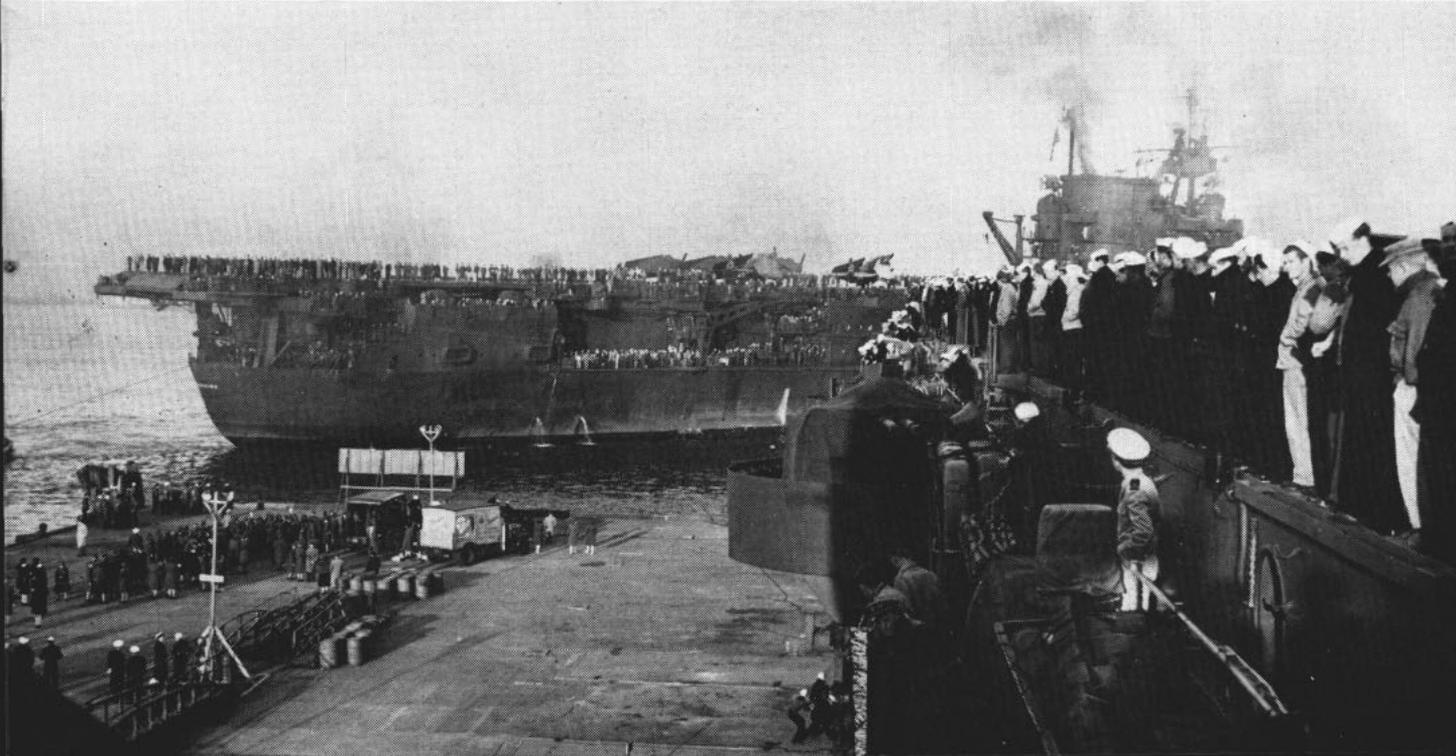
FOR HER WORK during the later phases of the war, *Enterprise* and Air Groups 6, 10, 20 and 90 received a Navy Unit Commendation for their part in the Pacific campaign from 19 Nov 1943 to 14 May 1945.

She also received a Presidential Unit Citation for action in the Pacific from 7 Dec 1941 to 15 Nov 1942. The citation itself reads:

"For consistently outstanding performance and distinguished achievement during repeated action against enemy Japanese forces in the Pacific war area, 7 December 1941 to 15 November 1942. Participating in nearly every major carrier engagement in the first year of the war, *Enterprise* and her Air Group, exclusive of her far-flung destruction of hostile shore installations throughout the battle area, did sink or damage, on her own, a total of 35 Japanese vessels and shoot down a total of 185 Japanese aircraft. Her aggressive spirit and superb combat efficiency are fitting tribute to the officers and men who so gallantly established her as an ahead bulwark in defense of the American nation."

If our present-day carriers do as well, their existence will be more than justified.

AFTER TAKING ALL the enemy had, *Enterprise* received overhaul and returned to NYC for Navy Day 1945.



# TAFFRAIL TALK

**T**RUE, THE DUCK-HUNTING season has been over for these many months but we received a tip we'd like to pass on, and we're not sure if we'll remember it until next year.

It seems that the pilots of a certain VP-2 were having difficulties in recovering ducks shot down over deep waters. By a certain amount of fast talking and unspecified considerations they persuaded off-duty members of UDT 11 to act as retrievers. LTJG Philip Schlegel, officer-in-charge of the UDT detachment holds the record with a successful retrieve of eight ducks in a single outing.

Fall and winter water too cold for your web-footed friends? Nonsense! VP-2 and UDT 11 happen to be in Kodiak, Alaska.



Want to win an argument? Take the affirmative to the proposition that: There is **NO** (repeat **NO**) Fleet Post Office in San Diego.

The San Diego postmaster maintains a civilian post office in the vicinity of the naval establishment to which, he requests with some asperity, Navy mail should be addressed: "Fleet Station, U. S. Post Office, San Diego."

True, custom and usage have identified the facility as an FPO, but it just isn't so. If you want to abbreviate you might try with the PM's blessing: **FLT STA USPO SDIEGO**.

★ ★ ★

If you enjoyed the knot-tying article in last month's issue of **ALL HANDS**, you might be interested to hear more of the background of *uss Mt. McKinley's* (AGC 7) contest. Labelled "31-knot" in honor of you-know-who, it was conducted in three phases—a qualifying round of 31 "practical knots, hitches and bends;" 31 hitches for the semi-finals; and 31 bowlines for the finals. One minute was allowed for each knot. The grand prize was a gold watch and special liberty pass, and the runners-up received special liberty passes.

We pass on the details for the benefit of others who might be interested in this saltiest of hobbies.

★ ★ ★

The Navy will continue to see double for six more years. The Vaughn twins, Hospital Corpsmen Lew H. and Lee M., who graced the cover of **ALL HANDS** for the March 1953 issue, have reenlisted again. Since graduating from Hospital Corps School in 1942, their advancements, transfers, tours of duty—and reenlistments—have all been at the same time and place. Their tours of duty have included Bremerton, Wash.; Pearl Harbor, T. H.; Samar, P. I.; Yokosuka, Japan; and Great Lakes, Ill. Now, they're confusing the Marines at Camp Lejeune, N. C.

*The All Hands Staff*

# ALL HANDS

## THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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**Distribution:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Corps Activities should be addressed to the Commandant.

REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• **AT RIGHT: ACTION** below decks. C. Snayd, BT3, USN, is ready to light off one of the boilers of *USS Albany* (CA 123) as she rests in Norfolk.





**LEADERSHIP**  
*means*  
**WORKING**  
**TOGETHER**

