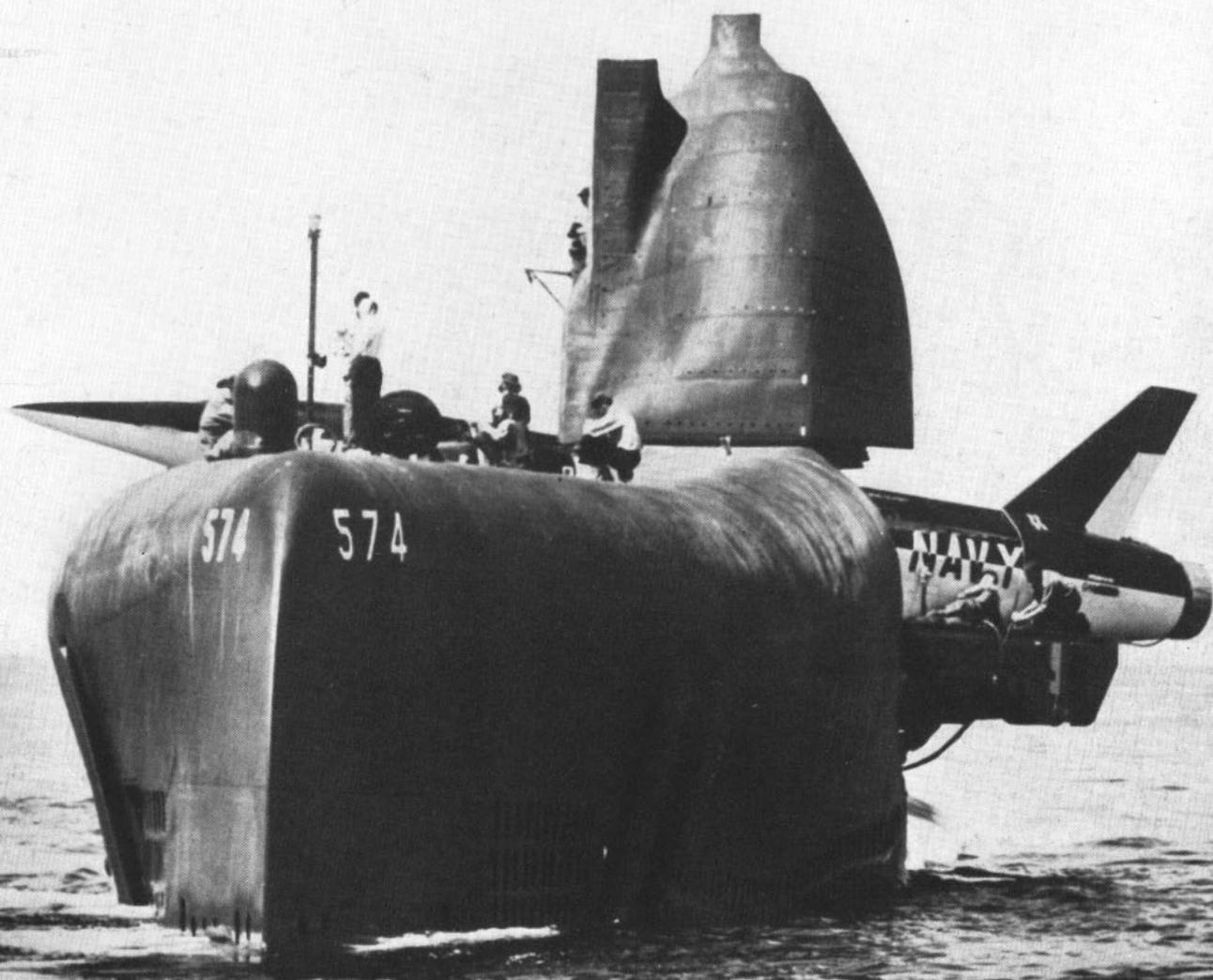


ALL HANDS



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NOVEMBER 1958



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1958 Nav-Pers-O NUMBER 502

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● FRONT COVER: PIERCING, MAN — Needle-nosed *Regulus II*, surface-to-surface guided missile, is readied for supersonic flight from deck of Navy's recently commissioned guided missile submarine *USS Grayback* (SSG 574).

● AT LEFT: RISING SUNS silhouette in the morning sky as ships from a training squadron of the Japan Maritime Self Defense Force pull into their berths under the San Francisco-Oakland Bay bridge while on a visit to the United States.

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



men can measure the oil's resistance to flow, or its "thickness." This is done by heating a sample of oil to a certain temperature and stop-watching the time it takes for the oil to flow through a standard-sized opening into a graduated flask.

The flash tester is used to determine the temperature at which a consignment of fuel should be burned. In this operation a sample of oil is heated and a flame is put in contact with the vapor from it at regular intervals until there is a slight explosion or flash. The temperature at which this happens is the flash point of the sample. Fire point, the lowest temperature at which the vapor from a heated sample will burn continuously, is determined through a somewhat similar procedure.

The hydrometer is used to determine the specific gravity of a sample (the ratio between its weight and the weight of an equal volume of water when both are at the same

The Oil King — Seagoing

TO MOST AMERICANS the word "king" usually conjures up a mental portrait of a man who wears a crown and a fancy robe and sits on a throne handing out royal decrees.

This picture doesn't fit anyone in the Navy—except King Neptune during a line-crossing initiation. However, unless you're on an atomic sub, there is probably a full-time, official king in your ship.

His robe of office is likely to be a chambray shirt and a pair of dungarees. And, he doesn't carry a scepter or issue royal decrees. Nevertheless, this seagoing monarch—the oil king—is still a mighty important individual to you and your ship.

Chances are, if you ask someone outside the engineering department what the oil king does, he'll probably stammer:

"Well, he's that boilerman who—who—well—er—uh—well, he's the one in charge of refueling and things like that."

True, refueling is part of the oil king's work, but it's only one of many vital matters with which he's concerned. Among the others are such essentials as the ballasting and deballasting of the ship, the purity

of the ship's drinking water and the tests of fuel oil and boiler water that help keep the ship's power plant running smoothly and efficiently.

In most combatant ships this petroleum potentate is both oil and water king. To do his job he has to know his ship's fuel oil and water systems as well as he knows the way to his own bunk. And, he has to be part chemist, part physicist, part bookkeeper and of course, a leader and teacher to the men in the oil gang.

To the uninitiated it might seem that fuel oil is just something to burn, and that all the oil king has to do is make sure the ship has enough of it. However, each consignment of oil has properties all its own. These must be determined by various tests, some of which are so complicated that they can be performed only in a fully equipped laboratory. Others are relatively simple and can be made aboard ship.

In making these tests the oil king assumes his role as a physicist, for he must know how to use such equipment as the viscosimeter, flash tester, hydrometer and centrifuge—which are part of the typical oil-testing outfit on a large ship.

With the viscosimeter he and his

temperature). Since petroleum expands and contracts with changes in temperature, specific gravity is one of the factors the oil king must take into consideration when he computes the amount of oil in a tank. Otherwise, what is actually the same quantity of oil could seem a large amount in warm weather and a smaller amount when the temperature is low.

The oil king turns to the centrifuge for the accurate detection of water and sediment in the oil.

Fuel oil in the tanks is usually tested for the presence of water once each week, and again before the oil is drawn for use. Before the oil is transferred to a fuel oil service tank, or before a service tank is lined up to furnish oil to the burners, the tank from which the oil is to be drawn must be checked for the presence of water.

This is done by pumping about 150 to 300 gallons of oil to the contaminated oil settling tank and drawing off samples as the fuel passes from tank to tank. The sampling is continued until the oil proves to be free of water. Doubts on the matter can be resolved with the centrifuge, which utilizes centrifugal force to separate water and sediment from

the oil—a very important step.

The sample is poured into graduated tubes that are placed inside the machine and whirled around for a specified time. This drives any water or sediment to the bottoms of the tubes, enabling the oil king to tell from the markings on the tubes just how much water or sediment there is in the oil.

The tests the oil gang performs on the ship's boiler and drinking water involve chemical principles (see ALL HANDS, July 1958, p. 17), and it's in this job that the oil king becomes a chemist. The tests are performed to make sure the boiler water doesn't become too hard, too acid, too alkaline or too salty.

These conditions, all of which are bad for the boilers, can be modified through the use of Navy boiler compound. Composed of cornstarch and sodium compounds, this substance is added to the boiler water to maintain the proper alkaline condition, eliminate hardness, prevent corro-

Monarch

sion, convert dissolved salts into relatively harmless sludges and make the sludge fluid so it won't pack in the water drums. The water tests tell the oil king whether or not he needs to add boiler compound, and if so, how much.

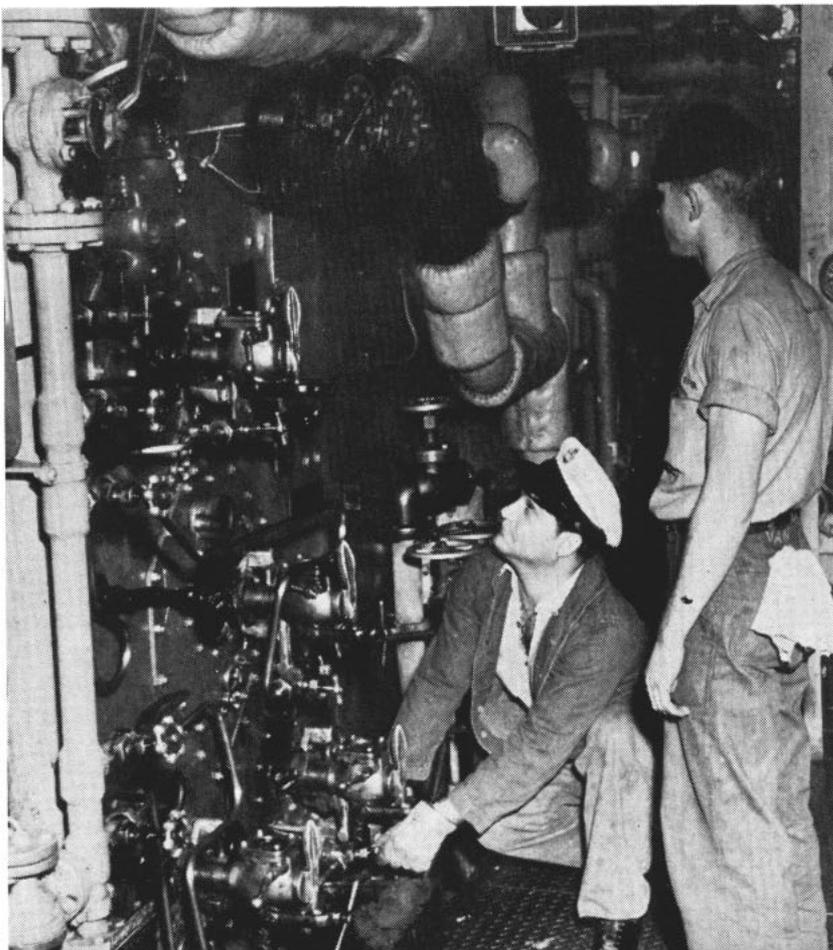
The next role of the oil king on a typical warship—leader and teacher—probably shows up most effectively when his ship is being refueled at sea. As a teacher, he must be sure that the fueling detail is instructed in the location and sequence of tanks, cross-connections, pumps, manifolds, pneumerators (which show how much fuel there is in a tank) and the like, and to make sure the detail works with the precision and efficiency of a well-trained team.

The positions on this team usually include a messenger to the fueling officer, pneumerator men or tank sounders who keep track of the amount of oil going into the various tanks, hose-connections men standing by to release the fuel hoses in case of emergency, manifold controlmen to work the valves controlling the flow of oil, JV talkers and ship-to-ship phone talkers.

The oil king's station during fueling is normally at main control in



FEEDING THE FIRES—After rigging refueling hose, crewmen of USS Salem (CA 139) stand by. Below: Oil king keeps these boilers well-fed and healthy.



the oil lab, where he controls the fueling board. (This shows the tanks and piping systems to be used.)

Since the fueling detail is tied together with an elaborate communication system, the efficiency of the team depends in large part on the phone talkers. So the oil king makes sure every man on the detail receives regular and frequent phone-talker drills and is proficient in receiving and passing on instructions from the fueling officer or main control.

Preliminary to receiving fuel at sea there are numerous preparations in which the oil king is involved. As soon as possible after he receives word that the ship will take on fuel he sees to the deballasting and stripping of all ballasted tanks so that water and sludge will not contaminate the oil that goes into the tanks. This operation must follow a recommended sequence table in order for the ship to retain maximum stability and maneuverability.

Besides this, he usually tops off all the service tanks and as many storage tanks as possible to reduce the number of tanks to be filled. He has soundings taken on all fuel oil storage and service tanks, since it's his job to know how much fuel oil is on hand, where it is, how much can be taken on, where it should be sent and the order in which tanks should be filled. A statement, showing the amount and disposition of fuel oil currently aboard must be submitted to the officer in charge of fueling.

The oil king and his detail usually man their stations about half an



LUBE OIL ACCOUNTS kept by oil king keep track almost (but not quite) of oil down to last little squirt.

hour before the expected fueling time, so that they can test phone circuits, get the air hose hooked up to the fueling connection and take care of various other details. After the fuel hoses have been brought aboard, the caps are removed from their ends and the hoses are secured in place. Then, when all connections are made, the oil king tells the fueling officer he is ready. The fueling officer in turn informs the bridge and requests permission to tell the tanker to begin pumping.

While fuel is coming aboard a constant check is kept on all tanks that are receiving fuel, for the oil king has to keep the fueling officer advised as to the amount of oil received and the probable time required to complete the operation. In that way the fueling officer can keep the skipper posted on how

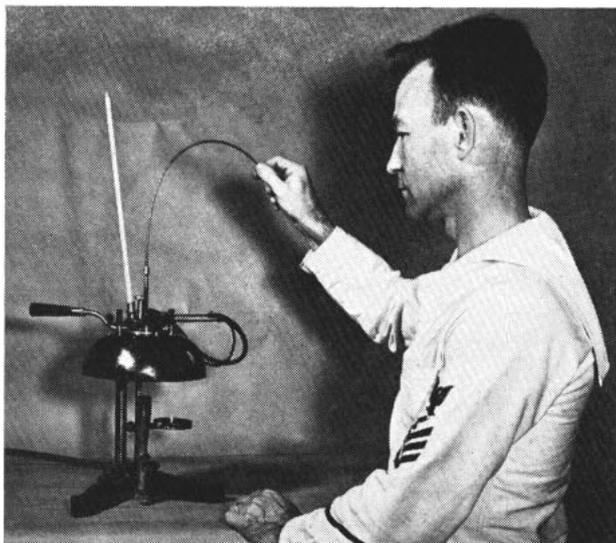
things are going during refueling.

The oil king must follow a systematic procedure in order to get all the tanks properly filled without unnecessary loss of time. On most modern combatant ships, fuel is received through a direct pressure connection to the fuel oil transfer system. The tanks are arranged in groups, and for each group there is an overflow setup to reduce the chance of spilling oil overboard when a tank is overfilled. Excess oil from any tank in the group is directed to one particular tank which isn't topped off until all the others in the group have been filled (ordinarily to 95 per cent of capacity since some space must be left empty to allow room for the oil to expand).

During the fueling a thermometer installed in the fueling connection indicates the temperature of the oil coming aboard. When the temperature steadies it is recorded as the pumping temperature, a factor which must be taken into consideration later on when the amount of oil received is computed. Samples of the oil are also taken during the fueling so that they can be tested.

When the last overflow tank has been filled, word is passed over the ship-to-ship telephones, the pumps are stopped, time of completion is recorded by the fueling officer, the fueling hose is emptied (unless a quick-closing valve is used, which makes this unnecessary), the tanks are sounded and the hose is uncoupled.

After the tanker and the oil king's ship part company, the king and



CRUISER boilerman regulates water to the boilers. Apparatus at right is used for determining the flash point.

the oil gang once again settle down to their normal day-to-day routine. An important part of this routine is the taking on of sea water to compensate for the weight that is lost as fuel oil is consumed. This process of compensation, called ballasting, provides liquid layers at the shell of the ship to absorb fragments, restrict torpedo damage, and minimize shock effect. It also serves as a means of maintaining stability.

The oil king submits to Damage Control Central a daily report on the amount of fuel and water in each tank. From this the damage control assistant makes his daily stability calculations. In the event the ship is seriously damaged the oil king is the DC assistant's right-hand in shifting oil or water from one tank to another to put the ship back on an even keel.

In addition to the daily report to DC Central, there are several other daily records, accounts and reports for which the oil king is responsible in his role as a bookkeeper or accountant. These include:

- The daily fuel oil report, which shows the amount of fuel oil on hand, received, discharged and used during the previous 24-hour period.

- The daily diesel oil report, which is similar to the fuel oil report and contains data on receipts and expenditures of diesel oil.

- The daily lubricating oil report, which shows how much lube oil has been used and how much is on hand, including that in the lube oil system, in the boat tanks and stored in cans.

- And the daily water record, which includes the vital statistics on boiler, feed and drinking water.

Depending on the size and type of ship, these reports may be made up separately or they may be combined into a single report. They are submitted to the engineer officer every day during the forenoon watch. From them the engineer officer makes up the fuel and water report that he submits to the skipper at 12 o'clock reports.

Another important daily task of the oil king is the preparation of a memorandum on fuel oil and make-up feed water. This is distributed to the engineer officer, the engineering officer of the watch and the enlisted men who work in the enginerooms and firerooms. It shows which tanks are being used for fuel service and makeup feed, and which ones are designated as standby tanks. In an



FUTURE KINGS—Boilermen, shown here at boilers, are usually picked as oil kings. Quals for advancement require BTs to know how to do oil king's job.

emergency this information would be vital to the men on watch, for they must know which tanks they can use if they have to shift fuel oil or feed water suction.

Besides keeping accounts, heading fueling details, helping to keep the

ship on an even keel and performing lab tests on oil and water, there are lots of other tasks to keep the oil king busy. Perhaps that's why he doesn't carry a scepter.

He already has his hands full.

—Jerry Wolff

MONEY SAVER—The oil king, by keeping a careful watch on oil and water, helps to protect the Navy's big investment in his ship's power plant.





Here Come the Marines

THE UNITED STATES MARINES are 183 years old this month.

They were born on 10 Nov 1775, when the Continental Congress passed a resolution that authorized the raising of two battalions of Marines for service during the Revolutionary War.

Just a few months later—on 3 Mar 1776—a force of about 220 Marines and 50 Navymen from Commodore Esek Hopkins' naval squadron landed on New Providence in the Bahama Islands to seize guns

and powder for use in our struggle for independence.

By today's standards the New Providence raid was a pretty small operation. But, it marked the beginning of a long list of actions in which the Marines—either on their own or as partners with the other armed forces—have built up a world-wide reputation as an outstanding fighting outfit.

Here are just a few of the items on the list.

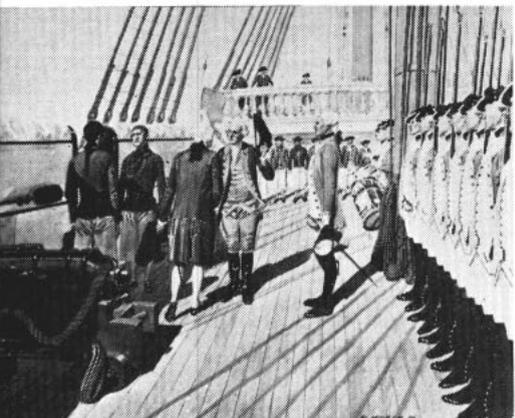
During the Revolutionary War the

Continental Marines figured in a number of sea battles—including the bloody slugging match between *Bonhomme Richard* and HMS *Serapis* on 23 Sep 1779. In case you've forgotten, that was when John Paul Jones said, "I have not yet begun to fight."

Besides that scrap, the Marines also took part in Jones' daring raid on Whitehaven, England, in 1778; operations with George Washington's army around Trenton, N. J., in the winter of 1776-77; and vari-

1776—GENERAL WASHINGTON is greeted by Commodore Esek Hopkins aboard *Alfred*. This detachment of Marines landed at New Providence in the Bahamas to capture British supplies.

1779 — John Paul Jones had Continen-



ous other actions both ashore and afloat.

After the Revolution came the undeclared naval war with France, which resulted in the decision to have a permanent United States Navy and United States Marine Corps. In that conflict Marine detachments served in most of the warships of our then small Navy. The leathernecks on board *uss Constellation* took part in two of the most notable frigate duels of the war—the capture of *L'Insurgente* on 9 Feb 1799 off the island of Nevis and a five-hour night battle at pistol range with *La Vengeance*, which began off Guadeloupe 1 Feb 1800.

Not long after that Navy men and Marines went into action together in the Mediterranean, where the rulers of the Barbary States in North Africa had been demanding tribute from the maritime nations for many years. Result: No more tribute.

In the War of 1812 Marines on land fought from Fort George, Ontario, to the Battle of New Orleans. On water they saw combat in the Battle of Lake Erie, the engagement between *uss Constitution* and *HMS Guerriere* and other famous naval actions. One Marine detachment, under First Lieutenant John M. Gamble, USMC sailed with Captain David Porter, USN, on a cruise in the Pacific that was marked by fights with British ships, a war with the natives of the Marquesas Islands and eventual capture by the British. Another detachment was in *uss Chesapeake* when her dying skipper, CAPT James Lawrence, USN, said, "Don't give up the ship."

In the war with Mexico (1846-1848), Marines and Navy men captured and occupied several ports along the coasts of Mexico. In addi-

tal Marines aboard

1800—CAPTURE of French privateer *Sandwich* in Santo Domingo was by Marines serving in *Constitution*.

1805—OLD GLORY is hoisted above the shores of Tripoli by LT O'Bannon.



RAIDING TECHNIQUES still call for traditional Marine esprit to accomplish varied missions. Timing and teamwork with submarine crew do the job here.

tion, a specially-recruited Marine battalion served with General Winfield Scott's army in the campaign which put the Halls of Montezuma in the Marine Hymn. A Marine lieutenant, Archibald H. Gillespie, was a leading figure in the operations which brought California under American control.

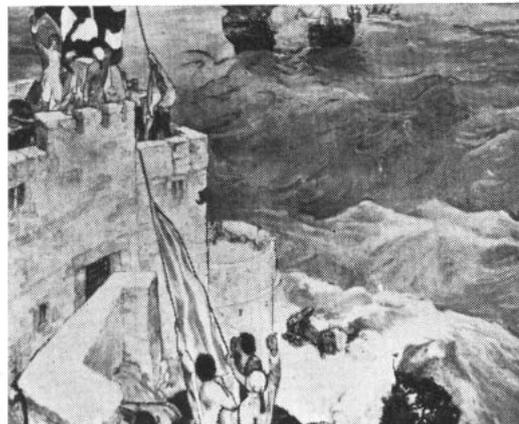
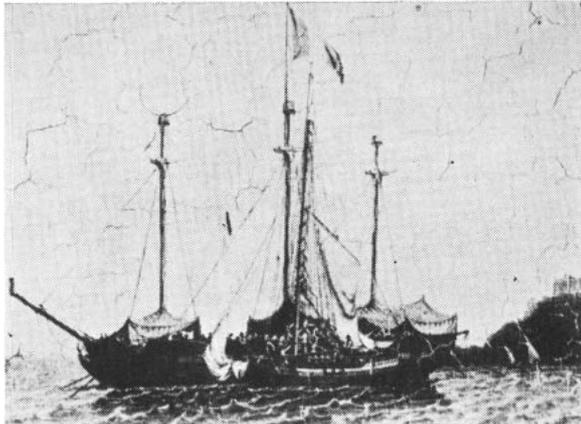
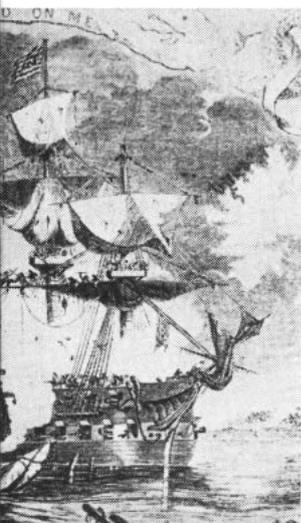
During the Civil War, seagoing leathernecks were on board many of the Union warships which blockaded the Confederacy. They also participated in a series of East Coast landings, the first battle of Bull Run and the Union naval operations along the Mississippi River and Gulf coast.

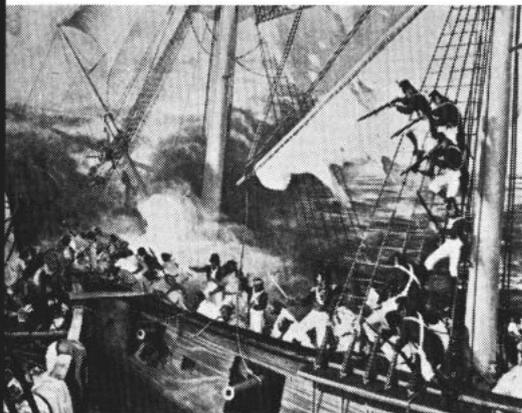
In the years following the Civil War, Marines were involved in some colorful peacetime operations with the Navy. These ranged from the capture of a group of forts in Korea in 1871 to patrols in Alaskan waters to keep poachers from killing the fur seals in the Pribilof Islands.

The Spanish-American War brought about a rapid expansion of the Marine Corps and it saw leathernecks taking part in the impressive American naval victories at both Manila Bay and Santiago.

The years following the brief war with Spain were busy ones for the Corps. Between 1899 and 1915 the Marines had a part in putting down the Philippine Insurrection; protecting foreigners in China during the Boxer Rebellion; the occupation of Cuba; and other operations in Panama, Nicaragua and Mexico. Then, in 1915, they landed in Haiti to preserve order in that strife-torn country.

World War I wrote names like Belleau Wood, St. Mihiel and the Meuse-Argonne into Marine Corps history. At Belleau Wood the Fourth Marine Brigade turned back a German drive that came very close to engulfing Paris. In honor of the Marines' achievement the French

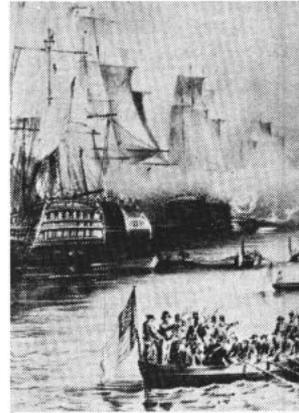




1814 MARINES on board USS Wasp engage HMS Reindeer in action.



1835 SWAMP WAR in Florida called for Marine fighting skills to battle Seminoles in their own element.

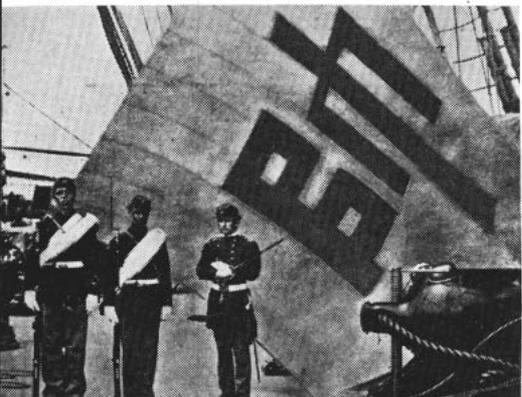


1842 — Amphibious landing in Mexico

government renamed Belleau Wood the Bois de la Brigade de Marine.

Although most Americans regarded the 1920s and '30s as "peacetime" years the Marines still found plenty to do. In Haiti, the Dominican Republic and Nicaragua they helped put down armed revolts and helped organize police forces that

1871 — KOREAN incident produced these Marine Medal of Honor winners.



1891 — BERING SEA seal poachers were apprehended with Marine help.



could handle insurrections after the leathernecks had departed. In China, where inter- and intramural wars caused continual turmoil, Marines with the Asiatic Fleet, with units stationed in China or with forces sent from the United States, were called upon again and again to protect American lives and property. They were particularly busy in Shanghai, where they helped guard the International Settlement during the fighting that occurred in that area in 1927, 1932 and 1937. In addition, there were two periods during the '20s when the Marines helped guard the United States mail during waves of robberies.

World War II found Marines in the thick of the Pacific fighting from Pearl Harbor right up to the occupation of Japan. In the early part of the war they served in the defense of Wake Island and as part of the Army's gallant stand at Bataan and Corregidor. Later, as they fought their way from island to island, the Marines helped make names like Guadalcanal, Bougainville, Cape

1898 — CUBAN battlefield echoed sea victories as Marines went ashore.



1920 — MARINE fighter-trainer fitted with twin synchronized machine guns had top speed of 130 miles per hour.

Gloucester, Tarawa, Kwajalein, Tinian, Peleliu and Iwo Jima famous. When the enemy finally surrendered, all six of the World War II Marine divisions were preparing for the biggest amphibious operation of them all—the invasion of Japan.

After World War II the Marines had little time to rest on their laurels. Besides serving in China from 1945 to 1949 and on occupation duty in Japan they were preparing for the future. For example, take the story of the Corps and the helicopter.

A post-war staff study had reported that "a single atomic ex-

1918 — MEUSE crossing in France gave Allies badly needed foothold.





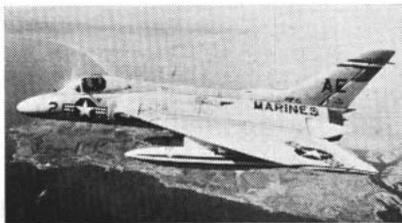
was made by Army, Navy and Marines.



1854—MARINES IN JAPAN with Commodore Perry witnessed beginning of trade with Western world.



1861 — READY and able to march were these Marines of Lincoln's day.



SUPERSONIC, rocket-equipped F4D Skyray is capable of carrying pilots on 10,000-ft. climb in 46 seconds.

plosion during a ship-to-shore movement such as at Iwo Jima would have destroyed the combat effectiveness of two divisions."

The report concluded that amphibious assaults in an atomic war would probably have to be made from helicopters or large flying boats. So, even though the helicopter was practically still in its infancy, the Corps had worked out its first manual of helicopter combat doctrine by 1947.

The 'copter was soon to prove itself in atomic maneuvers and Korea.

In Korea the Marine Corps again

1929—TROUBLE in Peiping brought ready Corps to protect Americans.



saw plenty of action. The 1st Marine Brigade landed in southern Korea on 2 Aug 1950 to join the Army in its defense of the Pusan perimeter. Meanwhile, plans were being laid for the Inchon invasion of 15 Sep 1950, for which the 1st Marine Division was the spearhead.

That operation relieved the pressure on South Korea, and the war seemed near its end when the Navy landed the 1st Division at Wonsan, North Korea, on 25 Oct 1950. However, a new enemy entered the picture the following month with the all-out attempt to encircle the Marines in the Chosin Reservoir area. Despite huge numerical odds, snow, ice and sub-zero temperatures, the Marines inflicted tremendous losses on the enemy and managed to fight their way through 70 long, long miles to Hungnam. There, the Navy evacuated the 1st Division on 15 Dec. 1950.

Later on, in the offensives and counter-offensives which followed, the Marines made headlines at places like the Punchbowl, Siberia

1940s—PACIFIC LANDINGS by Marines were factor in defeating enemy.



Hill, Old Baldy, the Hook, Bunker Hill, Reno, Vegas and Carson. This year, as we celebrate Marine Corps Birthday No. 183, these will be among the names that will be remembered along with New Providence, Belleau Wood, Guadalcanal and the rest.

—Jerry Wolff.

ATOMIC AGE proved value of helicopters in Marine assault techniques.



1950 HOT COLD WAR proved Marines could fight in any climate.



The Third Man on the Team:

ON WAKE ISLAND in December 1941 there were about twice as many civilian construction workers as Marines. When the Japanese attack came, enemy planes could not, in the very nature of things, make a distinction between combatants and non-combatants. The civilians were bombed and strafed as thoroughly as the men in uniform.

Although if captured they faced certain death as guerrillas, many of these electricians, carpenters plumbers, cat drivers, engineers and administrators joined the fight anyway, using stray weapons picked up from the Marines.

Others built bombproof dugouts near the landing strip; carried water and food to the fighting men; and provided medical aid to the

wounded. Civilian volunteers worked all night beside the military as they mined the airfield and made emergency repairs on the badly damaged planes.

Today civilians, as Civil Service employees, still work side by side with the military. Although not physically engaged in combat, the Civil Service-Military team makes a hard-to-beat combination of military specialization and civilian knowledge and production. Last count has the sea-service team made up of 640,367 naval personnel, 189,516 Marines, and 363,700 Civil Service employees—over one million persons working together. That's one in three.

ON THE CIVIL SERVICE side of the team are men—and women—with jobs that range from typists,

file clerks and welders to nuclear physicists. Although the clerical worker has an important job to perform, and the shipyard worker is most closely affiliated with the average Navyman, probably the best known Civil Service employee today is the physicist.

To keep him company, there are some 13,000 scientists and engineers employed by the naval establishment. Some 4500 of these work in the Washington, D. C. area. The work of the government scientists in the Navy ranges from that of astronomer and cartographer to oceanographer and plant pathologist.

As might be expected, the range of engineers is even wider. They include: general engineers; aeronautical engineers; architectural en-

SHIPSHAPE—Well known group of Navy civilian employees are shipyard workers. Here new mast is installed in DD.



A Tribute

gineers; civil engineers; chemical engineers; construction engineers; electrical engineers; electronic research, development and test engineers; hydraulic engineers; internal combustion, power plant research, development, and design engineers; marine engineers; ordnance engineers; radio engineers; safety engineers; and valuation engineers, to suggest only a sample.

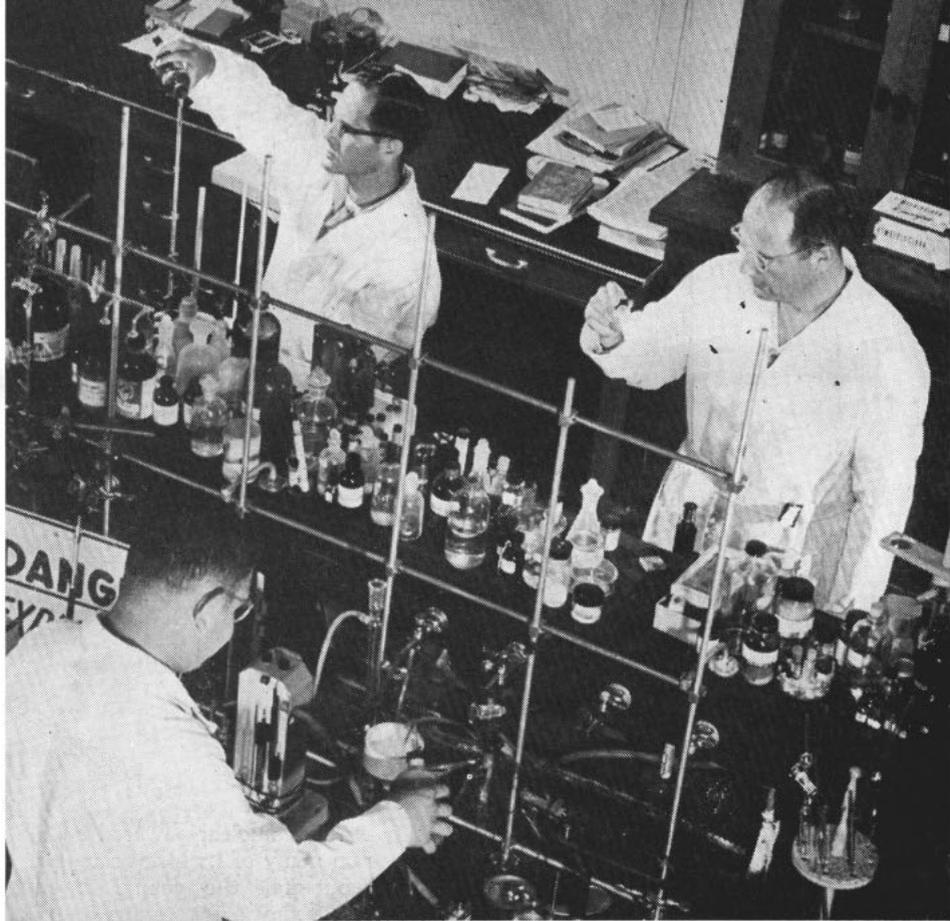
One of the best-known Navy projects currently underway which employs some of these men is Project Vanguard. The Vanguard satellite now aloft is estimated to stay in space circling the earth for the fantastic period of 200 years (See ALL HANDS, June 1958, page 2).

Working on the earth satellite project are 15 Navy civilian physicists, 22 electronic scientists, 40 aeronautical research engineers, eight mathematicians, five aeronautical rocket power plant research engineers and 30 other technicians. Although hundreds of others have worked on one or more aspects of the satellite program from time to time, these men are physically employed at the Naval Research Laboratory. Most noted name on this project's roster is Dr. John P. Hagen, its director.

Polaris and other guided missiles—the first nuclear-powered aircraft carrier, *uss Enterprise*, CVA(N) 65—the U.S. Navy's first nuclear-powered surface ship—the guided missile cruiser *uss Long Beach*, CG (N) 9—and many other projects too highly classified and too numerous to mention also use their share of scientists and engineers.

THE MAJORITY of the Navy's 139,440 "white collar" workers, and the people that keep the Navy moving along administratively, are the thousands of clerks, typists, and secretaries. Forming the administrative nucleus of the Navy, these employees work around the world to keep the home fires burning, so to speak, in the mounting pile of paper work required to run this giant military organization. Their jobs include administrative work from supply clerk to personnel director, and from secretary in an admiral's office to typist in an ashore personnel office.

On the other side of the desk is the "blue collar" worker. These



MEN OF SCIENCE — Skilled Civil Service scientists are working for the Navy in many fields of research. Here, chemists work to develop new explosives.

224,260 men make up the majority of Navy Civil Service workers. Under the heading of helper and mechanic service alone, the U.S. Civil Service lists some 350 different "ratings." Well over 100 of these "blue collar" ratings are employed by the Navy. Such ratings include all the well-known skills of machinist, electrician, pipe fitter, carpenter, painter, plumber, toolmaker, metal-smith, engineman, and some lesser known ones such as holder-on, loftsman, and layer-out.

A holder-on is the second man in a riveting team. A loftsman—he is not one who works aloft on a sailing ship—draws the lines or outline of a ship in full dimensions on the mold-floor at a shipyard. The layer-out does a job that might be typed as a metal draftsman. He lays out the actual lines on metal that will later be followed for cutting out patterns. (He is not a mortician.)

PROBABLY the best known "blue collar" workers are the shipyard employees. These men build the ships and keep them sailing.

Throughout World War II, the shipyards shattered one record after another. New York, for example,

completed repairs of one kind or another on some 5000 ships, while converting approximately 280 others; San Francisco drydocked 661 ships for overhaul, serviced 209 others; during the 44 months of fighting, Puget Sound provided repairs for 344 warships, including 18 battle-damaged carriers. Similar jobs were handled by the Boston, Norfolk, Portsmouth, Philadelphia, Charleston, Long Beach, Mare Island and Pearl Harbor yards.

Just one of the seemingly impossible feats accomplished during the war was undertaken when *uss Yorktown* (CV 5) limped into Pearl Harbor on 27 May 1942. It was estimated that the job of repairing her would take 90 days. But the workers at Pearl had other ideas. The flattop had barely secured her lines when 1400 workers swarmed aboard. Within 45 hours they had readied the "Lady" for action. To make the job a little more interesting, they did it without the aid of blueprints or plans of any kind.

Both "white collar" and "blue collar" workers are employed around the world. They can be found at Pearl Harbor, Okinawa, Japan,



CIVILIAN HANDS back up ships at sea. *Left:* Welder makes repairs. *Right:* MSTS personnel aboard "mock-up."

Guam, the Philippines, the Aleutians, Newfoundland, Cuba, Puerto Rico, and Morocco. All together there are 258 Navy and Marine Corps installations in the continental United States and 69 overseas which employ Civil Service workers.

Besides working ashore at these installations, some civilians go to sea. This is an exception rather than the rule, however. A good example of when a civilian might go to sea was demonstrated quite recently. The nuclear-powered submarine *USS Nautilus*, SS(N) 571, had four civilian technicians aboard when it made its historic first trip under the North Pole. Other civilian technicians have

ridden this nuclear-powered submarine on many of its historic voyages.

About half the people in Civil Service today are veterans of some military service. Among these are Reservists, retired men, and many a Navyman who, on finishing his active tour of duty, continues to work for the Navy as a civilian.

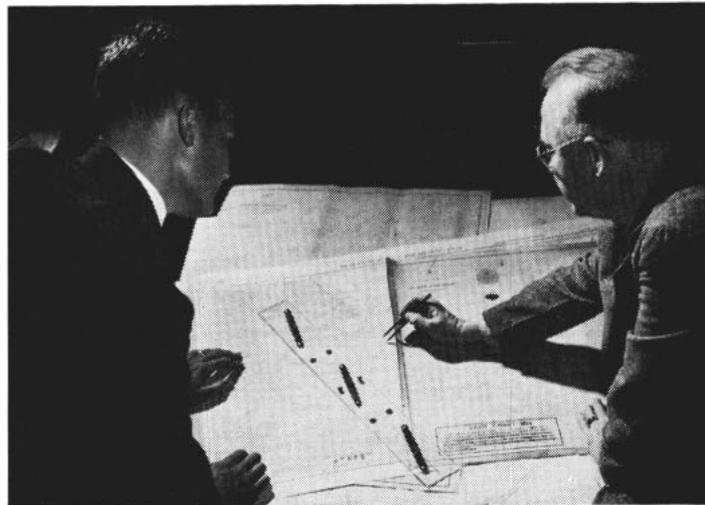
SO FAR, only Navy Civil Service personnel have been mentioned. In the entire Federal Service, there are 2,000,000 Civil Service employees. They staff more than 80 departments and agencies throughout the world, ranging from the Commission of Fine Arts, with four paid employees, to the million-man

Department of Defense organization.

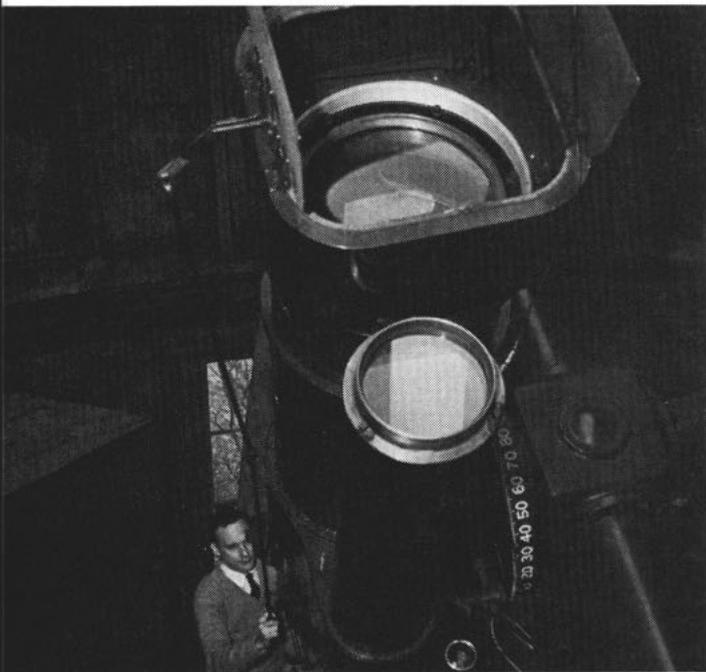
Persons applying for these Civil Service jobs can feel confident that the job will be filled by the best qualified person. When it's time for promotion, he can have the same confidence.

This hasn't always been true, however. It was three-quarters of a century ago that the Civil Service Act was passed to provide these assurances. Before that time the spoils system prevailed. This meant that with every change in government, the government jobs would be vacated and refilled by "friends" rather than by persons qualified to do the job. Under the spoils system,

VARIED JOBS—Calculator is manned by Civil Service employee. *Right:* Checking charts at Navy Hydrographic Office.



ALL HANDS



NAVY ASTRONOMERS play an important part in navigation. Civil Service employee keeps file on ship logs.

government offices frequently shut down completely during a change in administration.

President Lincoln might be considered the man who really started people thinking about the importance of a healthy Civil Service program. When he took office, he refused to allow a complete change of personnel. President Garfield's death in 1881 at the hands of a disappointed job-seeker, had the effect of focusing public attention on the spoils system. During the fall elections of 1882 the public showed they wanted a healthy Civil Service program, and when Congress met, it passed the Civil Service Act.

That was 75 years ago this year, and the birth of Civil Service as we know it today. A few years later President Cleveland strengthened the program even further, and from that period on, Civil Service has forged ahead.

In the decades since then, more and more persons have been brought under the program. Today, Civil Service is a symbol of fair play, where a person can expect to be selected for a job, or promotion, because of his own particular merits, not because of his particular connections or affiliation.

In 1956, President Eisenhower said, "Nowhere in the world have I met more efficiency, more dedication, more readiness to put in hours without counting them . . . than I

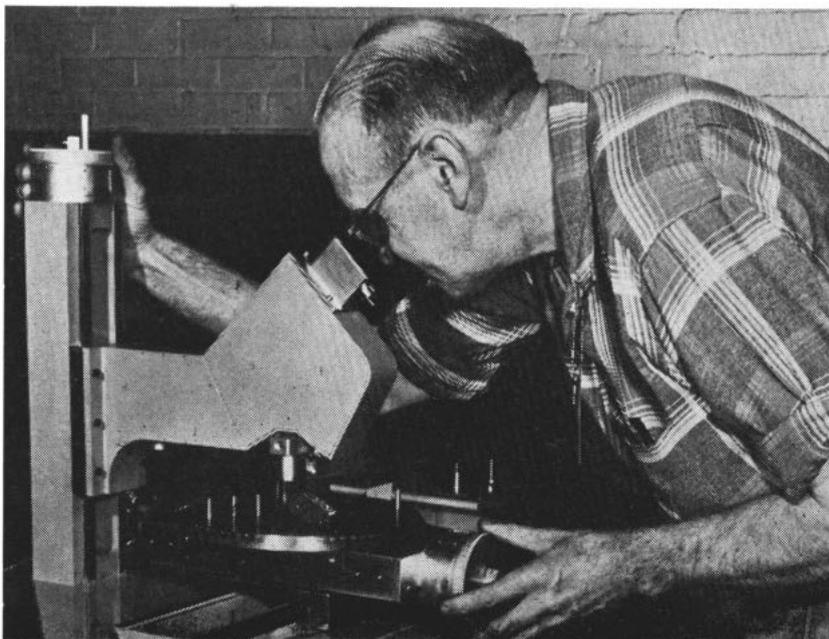
have among the Civil Service."

Today, as the U.S. Navy becomes increasingly technical in its drastic change from steam to nuclear power, from gunfire to nuclear weapons, and from conventional prop-driven aircraft to supersonic jets, the mission of the Navy civilian becomes increasingly important. Civil Service is an important and vital component of the team.

—Erwin Sharp, JO1, USN.

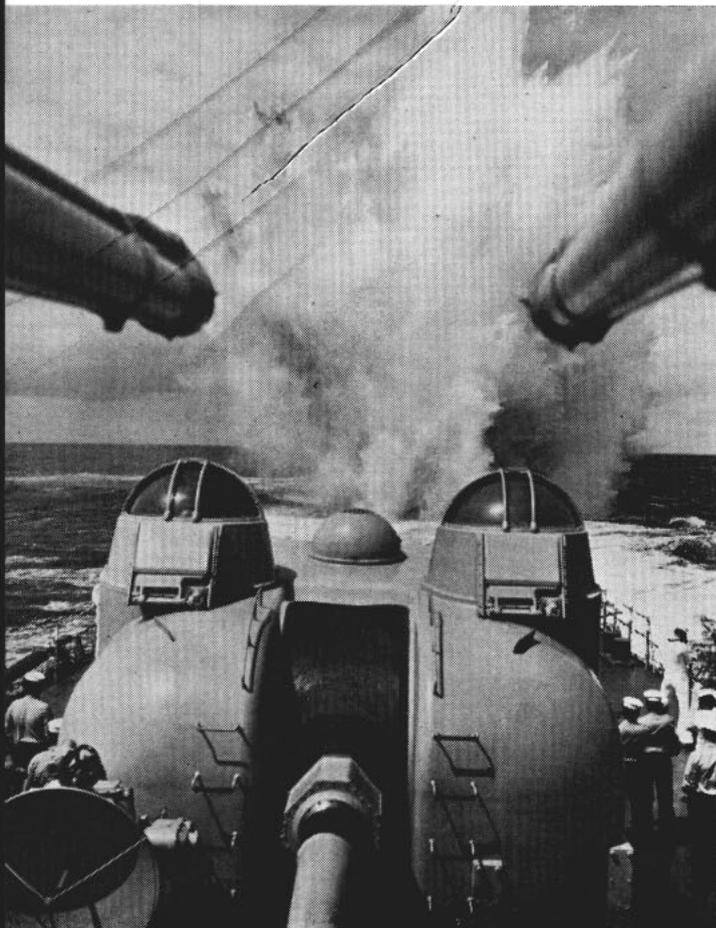


SPECIAL JOBS of civilians such as this instrument maker's, play important part in today's highly technical Navy. Above, Civil Service emblem is shown.





SURFACE—Pacific Fleet's *Rasher* takes part in exercises. Below: USS *John S. McCain* (DL3) drops depth charges.



HERE WE GO—Course of DD is plotted closing in on sub.

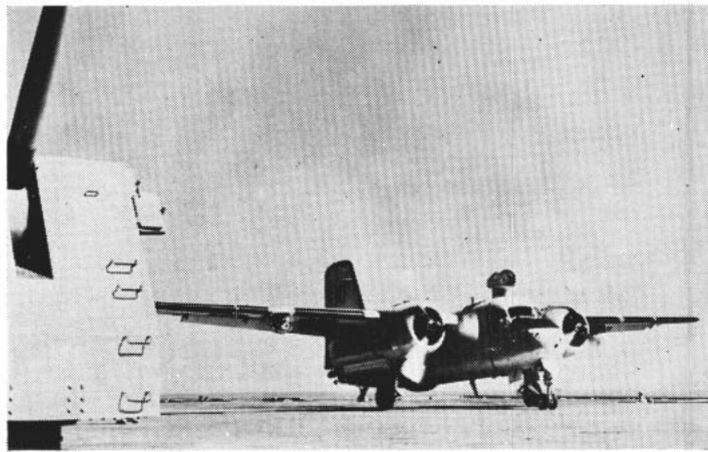
Fish on the Prowl —

TRAINING for the defense of the United States against the possible attack of missile-firing submarines has become almost a daily 24-hour task for the Navy in the Atlantic and Pacific.

In the Pacific, with its area of operation exceeding 50 million square miles, Navymen stay on the alert through realistic training during antisubmarine warfare exercises. When these exercises are underway, elusive "fish" of SUBPAC play the role of the enemy submerging to make simulated raids on ships of the Fleet. A carrier, backed by destroyers and supporting aircraft of the task force, begins the task of tracking down the sub and making a simulated kill.

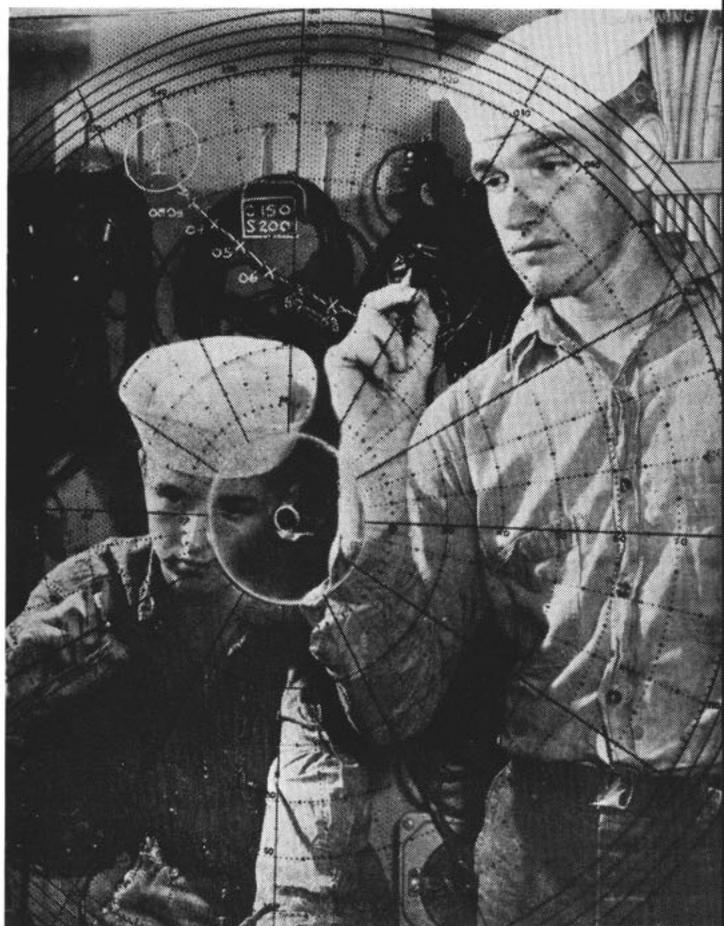
Carrier-based helicopters equipped with compact sonar gear whir over the Pacific's surface probing the depth in search of the "enemy." S2F *Trackers* team with the copters searching with highly specialized air-

SUB HOUND—S2F *Tracker* returns to carrier after search.





MAGIC MIRROR—Radarman watches screen during hunt.



PLOT THICKENS — Navymen chart hunt for sub in CIC.
Below: Copter drops sonar ball into the water to listen.

SubPac on the Hunt

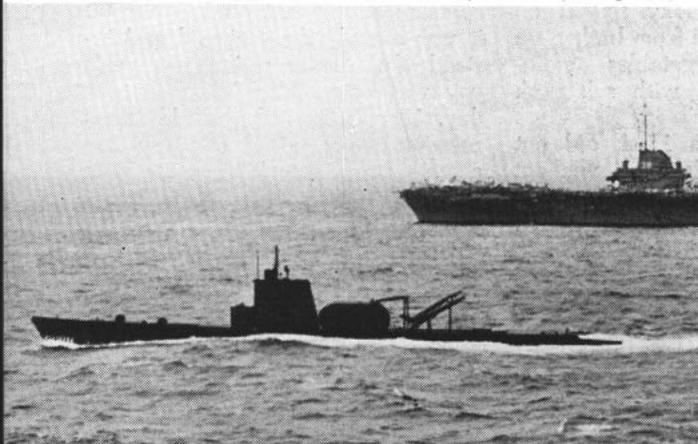
borne gear and carrying a knock-out punch that includes rockets, torpedoes and depth charges.

On board destroyers that spread a dragnet across the ocean's surface, Navymen in the CIC man radar and sonar to chart the course of the hunt as it closes in. Destroyermen make ready to deal their deadly blows with *Weapon Able*, hedgehogs and torpedoes when a contact is made.

Such practice enables the Pacific antisubmarine forces to fulfill their mission of detecting and maintaining surveillance over all unfriendly submarines in Pacific waters and to prepare to destroy them if necessary.

Early detection of unusual submarine activity in the Pacific would alert the United States to a possible attack by a foreign power thereby permitting our forces to stage an effective defense.

TEAMMATES—Sub and carrier meet prior to ASW games.





OLD TIMERS of the Navy had to be tough to exist on the limited variety of food issued at sea in the years gone by.

NAVY CHOW: PAST, PRESENT

The recent announcement of another Navy-wide bean soup contest brings up the fascinating subject of Navy chow, generally speaking, and how it got that way. Back in the old days, "plum duff" and "bully beef" were not merely terms but were items served on the mess table. Here's a brief historical account on Navy food up to the present, and the facts come straight from the horse's mouth, or perhaps we should say from the Navy experts in BuSanda.

THE FIRST LAW establishing a ration for the men of the Federal Navy is found in the Act of 27 Mar 1794, which authorized the President to procure six ships to protect the commerce of the United States against raids by the Algerian Corsairs.

This bill also established the ration, specifying not only the amounts of food allowed, but the different days of the week on which it could be served.

On Sunday the total issue to each man for an entire day consisted of one pound of hard bread, one and one-half pounds of salt beef, and one-half pound of rice. Throughout the week there was little variation. Salt pork alternated with salt beef, and beans or peas on days that rice was not used. Potatoes and turnips were allowed on Tuesdays if and when they could

be procured. Wednesday was a meatless day and the ration consisted of one pound of hard bread, two ounces of cheese, and one-half pound of rice. On Fridays they were allowed salt fish in place of meat.

This was the complete legal daily allowance of provisions, with the important exception of the spirits allowance of a half-pint distilled or one quart of beer per day. The cost of this ration, including the spirits, was roughly 28 cents per day.

With the limited variety of food and the indifferent facilities they had for preparation, the old-timer sailor cooks were very skillful in making different kinds of dishes. They turned out the well-known "plum duff" made up of flour, molasses and raisins. A great treat of the day was "cracker hash," usually served on Saturdays and made from broken-up hard tack, any vegetables obtainable, and seasoned with salt pork or beef.

The Congress, in 1794, did not intend to establish a permanent Navy; their concern was to put down the Algerian piracies, and then to discontinue the Navy.

In 1801 the Navy was reduced to the "peace establishment" and at the same time a new ration was established. By this act the allowance of meat and bread was reduced substantially. Friday became a "banian day" or day of short ra-

tions, so called from a group of Hindus who do not eat meat. These reduced rations did not meet with favor among the sailors but it was not until 1818 that a new ration was authorized.

In 1842 the crude idea of a fixed allowance for each day of the week was discarded, and instead a more flexible allowance of specified items and permitted substitutes was authorized. The spirit ration was taken away from commissioned officers and midshipmen, but it continued for the crew. It was, however, prohibited as an issue-in-kind to warrant officers and men who had not attained their twenty-first birthday.

The Navy ration of 1861 shows no allowance for spirits. The agitation against the rum ration had become so strong that on 1 Sep 1862 it was entirely discontinued and instead of the spirit ration, the men's pay was raised all of five cents a day. This prompted the old Navy refrain. "They raised our pay five cents a day and took away our grog forever."

Sea duty in those days meant wooden bunks, steering by the stars, months at sea, and rotten decayed food. The Navy was a career for strong men only, for none but the strong could stand the food which they were forced to eat.

To prepare and eat its chow, the crew was divided into "berth deck"

messes (that is, groups of 20 men organized by duties or quarters), a custom carried over from the British Navy. Each of these messes elected their own cook, and often culinary talent had little to do with the outcome of the elections. The cook was also the dishwasher and after the meal he dunked the dirty dishes in a bucket of cold, greasy water and left them to dry on the open deck.

The Civil War brought many changes in the laws relating to the Navy, but from then until 1906 the ration remained virtually unchanged.

Between the Spanish-American War and World War I, there was a demand for a "steaming watch" ration for enlisted men of the engineer and dynamo force who stood night watches. This demand was met by providing a special ration for the night watches. Food began to improve greatly.

juices, fresh, concentrated and canned, also flour enriched with vitamin B1, niacin and iron and enriched yeast found their way into the daily mess.

Important also, during this period, was the development of combat rations, survival rations, and other special type rations designed to feed fighting men under extreme conditions. War became a long-range proposition, both in distance and time, and the Navy had to move to provide food enough to keep the sailor well-fed and at the same time eliminate frequent replenishment.

Since World War II, technological advances in areas affecting the Navy have been greater than in any previous period. Attainments in increased speed of ships, aircraft and submarines, coupled with greater endurance, demand an alertness in food products research to assure that these products will sustain personnel under the new operating conditions.

Today's galleys and sculleries are gleaming models of cleanliness. Automatic equipment of all kinds—potato mashers, meat slicers, ice cream mixers, deep fat fryers, large refrigerated areas—are all standard equipment. In the scullery, mechanical dishwashers, sterilizers, and sanitation equipment have replaced the old "dunk and dry" system.

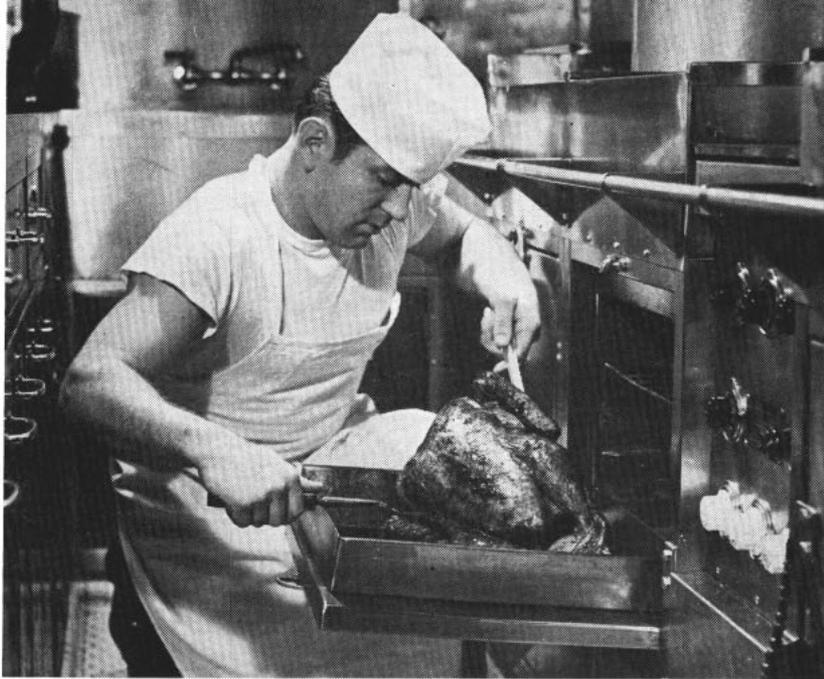
Nowadays, the Navy Subsistence Office keeps abreast of all developments in food preparation, handling and processing as never before. New foods require that the commissarymen, as well as the ultimate consumer, be indoctrinated in the advantages of these products.

Many of these foods were designed to help solve the critical storage space problem aboard ships. Called "ration dense" by the Navy (see p. 19) these foods embrace concentrates, dehydrates, compressed, pre-cooked, and frozen foods. Bones, pits, peelings, and trimmings are not occupying premium space, thereby making room for additional provisions. The use of these foods increases the length of time the ship can operate without being re-provisioned yet they do not detract from the usual high standard of feeding as offered by the modern Navy.

To ensure the continued high standards of feeding, the Navy Subsistence Office provides the Navy Recipe Service (approximately 800 recipes which are revised periodically to keep them abreast of new food developments) with handbooks to assist commissary personnel; a monthly publication entitled the Navy Food Service; training programs in the form of Commissary Schools and on-the-job training supplied by the Field Food Service teams as they visit Navy messes.

FAR CRY from Navy of the past, mess in today's seas service is the best in quality, preparation and service.





TURKEY TIME — No matter how small the galley the food is of the best, thanks to modern gear and training. Here, cook mans compact galley on submarine.

The future presents unlimited challenge to the Navy Subsistence Office. Already industry and military technologists have tackled many of the new problems. Liquid meat products to be fed by tube; freeze-dehydrated sticks of food to be used in "lipstick" dispensers; specially designed food bars, substantially identical in nutritive value, but widely different in flavor—all of these items are contemplated developments and it is hoped that they will be suitable for use in all climates and under any conditions.

The Navy has always kept pace with the times and there is no reason to believe the future will find it otherwise.

Navy-Industry Research

Imagine a suburban Rambler or split-level home with a kitchen six feet wide and nine feet long. Add one housewife to this smaller-than-average kitchen area who has just answered a phone call from her husband. He announces he's bringing home not the boss, but eighty friends for dinner! Result? Well, pandemonium at least.

Obviously this is a hypothetical case. No kitchen that small is equipped to turn out meals for so many men. No kitchen, that is, unless it is a submarine galley where specifically designed equipment enables Navy cooks to feed about 80 men their three square meals a day.

Designing space layouts for maximum efficiency is part of the job of the Naval Supply Research and Development Facility at Bayonne,

N. J. At this facility, which operates under the Bureau of Supplies and Accounts, scientists and practical technicians combine their talents to plan and improve commissary space layouts, and improve food equipment and preparation and techniques. The USNSR&DF staff is comprised of top-notch chemists, bacteriologists, engineers, dieticians, food technologists and industrial feeding specialists.

Industry cooperates with the Navy to build equipment and to develop better foods and recipes.

An example of Navy-industry cooperation is shown in the development of a new range for the submarine forces. The Commissary Research Division at Bayonne designed an improved model and then a business firm was requested to produce the range. After testing a model at the facility's laboratory, an experimental unit was installed aboard a submarine. The few "bugs" that showed up were ironed out and the range is now the pride and joy of many a submarine cook.

In addition, a commercial deep fat fryer has been adapted for submarine use. A specially developed coffee urn is now being evaluated which might well have commercial applications. These are only a few instances of mutual cooperation between industry and the Navy's Commissary Research Division.

Cooperating with the Bureau of Ships, the Research Division conducts extensive studies on best arrangements for cooking equipment

in the galleys of new ships which are to be built.

No detail is too small to be considered. Take the case of food disposal after the sailor finishes his meal. With new equipment in the mess hall the man can empty his scraps into a garbage grind and rinse his tray in one operation. This eliminates unsightly garbage cans from the vicinity of the dining area and makes subsequent dishwashing much easier.

The Supply Research and Development Facility is intensively studying the ration dense foods now being developed by industry and by the Army's Quartermaster Food and Container Institute. These foods are similar to the "convenience" foods so familiar to housewives. By using dehydration and compression, by eliminating bones, excess fat and trimmings, pits and peelings, more food can be stored in less space.

To meet the challenge of providing a more-than-adequate food load, the Bayonne scientists came up with foodstuffs designed to give greater endurance without need for re-provisioning. The Navy Subsistence Office in Washington, D.C., (which is the Mess Manager for the Navy) with the assistance of the National Security Industrial Association Food Service Committee, has evolved special recipes for the ration dense foods. These recipes have been tested under actual operating conditions on a number of ships in the Atlantic and the Pacific.

USS *Nautilus* used new ration dense foods on her recent cruise under the polar ice. The crew reactions to the new foods were recorded, and carefully studied. Turkey roll, pre-fried bacon, diced potatoes, six-way boneless beef and grapefruit juice found favor with both the cooks and the eaters.

Not all foods and equipment developed for Navy use will have commercial application. But the by-products of improved foods and equipment can help industry adapt or produce similar items for the general market.

Exotic fuels that will power missiles and rockets are no more vital to our nation's defense than the food that "powers" Navymen and keeps them healthy and strong.

Today, as in years past, top physical condition is encouraged through the practice of sound, nutritional principles developed by Navy commissary research and experience.

Taste-Test of Things to Come—You Like?

Although the actions of the electronic, supersonic, nucleonic Navy are getting a lot of attention—and rightly so—nowadays, the interest in Navy food proves once more that navies—like armies—still travel on their stomachs.

Ship and station food contests and competitions for the best bean soup recipe aren't the only indications of the Navy's concern with the Navyman's stomach and what goes into it. Further evidence of that concern can be found in news of such events as the eighth annual "Holiday for Housewives" in San Diego, Calif., earlier this year and a demonstration of "ration dense" foods in Washington, D. C.

During the "Holiday for Housewives," 53 commissarymen, bakers and stewards from destroyers and destroyer tenders of the Pacific Fleet Cruiser-Destroyer Force, plus other Navy men from the San Diego area, attended a cooking school and variety show sponsored by a San Diego newspaper. In demonstrations where meals were cooked on stage, home economists gave the Navy men and local housewives all sorts of helpful hints on the culinary art, covering such subjects as nutrition, the appearance of food; the right seasonings, temperature and length of time to use in cooking different cuts of meat; and how to make salads and relish dishes more appetizing.

In another recent culinary event in Washington, civilians and high-ranking officers from all the military services sampled the latest in foods which get their name "ration dense" because they are especially developed to save storage space by eliminating bulk and waste.

These items are part of the modern trend toward so-called "convenience foods," such as frozen ready-to-eat meats, cake and muffin mixes, concentrated fruit juices, instant mashed potatoes, milk powders and the like, which not only save space, but also make it possible to provide nourishing and appetizing meals with a minimum of preparation. For the Navy, in this era of nuclear propulsion, ration dense foods are particularly important, since an atomic ship's ability to stay at sea for long periods of time would be worthless if her food supply ran out too quickly.

Many ration dense foods are being developed at the Quartermaster Food and Container Institute in Chicago, Ill., where the Army, as single manager for subsistence, works with the other services to determine specifications for desired items and tests foods commercially available. The Navy then tests and standardizes these foods at its Supply Research and Development Facility in Bayonne, N. J., to find products that will meet its own particular needs.

One of the first concerns of the experts at Bayonne is to find ration dense items that appeal to the Navyman's palate. So, to make sure the new products are properly prepared, the facility at Bayonne and the Navy Subsistence Office in Washington work together to find appetizing recipes. And, a panel—composed of sailors and civilians from the facility—taste-tests the products thoroughly. By filling in questionnaires as to the flavor, aroma, texture and

general appearance of an item, the panel members help the food technologists to judge how the product will go over with the Fleet.

About 20 ration dense foods, ranging from A (Apples, dehydrated) to V (Vinegar, dry, synthetic) are now being used by Fleet units. Among these products are beef, boned chicken, eggs, dehydrated onions and peppers and potatoes. There will be an even greater variety of ration dense foods when some of the newer ones enter the supply system. For example, some of the more than 25 new products now in various stages of development or testing include grapefruit and orange juices, bacon, turkey, pork chops, ham, cheeses, compressed flour, milk, peas, beans, potatoes, cabbage, shrimp, fruit cocktail and peaches.

Some of these items are now being used experimentally, along with the usual provisions, aboard nuclear submarines and the destroyer USS *Uhlmann* (DD 687) in the Pacific.

WHAT'S THIS? Unimike can pressure cook, boil, deep-fat-fry, refrigerate, dispense drinks, and peel vegetables—but it's still in experimental stage.





HERE'S HOW — J. O. Ferrell, CS2, of USS Dixie (AD 14) gets some pointers on cooking a roast during a school session held in San Diego for cooks.



In *uss Nautilus*, SS(N) 571, during a 43-day cruise, crew members filled out questionnaires every day, telling what they thought of the ration dense foods, and in a number of cases the new items drew excellent ratings from both cooks and crew. Some of the opinions were quite frank. One cook, commenting on the canned beef with gravy he served one day, wrote: "This is very tasty but not too appetizing look-

LATEST IN RATIONS — Ration dense food designed to save space on ships was displayed in Washington. Below: Galley men work with new ideas and rations.



ing, as the meat crumbles and doesn't stay in chunks. The crew complained about it but ate every crumb."

uss Skate SS(N) 578, used ration dense foods to conserve space and increase her endurance and combat potential during her record-breaking underwater Atlantic crossings. Both she and *Uhlmann* are carrying the newest innovation in frozen meats—six-way boneless beef, which is pre-cut, trimmed and pre-packaged for the method of cooking that will be used. The cuts include oven roasts, grill steaks, pot roasts, Swiss or cube steaks and diced and ground beef. Besides saving space the six-way beef can be prepared in less time than other frozen meats and it helps cut down on excessive garbage, which can be quite a problem in a submarine.

The compressed flour now in experimental use illustrates the space savings that can be achieved with ration dense foods. With it seven extra pounds of flour can be carried in a five-gallon can. Other examples are dehydrated potato granules and precooked boneless turkey roll. With the ration dense potatoes a six-pound can will take the place of a 50-pound sack of ordinary spuds, taking up only one-eighth of the space formerly required. With the turkey roll, a nine-pound package replaces a 22-pound bird and cuts storage space requirements about 50 per cent for that item.

The use of ration dense foods is not limited to shipboard messes. During Operation Deep Freeze, where climatic conditions are a critical factor, ration dense foods capable of withstanding extreme cold are being used by members of the Antarctic expedition. And, scientists, working far from supply bases, take along lightweight ration dense products which enable a man to get 5000 to 5500 calories a day from a nutritional and tasty three-pound ration.

Most ration dense foods are dehydrated, and may be either precooked or uncooked. Through new techniques, such as high vacuum and freeze-dehydration processes the modern-day dehydrates have come a long way from the much-maligned powdered eggs of World War II.

So what will the Navy think of next? We don't know, but we'll be willing to bet it will taste good.

The Ship's Patternmaker

THE PATTERN SHOP of a repair ship or tender is usually located on the O1 deck. In *USS Yellowstone* (AD 27), you will find it on the third deck, port side, next to the foundry.

The pattern shop and the carpenter shop are generally rolled into one since both use mostly the same woodworking machines. During the day, the shop is busy and noisy with saws whirring and other wood-working machines humming. All men are helping to produce wooden models called patterns.

When destroyers come alongside, they usually have many parts that are broken or are in need of replacement. If the parts aren't in stock, they have to be made. That's when the patternmaker comes into the picture. If there is a blueprint of the part, he will work from it. Otherwise, he uses the broken part as a guide.

As an example, let's take a broken piston for an air compressor of one of the destroyers. The blueprint is brought into the shop and studied so that all dimensions, specifications, and views are exact. Then comes the step which is considered the most difficult as well as the most important part of the patternmaker's job. This involves the decision as to which type of pattern to develop for a casting.

There are several different types of patterns—solid, split, skeleton, metal, and plaster. In the case of the broken piston, for example, he will

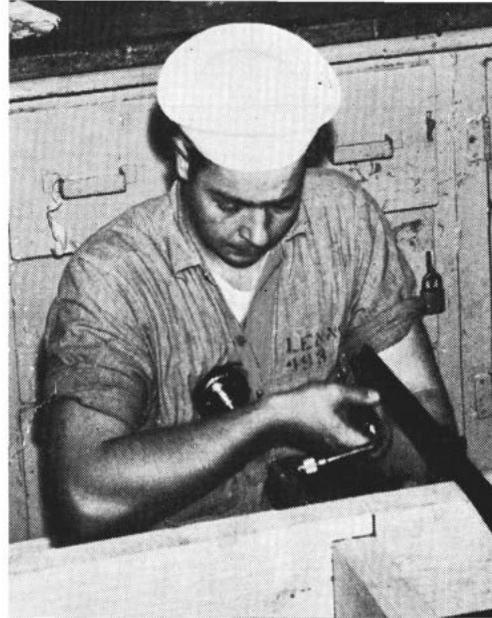
build a "split pattern," which means it will have two halves. One half is called the drag; the other, the cope. He will also have to build a core box to form the inside of the piston. A special type of sand is packed into this box by the molder, taken out and baked until it is hard. The core is then put into the mold supported by the core prints to let the hot melted metal flow around it. After the metal cools, the sand core is taken out of the metal casting, leaving the inside shape of the piston.

For complicated patterns, a pattern layout has to be made on a pattern layout board. The layout is a drawing of one or more views with the pattern features added to them, such as machine finish core prints and draft. The drawing is full-size, accurate and usually includes the object outline and center lines only.

Measurements are not taken with an ordinary standard rule, but with a shrink rule. This is a specially designed rule that compensates for the shrinking action of cooling metal. Since all metals do not shrink or contract alike, different shrink rules are designed for each type of metal.

When the patternmaker determines the type of wood to use, he begins the construction. The type of wood he uses depends also on how many castings are going to be made from the pattern. The more castings, the stronger the wood.

The PM not only uses power-driven machines such as band saws,



MANUFACTURING ship's brow for destroyer is job of H. Lennon, PM3, in shop on *USS Bryce Canyon* (AD 36).

radial arm saws, single and double arbor variety saws, routers, joiners, planers, lathes, disc sanders, and spindle sanders, but also uses many hand tools for fine accurate work.

When the pattern and core box have been constructed, they are shellacked for protection from moisture and water. Fillets are also put into the corners to make them rounded and easier for the molder to draw the pattern out of the molding sand.

The pattern, now complete, is sent to the foundry to be cast into metal. Result: the destroyer has a working piston to replace the broken one—thanks to the patternmakers.

—L. G. Simonson, USN.

WOODEN PATTERN for fire and flushing pump gets check by Patternmaker Edwards aboard *USS Sierra* (AD 18).



Stopover in Greece Means Family Reunion for Sailor

A young Navyman walked through the iron gate leading to a pleasant yellow stucco house in a quiet neighborhood of Athens, Greece.

He hurried through the flower-filled patio to knock on the door. It was opened by his cousin, Patricia, a young brunette with sparkling brown eyes.

This was the first time he had ever seen her, for Christie Stathopoulos, a 19-year-old Seaman Apprentice from Peabody, Mass., is the first member of his immediate family to visit Greece since his parents left there nearly three decades ago.

Serving in *uss Wasp* (CVS 18), Chris had been granted special leave for an overnight visit with his uncle, George Zervoulakos, and the Zervoulakos family during the first two days *Wasp* was in Athens.

The first day of the visit was "get acquainted" time. It included a trip to his uncle's office downtown where, during the casual conversation, Chris enjoyed the Greek version of the coffee break. He had lemonade while his uncle sipped Greek coffee from a little cup about the size of a half dollar and less than two inches high.

From Uncle George's office window, and later from the patio on

the building's roof, young Chris got a remarkable view of Athens' famed Acropolis, where remnants of some of the world's greatest architectural works stand today.

On the way back to Uncle George's house, Chris and Mr. Zervoulakos stopped off at a bank to visit cousin, George, Jr., who works in the credit department.



Acropolis at Athens, Greece

At the Zervoulakos' home, Chris was treated to candied apricots and *ouzo*, a Greek wine, as he chatted with his Aunt Bessie and the 20-year-old Patricia, who is enrolled in a three-year English school.

Next day, since Chris wanted to visit the Acropolis, he, Uncle George and Patricia taxied up to near its top. On the way they stopped to visit Greece's Tomb of the Unknown Soldier, where Greek sailors stood at crisp attention under the warm Mediterranean sun.

Chris speaks Greek quite well, since the language is spoken in his American home. He did have a

moment of confusion, though, when he greeted a Greek Orthodox priest while climbing up to the Acropolis.

"Kalaspeto," said Chris.

The priest smilingly returned the greeting, and Chris' cousin burst into giggles.

It turned out that he had given the greeting for "good evening" when he meant to say "good morning," or "Kalasmeta."

At lunchtime, Chris' uncle took him to a small restaurant on Athens, Stadiou Street for a chicken dinner—not too different from an American meal except for the Greek appetizer, *dormatos*, which is ground meat and rice baked in cabbage leaves.

By the time lunch was finished, it was nearly three p.m., so Chris and his relatives went back to the house to rest and chat until Chris returned to the ship at midnight.

Two evenings later the Zervoulakoses came to *Wasp* to visit Chris. They toured the carrier's hangar and flight decks and were awed by the array of ASW planes and helicopters.

Later, Patricia and Chris attended a shipboard dance held for the men of *Wasp* and about 100 young women from the Institute of American Studies in Athens.

—By Norman W. Larson, JO3, USNR.



FAMILY AFFAIR—C. Stathopoulos, SN, USNR, had good time with relatives when his ship anchored at Athens.



Seeing the Med

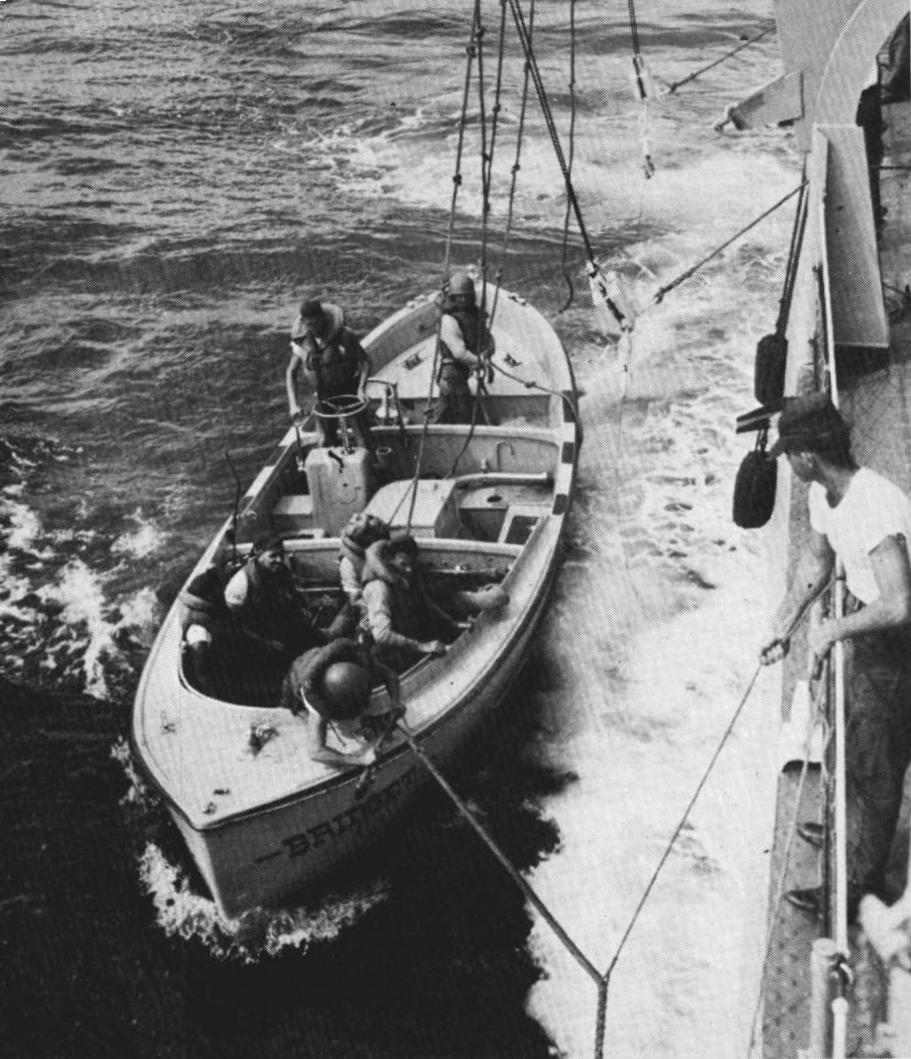
NO MATTER which part of the Mediterranean you visit, Navymen seem to agree that it abounds in good liberty ports, each with its own special charm and interest.

So it was with the Navymen on board *USS Northampton* (CLC 1) whose good times began at the Med's western gate. The ship pulled into port at Gibraltar and the crew went touring the interesting spots of this historic fortress and shopping for souvenirs along its streets.

Not far away, a few days later, *Northampton* men had an equally interesting time visiting Palma, the colorful Spanish town located in the Balearic Islands in Mediterranean waters off the coast of Spain.

Top: *Northampton* sailors get the word on Barbary apes. *Top Right:* Spanish dancers put on a show for crew on ship's fantail while anchored at Palma. *Right:* Picturesque scenery at Monastery of Majorca on Balearic Islands brings out the cameras. *Lower Right:* Sailors shop on Rock of Gibraltar. *Bottom:* Navymen enjoy exhibits at monastery while on Palma liberty.





MOTOR WHALEBOAT is launched from *USS Bridget* (DE 1024) at Helen Reef. Below: Navy men talk with the Chief of Fais Island (left) through interpreter.



TOBI ISLANDERS meet LT Walker.

A Voyage

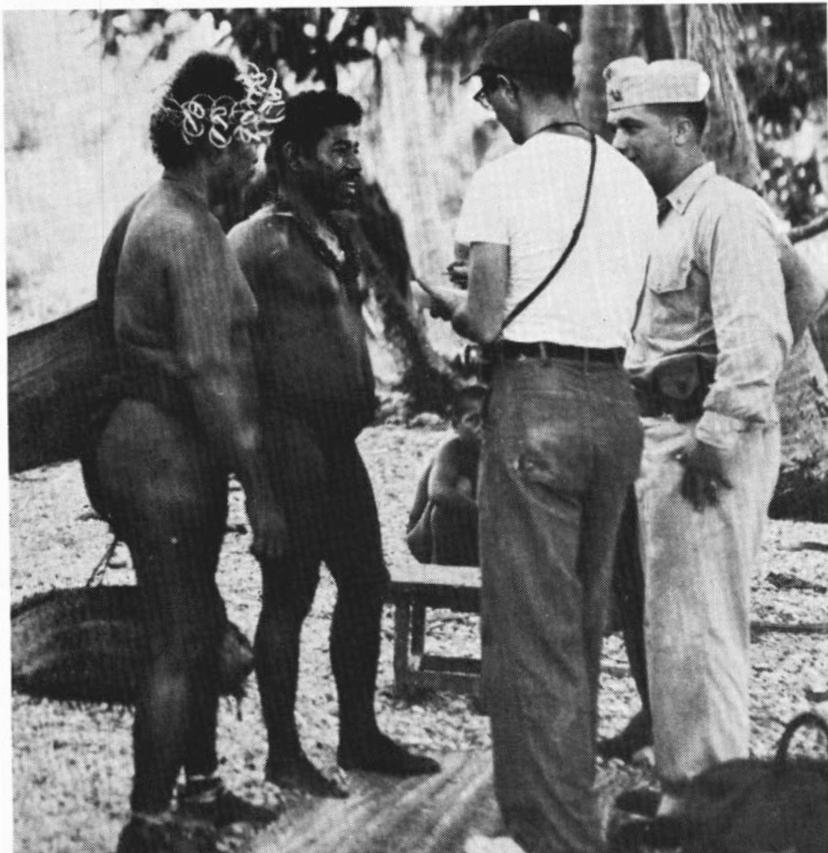
TO MANY A MAN a tropical island in the Pacific, with its swaying palms, ocean breezes, white sandy beaches, clear blue water and beautiful native girls, has seemed the ideal retreat from the problems and frustrations of everyday life in civilized society.

Meeting all these qualifications are many of the islands in the Trust Territory of the Pacific. The trust territories includes the Marshalls, the Marianas (except for Guam) and the Carolines.

From time to time Navy ships operating out of Guam are sent on surveillance tours of the Carolines, a chain of coral atolls and volcanic islands that stretch about 100 miles from north to south. On these tours, designed to make sure the people of the islands have plenty of food, medical supplies and such, some lucky Navy men have a chance to observe the tropical Edens which have lured men for centuries.

The problems involved in administering the Trust Territory (which the United Nations placed under American supervision in 1947) are considerable. Many of the islands are hundreds of miles apart and located in dangerous coral seas. Few have good harbors suitable for large vessels, and many can only be reached in small boats capable of negotiating the treacherous surf.

USS Bridget (DE 1024) found out about these conditions when she reported to Guam and Commander Naval Forces, Marianas for four months of duty in the Marianas





HOSPITAL CORPSMAN treats an ailing native as a young islander looks on. Rf: Inhabitants of Sorol express thanks.

to the Western Carolines

and Carolines area. Her primary mission was to make a series of surveillance tours in the islands of the Western and Central Carolines. Typical of these voyages was one to the Western Caroline islands of Fais, Sorol, Helen Reef, Tobi, Merir, Palau, Ngulu and Ulithi, which began not long ago when she sailed out of Apra Harbor, Guam.

Her first destination was Fais, located 315 miles from Guam and inhabited by 200 islanders. A landing party, consisting of one officer, a hospital corpsman and five other enlisted men, left the ship via motor whaleboat several hundred yards offshore.

Fais happens to be one of the few islands where pier facilities are available, and on hand to greet the party at the landing was Haruyei, an interpreter and teacher who is well acquainted with American customs and the English language. He had been educated on Truk, several hundred miles away, where there is considerable American influence.

The Navymen were led to the village and a meeting with the local chief. Friendly greetings were exchanged and the islanders did their best to demonstrate their admiration of the strangers who had come to help them. For most of the Americans this was the first time, outside of the movies, that they had seen grass huts and natives in loincloths.

After tending the sick and leaving a supply of medicine the Navymen returned to their whaleboat and *Bridget*. Then the ship got

underway again, this time for Sorol, 100 miles away.

This island, bounded on one side by a treacherous reef, provided a bit of unscheduled adventure for the landing party which had to make its way to shore in a rubber lifeboat. While the party was trying to find an opening in the reef, the lifeboat was caught in a huge wave that nearly capsized the boat as it was swept over the coral. The Navymen immediately jumped into the water and managed to save the medical supplies and camera equipment being carried in the boat.

When the Navymen had completed their meeting with the 13 inhabitants of Sorol, they learned it would be wiser to make their departure from the other side of the island, where the waters were calmer. *Bridget* was contacted for permission, and after it was granted, the islanders helped the sailors carry their boat and gear across the island. Meanwhile the ship made her way around Sorol to be in position to meet the returning party.

From Sorol, *Bridget* moved on to Helen Reef for a brief stop. There, the landing party was limited, since no natives were thought to be ashore. Upon their return to the ship the sailors in the party reported that four natives were on the island from Tobi, 35 miles away, to gather sea shells.

Next came Tobi, which provided surprise to the men of *Bridget*. The islanders spoke a great deal of English, since many of the younger

people had been schooled on Truk. Instead of loincloths they wore western-style clothing.

The people of Tobi, who travel to Truk and other islands in the commercial steamships which bring in supplies and pick up Tobi's copra production, were eager to trade woodcarvings and shells for the soap and cigarettes carried by their American visitors. During *Bridget's* stay some of the Navymen were treated to coconut milk. Others just mingled with the people to learn about their customs and way of life.

After the call at Tobi, *Bridget* headed for Merir, the next stop on her eight-island tour. However, engine trouble forced a change in plans, and the ship proceeded instead to Ngulu, and from there, back to Guam. At Ngulu the landing party, which used both the motor whaleboat and rubber lifeboat, had easy access to the shore. About 50 islanders greeted them.

The village consisted of neatly-built grass huts, surrounded by palm trees. Stones and shells had been carefully arranged around the house to mark off their yards. The men were dressed in loincloths. The women, who looked like the island beauties on the covers of magazines and travel folders, wore huge grass skirts. In fact, almost everything about the place seemed to fit the day-dreamer's mental picture of the South Sea Islands.

For such a trip as *Bridget* made, Ngulu was an appropriate ending.

—Robert J. Bova, JO2, USN

LETTERS TO THE EDITOR

Retired Pay and Saved Pay

SIR: I've requested transfer to the Fleet Reserve, effective next June. My question concerns the old and new pay bills and the saved pay clause. I will complete 24 years' service next June. If I am eligible to retire under the old bill plus six per cent, I believe that I will make out much better than by retiring under the new bill. Can you tell me if this is possible and what the difference would be?—O. H. U., MM1, USN.

• The act which placed the new pay bill into effect on 1 Jun 1958 stated that any person receiving retired pay, retirement pay, retainer pay or equivalent pay on 31 May 1958 would be entitled to an increase of six per cent of the pay to which he was entitled as of that date. It further stated that those retiring or transferring to the Fleet Reserve on 1 Jun 1958 would receive retired/retainer pay based on the rates under the new pay bill or the old pay bill plus a six per cent increase, whichever is the greater.

The law also provided that, after 1 Jun 1958, unless a man is on Saved Pay (POIs are not affected), all those going into the Fleet Reserve and drawing retainer/retired pay will have their pay based on the new pay bill.

Since you will be going into the Fleet Reserve after the 1 Jun 1958 date, your pay will be figured on your \$290.00 basic pay. Take two-and-a-

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.

half per cent of this times 24 (years of service) and your retainer pay will come to \$174.00. If you had gone into the Fleet Reserve on 1 Jun 1958 with the same amount of years' service, you could have figured your pay on the old pay bill, \$288.60 base pay. This amount, computed the same way but with the six per cent increase added to it, would have brought your retainer pay up to \$183.55. Figuring your pay under the old bill without that six per cent increase, retainer pay would have come to \$175.90.—Ed.

Chances of APs for Top Grades

SIR: I am one of those enlisted men serving in pay grade E-7 with collateral duty as aviation pilot. It seems to me that the E-8 and E-9 examinations handed aviation pilots added up to some sort of a raw deal. Wouldn't we have made out better if we had competed among ourselves as a group rather than within our own ratings?—T. W. M., ADC, USN.

• On the contrary. After checking around we came up with information which would indicate that someone is looking out for your best interests.

Research into past service-wide examinations for advancement to E-7 show that 53 per cent of enlisted aviation pilots successfully pass examinations. Ground personnel in the same ratings have maintained an average of 34 per cent. The additional education in all phases of aviation, including maintenance, that APs receive is probably the deciding factor in this ratio.

But let's get down to specifics. At present there are 195 Aviation Pilots in pay grade E-7. Theoretically, if they competed against each other as a group they would be allowed, on the basis of percentages, NO E-9 and ONLY two E-8 advancements, in the first year.

On the other hand, these same enlisted pilots are distributed within the ratings AM, AD, AO, AT, AC, TD, and PH. These ratings will get a total of 53 E-9 and 335 E-8 advancements in the first year. Based on past performances, Aviation Pilots will be better off competing within their own ratings than against each other.

The AD rating alone, which has 116 enlisted pilots, will get 19 E-9 and 121 E-8 advancements in the first year. Of these 121 E-8 advancements, theoretically, six should be enlisted pilots—again, based on past statistics.

It boils down to this. By competing among yourselves you would get NO advancements to E-9 and only two could become E-8. In competition by rating the APs have as good a chance as anyone to snag off one of the 53 E-9 or 335 E-8 advancements.

Sorry to disagree with you, but these figures just don't show us where APs were handed a raw deal.—Ed.

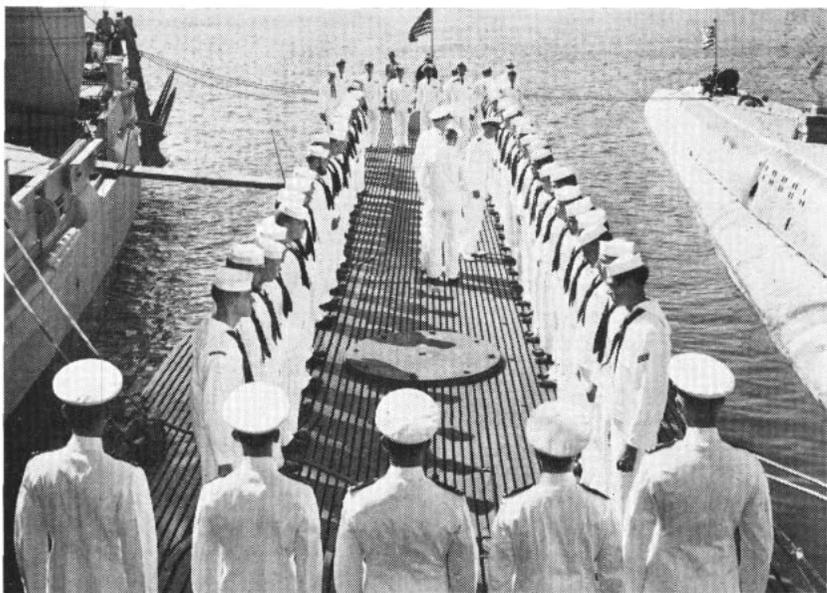
'Responsibility Pay'

SIR: I read with great interest your Bulletin Board story on "responsibility pay" in the July issue of ALL HANDS. It said, "This extra pay will go to officers serving in assignments of extraordinary responsibility and critical necessity."

Have such assignments been determined as yet? And if they have, is command at sea included?

Any information you can provide will be greatly appreciated.—P. W. W., LT, USN.

• "Assignments of extraordinary responsibility and critical necessity" have not been determined as yet. No action is being taken at present, pending a thorough study of the new pay bill.



HONORED—Personnel inspection on board USS Capitaine (SS 336) offers opportunity to award Good Conduct Medals, dolphins and announcements.

When, and if, this pay is forthcoming, command at sea will be high on the list, we understand.—ED.

Classified Speedletter

SIR: I have a question concerning the *Navy Correspondence Manual*.

In one item there is a statement that the classification identification shall begin at the left margin, five lines below the last line of the address in the letterhead. In SUP-1 to the *Manual*, paragraph 4b(2) states that the word, SPEEDLETTER, is typed or stamped at the left margin, five lines below the last line of the address in the letterhead.

This would mean that if a command were to write a classified speedletter using letterhead, both the classification and the word, SPEEDLETTER, would be in the same place. Since this is obviously incorrect, I'd like a clarification.—D. W. F., PNI, USN.

• Nice catch.

We brought your letter to the attention of the *Navy Management Office*, and the matter will be cleared up when SUP-1 is incorporated in the *Manual*.

In a case such as you cite, both words are placed on the same line, with the classification first. The designation SPEEDLETTER, of course, follows.—ED.

Icebreaker, Record Breaker

SIR: We ask more in sorrow than anger—how could you? While this vessel was wandering through the ice-strewn polar seas on its way back from one of the farthest northern penetrations of this part of the Arctic Ocean, we made a landfall at Pt. Barrow, our operating home port, North.

We received our mail and copy of ALL HANDS. Our day was ruined—and don't forget that a day lasts six months up here. In your "Taffrail Talk" we came upon that article concerning the two bold destroyer men who had the audacity to claim publicly, in the King's own English, that they had made a transit of both the Antarctic and Arctic circles. Sir, how could you?

If we may, we would like to trespass for just one fleeting moment and perhaps bask a little in the sunshine of the plaudits which the rest of the Fleet has bestowed upon these two illustrious destroyer sailors. We do not regard them—or you—with disdain or contempt but, rather, tolerance. After all, we are members of the ice-crushing ghost of the Antarctic and Arctic coast, *uss Burton Island* (AGB 1) and what may be remarkable for destroyer sailors and *Destroyerman*, is dull routine for us. However, you should know better.

For the benefit of anyone with an open mind, *Burton Island* was the first ship in history to make a South-North transit of the Northwest Passage (in 1954). She was the first ship to make a mid-winter landfall on Nome, Alaska. This was early in 1954, and the uni-



CHARMER—D. D. Wrigley, USN, and M. Palmer, RAN, appear to be almost as charmed as the king cobra during sightseeing stopover in Singapore.

form of the day was dress blues, pea-coats, flat hats and snow shoes.

To continue her firsts: She was the first naval vessel to bring medical and dental treatment to the Eskimos in Alaska. She made the farthest northern penetration in the Arctic Ocean west of the 100th meridian. She has sounded more Arctic waters in this vicinity than all the rest of the breakers combined. She has crossed the Arctic Circle 18 times—quite a feat.

So much for the North. Now, let us

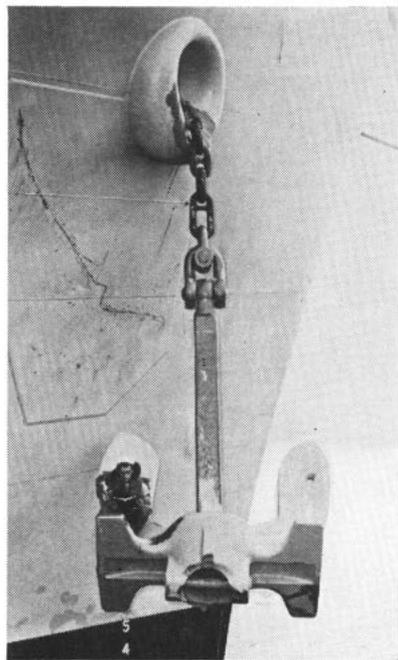
come about, face South, and take a brief glance at *Burton Island's* small contribution to the success of Deep Freeze III. She was the first ship in American naval history to visit a Russian-owned and operated IGY station. First ship to land a helicopter there. (Incidentally, a copy of our ship's newspaper, *Albatross*, rests in a place of honor at the Polar Museum at Moscow.)

We were the first ship to hold open house, South, for visiting Russian wheels to see their first American movie. They returned the compliment by inviting our crew ashore for a Russian open house.

Thence to the Japanese-manned Showa IGY station where we had a bit of a struggle in an attempt to rescue and re-land IGY personnel. Possibly you may have heard of our rescue mission in which we escorted *Soya Maru* through 40-foot ice, beset for days. We won't even bother to mention being flung about like a cork in the grip of an Antarctic hurricane; nor will we bore you with tales of resorting to demolition to break free from the vise-like grip of the icy hands of Showa. However, drop around to the Chief's quarters some day, and we'll tell you all about it.

To resume: Leaving Showa, we commenced the second half of our circumnavigation of the bottom of the world en route San Diego via Peru and Chile.

Thus, in nine months, we had crossed the Arctic Circle twice, the 180th Meridian, the Antarctic Circle seven times, and the prime meridian once and in the process received a commendation from the Secretary of State for Showa, a "Well Done" and a thank you from the Minister of Education for



HOOKED BOOKWORM—W. R. Brewer, of *USS Kawishwi*, catches up on reading, awaiting brush and paint.

LETTERS TO THE EDITOR (Cont.)

Japan and the Maritime Commission. Japanese school children also thanked us. We received the everlasting gratitude of the Japanese IGY personnel. Can a destroyerman say as much? Can any two destroyer men say as much?

Mind you, we don't complain of the isolation nor of mail, liberty and communication blackouts, nor of our delightful weather. (Mail once a month, liberty every three months.) But we would appreciate it very much if you would list us as being present, at least, in Deep Freeze III, along with such good company as *uss Atka* (AGB 3) and *ussc Westwind*, (WAGB 281), not be mention our big brother *Glacier* (AGB 4), who led us by the hand through ice that we couldn't dent, at McMurdo Sound. You'll notice that there's not a destroyer listed among those present. Drop around to the crew's quarters some day and we'll tell you about it.

Submitted with respect and humility for the officers and crew members of *uss Burton Island* (AGB 1).—John B. Parkhurst, QM1, USN.

• *As we've said before, we're the middlemen. This means that we get caught in the middle more often than not. If you will take the trouble to check the original item again, you'll find that we—ALL HANDS, that is—didn't lay any unusual claims for our two destroyer men. We were merely quoting our good friend Destroyer man. After all, some of our best friends have come, at one time or another, from destroyers.*

We have learned, through grim experience, never (repeat, never) to support the claims of anyone. We merely report them. When, for example, some



FAMILY PORTRAIT — W. A. Smith, BM1, poses for photo with family on his return to Norfolk after sea cruise.

destroyer man wants to know more details of your trip in which you had to break through 40 feet of ice, we'll forward their queries to you and let you explain.

Drop around to the office someday, and let us tell you our problems.—Ed.

Non-Magnetic Buckles

SIR: Uniform regulations say that belt buckles, among other things, must

be made of non-magnetic metal. Why?—R. A. R., LTJG, SC, USN.

• *As we see it, you want to know: "Why do sailors wear non-magnetic belt buckles?"*

We could say, "To keep their belts fastened," but we'd never stoop to that sort of humor.

Instead, we'll give you a straight answer—sailors wear non-magnetic belt buckles to help keep the ship on course. Here is how "Knight's Modern Seaman-ship" explains it:

"It is important that magnetic material present when the compass is compensated shall not be removed, nor shall any magnetic mass even as small as a pocket knife be brought near the compass while it is in use, for to do so may so deflect the compass that the ship will be steered into danger."

As you can see from this, if sailors did wear magnetic buckles, they'd have to stay away from the compass.—Ed.

AF 28 Dishes It Out

SIR: After reading your article "Who's As Hot as *Hyades*?" I think a few points should be brought to light. My ship, *uss Graffias* (AF 29), is a hard-working member of ServPac and although we don't like to toot our own horn, I feel it is about time we did.

Since *Hyades* (AF 28) is a *Graffias*-type ship, we both have steam winches and no conveyors, and can therefore stand on equal footing for comparison. So let's compare.

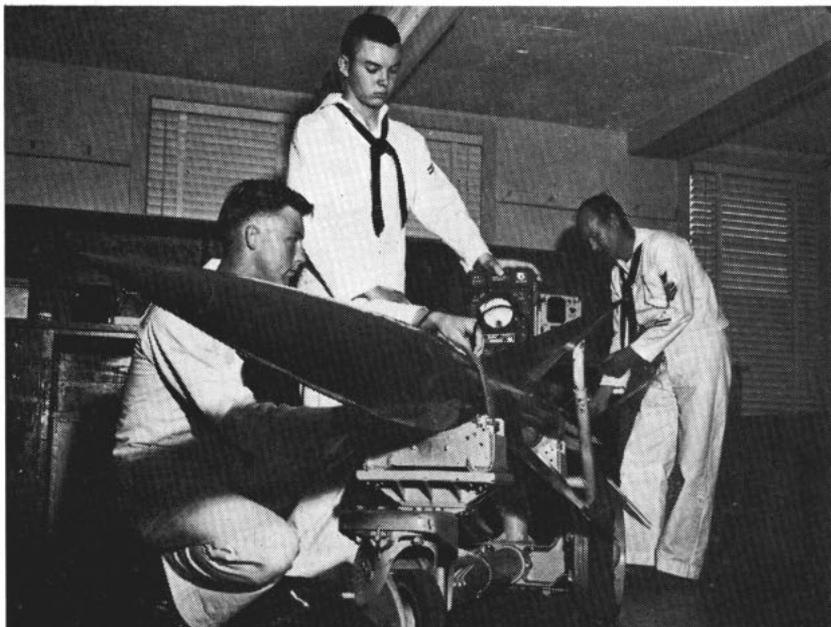
In underway replenishment with *uss Shangri La* (CVA 38), *Graffias* transferred 117 tons of food in 31 minutes; an average of 226 tons per hour. *Hyades* transferred 280 tons in 2 hours and 50 minutes, or roughly 72 tons per hour. When you compare, *Hyades* record isn't so impressive after all.

When *Graffias* arrived in Buckner Bay, Okinawa, at 0600 without requisitions, we borrowed boats, and put off 80 tons of food in six hours during a Fleet issue operation. In the afternoon we got underway for replenishment at sea operations. In the light of this, I can't agree that the 40 tons moved by *Hyades* in one day was "a good day's work."

In a recent in-port consolidation, we transferred 2133 tons of goods in 84 hours. We worked around the clock for an average of 25.3 tons moved per hour. This feat, I believe, has not been equaled by the East Coast ships. I am not including any of *Graffias*' congratulatory messages; but "Outstanding" has become expected of *Graffias* in WestPac.

I think after this comparison, you'll be luke warm about your 'hot' description.—M. G. Fuller, SN, USN.

• *When it comes to claims, and counter claims, we'll sit it out. Anyhow, we have a feeling that maybe some more statistics will be coming in.—Ed.*



BIRD'S BRAIN — Sparrow's missile is studied by fledgling missilemen at Aviation Fire Control Technician and Guided Missileman School NATTC Memphis.

Comments on the CO's Order Book Stir-Up Hornets' Nest

SIR: I am somewhat astounded that no one in your office recognized the CO's Order Book (August 1958, p. 25). See *BuPers Manual*, Art. B-2317 (11). It is the log which contains the consecutive numbers assigned to all pay record documents. What have they been using at that command?—LCDR J. A. Vaughan, USN, USS *Trumpetfish* (SS 425).

• *Right you are, sir. Perhaps we were a little hasty in our correction of the record, but you and our scornful friends below will find our apologies and explanations on p. 27 in the October issue. Apparently we just didn't read the original letter carefully enough and we promise to be more careful in the future. Until the next time.*

Here, in part, are additional comments. We must confess that we were a little startled at the vehemence of some of the replies. After all, the man just asked a simple question.—Ed.

SIR: I think both the PN2 and you have a misconception of what the question meant on the inspection sheet. A CO Order Book is not a CO's Order Book. Any change in the pay records of military personnel because of leave, starting or stopping commuted rations, advance pay, etc., will have a CO Order Number and a log will be kept by fiscal year. The log is called a CO Order Book. By the way, how did M. D. H. make PN2?—Franklin D. Stewart, YN2, San Diego, Calif.

• *Sounds reasonable. But it would appear that we have a slight confusion in regard to nomenclature. See below*—Ed.

SIR: The yeomen attached to the Flag Administrative Unit here were quite disturbed that a personnel man had no knowledge of the CO Order Book.

"Individual and blanket orders originating through or by a commanding officer will be numbered serially in the same series of numbers, beginning with "1" each fiscal year. These orders will be numbered consecutively in the order of their submission to the disbursing officer." This is an excerpt from Art. 044572 of the *Navy Comptroller Manual*.

A Commanding Officer's Order or Serial Number must be shown on vouchers affecting pay and allowances submitted to a disbursing officer. A record of these order or serial numbers is maintained in a log which is known as the CO Order Book. At some activities it is known as the Military Pay Order Log. Although there is no written regulation regarding the maintenance of such a log, it has become such through custom and usage.—T. J. Love, YNCA, USN, NAS Glenview, Ill.

• *We're happy that we're able to*

straighten all this out. Let's see . . . CO Order Book, CO's Order Book, Military Pay Order Log. It isn't required by regulation but you get gigged if it isn't available for inspection. Hey! Wait a minute. . .—Ed.

SIR: To me, the CO's Order Book means that record maintained in the Personnel Office and referred to in the *Navy Comptroller's Manual*, Sec. 044572 as a numerical record of all orders to the Disbursing Officer and is definitely needed by all commands.

The CO's Night Order Book means that record referred to in *Navy Regs*, Art. 0751(m), as you stated in your original reply. Usually on naval air stations, the Night Order Book contains comments and orders by the Executive Officer to the Duty Officer during the coming watch.—Hack Wilson, YNC, USN, San Diego, Calif.

• *So now we have: CO Order Book, CO's Order Book, CO's Night Order Book, Night Order Book, Military Pay Order Log. All these are referring to either one or, maybe, two, order books. Or logs. Our sympathy for M. D. H. grows.*—Ed.

SIR: Book, book, who's got the CO's Order Book?

A serial number record of the Commanding Officer's pay record orders beginning on 1 July of each year with the number "1" is required by the *Navy Comptroller's Manual*, para. 044572. This record is commonly known by all yeomen and most personnel men as the "CO Order Book."

M. D. H. in his letter stated that he realized such a volume might be used once or twice a year. Since 1 Jul 1958 our office has used this "volume" 99 times.

Page 7 of the Service Record is the most frequently used page requiring

a CO Order Number. However, pages 6, 6A, 14, DD 114 and NavCompt Form 511 all require CO Order Numbers.

The CO Order Book is a complete record of CO Orders to the Disbursing Officer and records names, dates, CO Order Number and the reason for the order.

By the way, what was the inspection officer looking for?—John W. Dowis, Jr., YNSA, USN, USS *Caperton* (DD 650).

• *Now we're getting somewhere. Let's make sure we've got it right: "The CO Order Book is a complete record of CO Orders to the Disbursing Officer and records names, dates, CO Order Number and the reason for the order." No one could express it better. Not even us. Why, then, the confusion?*—Ed.

SIR: I believe the question was poorly stated. So far as the personnel office is concerned, the CO's Order Book refers to a fiscal year accounting of numbers assigned to orders to adjust pay accounts, such as service record pages 6 and 7.

If you were to look on the bottom of a page 7, you would see where the page 7 requires a CO Order Number. Among the old timers, before there were any personnel men, we used the CO's Order Number Book to keep track of numbers assigned to an order to adjust a pay account, such as crediting leave rations, longevity, commuted rations, court-martial orders, and the like.

This book furnished both the Personnel Office and Disbursing Office additional checking information if a conflict between the service record and the pay record ever occurred. The numbers ran consecutively from the

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 months in advance.

• USS *Idaho* (BB 42)—The second annual reunion will be held 19-21 Jun 1959, in Norfolk, Va. For further information, write to David C. Graham, SMC, USN, P.O. Box 8048, Norfolk 3, Va.

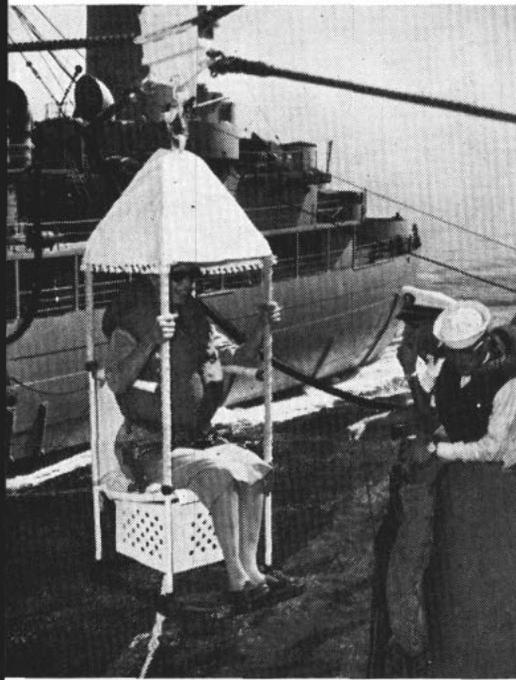
• USS *Jobb* (DE 707)—A reunion for all former members will be held at the Hotel Taft, New York City, on 22 November. For additional details, write to LT Donald R. Deiran, USNR

(Ret.), 105 Cedar Grove Parkway, Cedar Grove, N. J.

• USS *Kyne* (DE 744)—All former crew members who are interested in holding a reunion with time and place to be decided may write to Earl P. Atkinson, 40 Walnut Ave., Bethlehem, Wheeling, W. Va.

• USS *Roper* (DD 147 and APD 30)—All who served on board this ship and who are interested in holding a reunion in New York may write to William H. Mouquin, 63 Vesey St., New York 7, N. Y.

• USS *Wilkinson* (DL 5)—All plankowners who are interested in holding a reunion in the summer of 1959 in St. Louis or Chicago may write to Leslie R. Axelrod, 1417 Ferndale Ave., Highland Park, Ill.



HIGH TIME—CAPT Joy Bright Ofstie, USN (Ret.), who was Navy Yeomanette in WW I and former director of the WAVES during WW II, rides high-line while on visit to the Sixth Fleet.

first day of the fiscal year to the last day of the fiscal year.—Jewel J. Wilson, Jr., YN1, USN, San Diego, Calif.

• *This sounds perfectly clear and explicit, too. We don't see how anyone could possibly make a mistake. Wait a minute. CO's Order Book and CO's Order Number Book—are they both the same? If they are, why the different names? If they aren't, why . . . Ah, skip it.*—Ed.

SIR: I believe you both misinterpret CO's Order Book. To me, the CO's Order Book is the record maintained to keep accountability of CO Order Numbers used on vouchers to the disbursing officer which affect a man's pay.

M. D. H. says that he believes the book would be an extra log maintained and would be used only infrequently. I must disagree. We use our CO's Order Book every day and at times we would have at least 50 to 100 orders sent up to the disbursing section. This listing has always answered the question "Does your command maintain a CO's Order Book?" wherever I have been assigned.

M. D. H. is, I believe, referring to the book mentioned above. You were referring to the Commanding Officers (Night) Orders Book. I always had to make my trips to the captain's cabin and pick up his night orders and take them to the bridge for use during the night by the OOD. This book was

labeled the CO's Night Order Book.

At this station we agree you were right in your description but it wasn't the answer M. D. H. was looking for. He stated that he had asked the Inspecting Office what the book was and the answer was: "If you don't have it, I will have to mark you as not having it," admitting that he did not know of such a book. What kind of an officer is he? If he didn't know what it was, why didn't he be a man and say so?

If I am wrong I would appreciate knowing just what a CO's Order Book is and if I am right, I would appreciate it if you were to write a small article in ALL HANDS identifying both books—the CO's Order Book and the CO's (Night) Order Book.—D. E. Burkhardt, YN1, USN, FPO New York, N. Y.

• *A small article? Hah!—Ed.*

SIR: I find the ignorance displayed by everyone concerned with the CO's Order Book—the personnel man, the inspecting officer, and ALL HANDS—to be a little shocking.

The CO's Order Book referred to on the inspection check-off list assuredly must have referred to the military pay order number book or log. Considering the number of individual pay orders issued, could this be the "volume used once or twice a year" but not thought to be an advantage to any personnel office to keep as an extra log book used so infrequently?—LTJG T. L. McGehee, MSC, USN, FPO San Francisco, Calif.

• *See above. And above, and above and above.*—Ed.

SIR: M. D. H. said when preparing for an administrative inspection he ran across the question "Does your command maintain a CO Order Book?"

I believe the question pertained to the requirement set forth in para. 044572, Vol. IV, *Navy Comptroller Manual*. The disbursing officer, himself, has no authority to make changes affecting the pay and allowances of a personnel attached prior to receipt of a substantiating voucher, duly authenticated and bearing an authoritative CO's Order Number, directing that such a change be made.—J. S. Ramet, YNCA, USN, FPO, San Francisco, Calif.

• *It seems to us that, by this time, we have pretty well explored the ramifications of the book, ledger or log commonly referred to as the CO's Order Book. However, there are one or two points not touched upon by our correspondents (who, except for a certain understandable confusion in nomenclature, certainly knew what they were talking about) which we think are relevant.*

As for the criticism directed at us, we don't mind. It's one of our occupational hazards. But why all this scorn at M. D. H.'s simple question?

Which one of you personnel men perform ALL the functions of your rate and rating? Isn't classification the primary duty of a personnel man? How many of you actually classify? We don't know M. D. H. personally and we don't know what he does, but we suspect it is quite possible for him to spend his entire career in the Navy and have no reason to make an entry in the CO's Order Book. It's also quite possible that you, also a personnel man, could do your 20 years without having occasion to classify even the ship's mascot.

We can hear your protests now: "He doesn't have to perform all the functions of a personnel man to know about the CO Order Book. But he does have to pass his exam for advancement. He should study his duties. How did he ever get to be PN2 without hearing of The Book?"

A good question. We'll answer it with this one: How many of you qualified for advancement with a perfect score? How many of you can say that you know everything there is to know about personnel work?

Without looking it up, it seems to us that since the CO Order Book is primarily concerned with disbursing, it should be of interest to a DK. What has a personnel man to do with disbursing? What does a personnel man do, anyway? Hey, Wholey. We've got a job for you.—Ed.

Kiowa On the Go

SIR: I have read letters in ALL HANDS from other Fleet tugs which tell of their many achievements. Maybe we haven't set any steaming records, or tonnage-hauled records, but we are proud of what we have accomplished. So just for the record, I would like to tell some of those "steaming" tugs some of the things we have done.

USS *Kiowa* (ATF 72), oldest Fleet tug in ServLant, rang up some enviable marks during fiscal '58. She ended the competitive year with the battle efficiency "E" for her group (she scored the second highest average of any ship in ServLant); won a gunnery "E" with her 3-inch guns (she racked up the highest gunnery scored in ServLant); and topped all of ServLant in the annual supply inspection to win the equivalent of an "E" in that department.

While accomplishing these feats, she has been one of the workhorses of ServLant's "always-on-the-go" tugs. She steamed 24,810 miles, most of which while towing target sleds. During January, February and March, she participated in Operation Springboard and was underway all but six working days during that three-month period.

During the year *Kiowa* was commended by CINCLANTFLT and COMSTSLANT for assistance rendered to USS *Corregidor* (CVU 58) during bad

weather in April, and again by Com-ServLant for recovering a drone while returning to Little Creek, Va., from a target pulling assignment.

The ship was also host to dependents on a 'family day' at sea, being one of the few ATFs to conduct a dependents' cruise. The day included a barbecue on the fantail, and demonstrations and drills on small arms, deep sea diving, precision anchoring, and steering. Fortunately for the wives it was pay day, and through accident or design, they collected the first pay check under the new pay bill.

For seven months during the year *Kiowa* was deployed outside the continental United States. Although not a record in itself, it does indicate that she does her share and still has time for excellence.—J. E. Guion, LTJG USN.

• *Sounds as though you've had a busy time. We've heard considerable sound and fury recently from other Fleet tugs in which their steam records were described but you are the first to mention your collection of E's. We're glad to have you on the team.*

One point which may be of interest to you: We are unable to confirm or deny your statement that *Kiowa* is the oldest Fleet tug in ServLant. However, it seems probable as in attempting to check the facts we did learn that she is now the second oldest Fleet tug in commission. We aren't going to tell you who is oldest. We'll permit some of her own crew to speak up.—Ed.

ID Cards for Dependents

SIR: My mother and father are my dependents. To be entitled to medical care they need identification cards.

On the basis of BuPers Inst. 1750.5A, the personnel office says I cannot obtain an ID card for them unless they actually live under the same roof with

me. Is this true?—G. D., YN2, USN.

• *It was, but it isn't any more. The person with whom you discussed the matter probably consulted the instruction before Change One became effective. So far as you are concerned, this changes the entire instruction.*

Here is the relevant paragraph quoted word for word: "Parent or Parent-in-Law—if he is, in fact, dependent on the sponsor for over one-half of his support—is eligible for theater and exchange (unlimited), and if he is actually residing in the household of the sponsor is also eligible for commissary and medical care in uniformed services facilities. For the purpose of this instruction, the requirement of actually residing in the household shall be fulfilled when the parent or parent-in-law actually resides in a dwelling provided or maintained by the sponsor."

As we understand it, so long as you provide or maintain a dwelling place for your parents, even though it is not in the same house with you, they are eligible for dependent's medical care at a service facility.

We feel sure if you invite the attention of your personnel office to Change One to the instruction, they'll see it your way.—Ed.

Try Another Slice

SIR: What happened? Your center-spread of a typical cruiser in the July issue shows no sick bay.

Confusing — Yes? — No?—B. C. R., LCDR, (MSC) USN.

• *Confusing, possibly, but it's not because we're confused.*

If you'll take another look you can see a passage (Number 135 on the diagram) below the after end of Turret Number Two.

To port of that area is the dental



SEA SHOT — USS Howard D. Crow (DE 252) makes way through sea out of her home port of Key West, Fla.

office and operating room. The sick bay is to starboard. The passageway is just to port of the centerline. Incidentally, the cruiser shown is not the same class as *uss Macon* (CA 132), the ship to which most of the July issue was devoted.

Even so, a cutaway drawing of an object as large as a cruiser can't be expected to show everything. Wherever you take your slice, you still have to omit some areas, and at best, the artist can only hope to hit a happy medium.

In this instance he just happened to hit a passageway instead. In other words, no matter how you slice it, that's the way the ball bounces.—Ed.

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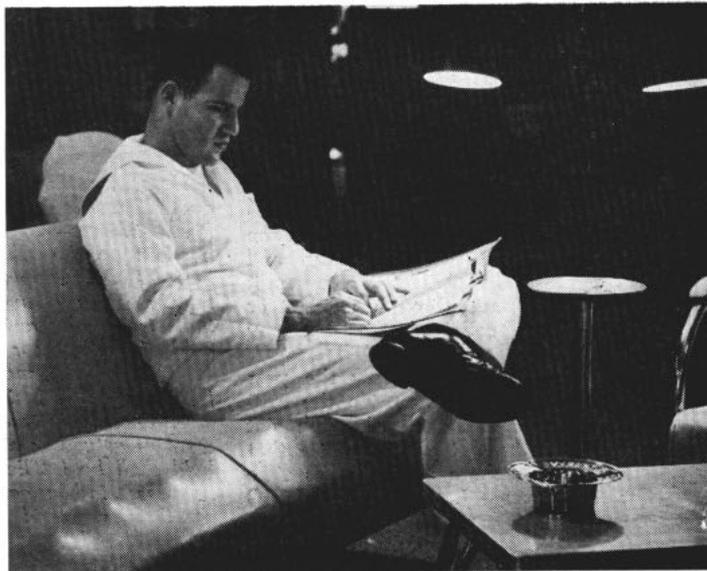
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FLOATING FUN — Navymen enjoy sailboating in Yokosuka harbor. Below: Pocket billiards played in rec hall.



RELAXING—Good times in reading are found in library.

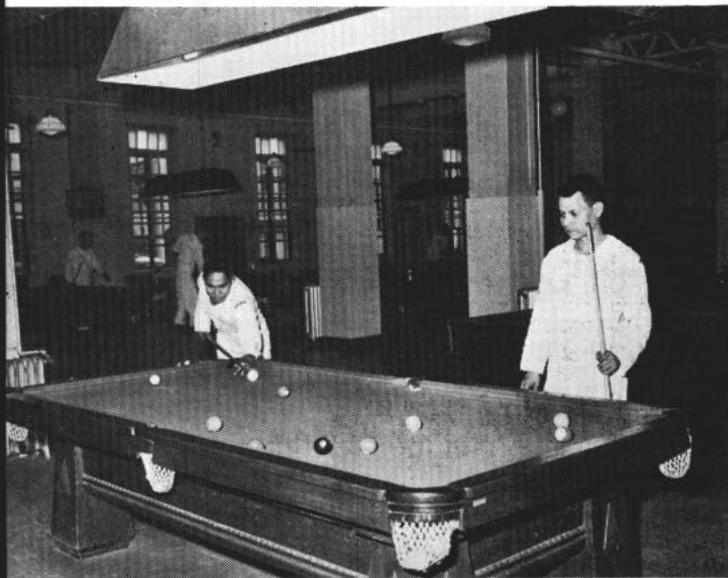
Here's a Sample of

YOKOSUKA—approximately 35 miles from Tokyo—is the hub of U.S. naval activities in Japan.

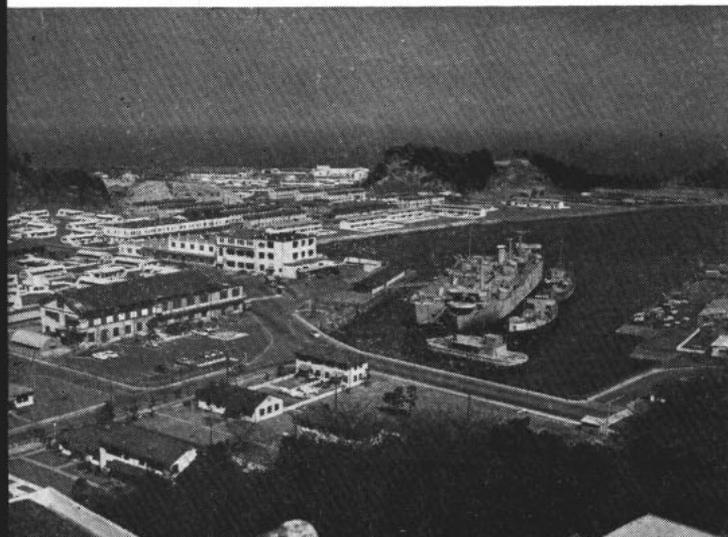
U.S. Fleet Activities, located on a peninsula adjoining the city of Yokosuka (population: about 250,000), encompass about 15 different staffs, commands and facilities, including the Headquarters of the Commander Naval Forces, Japan, and the Commander Fleet Activities. It's the mission of these activities to support and discharge naval responsibility, advance U.S. policy in the Far East, and provide logistic support to other forces based both ashore and afloat in Japan.

As you can see by the accompanying photographs, facilities for bettering the welfare and morale of naval personnel are abundant at Yokosuka. In addition to the few activities pictured here, Fleet Activities at Yokosuka maintain about 20 other recreational facilities that range from hobby shops and a skeet range to a roller skating rink, and from four clubs for officers and enlisted men to special teen age and social clubs for dependents.

Dependents are usually housed in quarters on the base. However, before they are settled in quarters, they usually get a good taste of the Japanese way of



LOOKING DOWN — View at left shows area around receiving ship and right part of dependent's housing unit.





ON THE BALL — Navymen roll the ball in special service's bowling alley. *Right:* Small fry take dip in their own pool.

Living in Yokosuka

living while occupying private rentals in Yokosuka and other nearby cities, as there's a seven-to-10-month wait for government housing.

Complete medical services are available at the Yokosuka Naval Hospital, and dispensaries are located at or near all housing areas. Adequate schools for dependent children are also available.

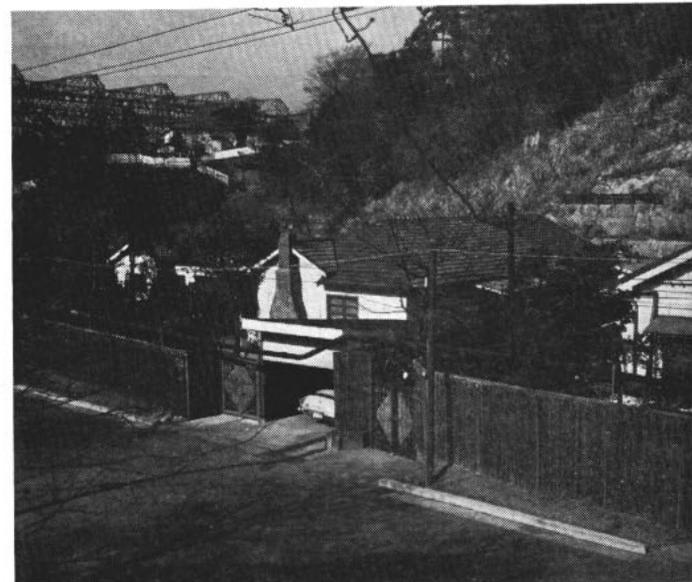
In addition to the many facilities at the Yokosuka Naval Base for Navymen and their dependents, Japan itself has much to offer. Many of its interesting tourist attractions, such as sacred Mt. Fuji, the Emperor's Palace, the famed Kamakura Buddha, and countless pagodas and various Japanese monuments are located within reasonable commuting distance (50-60 miles) from Yokosuka.

If you're ever assigned to Yokosuka or other U.S. naval installations in Japan, you should make a special effort to get out and see the country, and get acquainted with its people. Many of the customs are different, but you'll find them interesting. A large number of naval personnel look back on their tour of duty in Japan as among the most enjoyable during their service careers.

GREETING GATE—Shown is Carney Gate to Yokosuka.



NEAR BY Yokosuka Naval Facility are many interesting sights such as this Buddha. *Below:* Halsey Road housing.



Brief news items about other branches of the armed services.

THROUGH THE USE of an electronic computer which keeps track of the hundreds of ships that cross the northern Atlantic each day, the U.S. Coast Guard hopes to speed up rescue operations when emergencies arise at sea.

Nearly 800 merchant ships of all nationalities are now sending reports to the Coast Guard's Eastern Headquarters where this new computer is located. Each week 30 or 40 ships send in reports. When this program is in full swing, the Coast Guard expects to keep a daily log of about 3000 ships and maintain data on approximately 10,000 more.

When a merchant ship enters or leaves a designated search and rescue area it files a report with the Coast Guard. These reports include the ship's name, call sign, report number, position, speed, course and destination.

When received, this information is fed into the data processing system which files it away. Each day, the computing machine updates this information so that the Coast Guard knows exactly what ships will be available at any given time in the event of an emergency at sea.

The Coast Guard operates this reporting system as a voluntary service to the maritime industry.

★ ★ ★

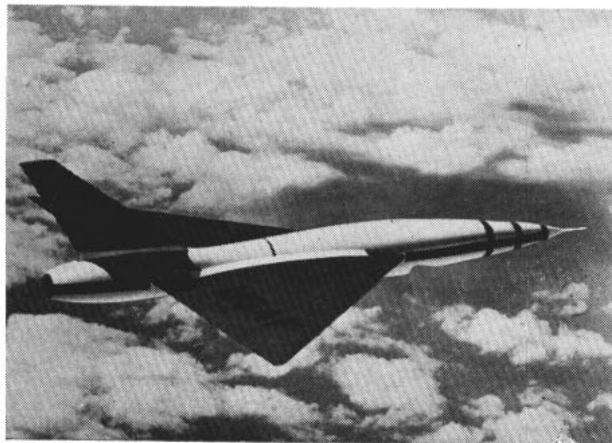
THE NATION'S LARGEST SOLAR furnace has been put into operation by the Army in Natick, Mass. It is capable of intensifying ordinary sunshine into temperatures approaching those generated by a nuclear blast. It is being used by the Quartermaster Research and Engineering Command to test materials developed to protect soldiers from the heat of nuclear and other type weapons. Although final testing will still depend upon actual atomic blasts, the solar furnaces will save time and money in early tests.

There are four major components of the furnace: heliostat, concentrator, attenuator and test chamber. It all occupies a space 125 by 40 feet.

Holding 355 optically adjusted mirrors, the heliostat is 40 feet long, and 36 feet high. These mirrors, which make up a single reflecting surface, beam the reflected sunshine into a concentrator, which in turn,



NIGHT LIGHTS — Soldiers demonstrate night-reading device, and (right) improved version of 'sniperscope.'



LOOSE GOOSE — USAF Goose will be launched with missiles and planes to act as a decoy against enemy.

has 180 concave, rectangular mirrors. Each of these individual mirrors is adjusted to focus an intensified beam of sunshine into the four-inch test area.

With 17 lateral shutters, the attenuator controls the solar radiation that is fed into the concentrator. In case of power failure or other emergencies, it is also the safety mechanism. The shutters can be closed either automatically or by controls, depending on the need.

According to Quartermaster Corps scientists, the solar furnace actually produces a pulse of extremely intense heat, used for very short exposures.

★ ★ ★

THE AIR FORCE *Bomarc* intercept missile testing facilities are in the process of being moved from Cape Canaveral, Fla. The new location will be the Air Proving Ground Center missile site on Santa Rosa Island near Fort Walton, Fla. The move is estimated to be completed by late 1959.

The training of missile crews to operate *Bomarc* squadrons of the Air Defense Command will be conducted at the Air Research and Development Command's Eglin Air Force Base in northwest Florida.

The training phase will be accomplished by the 4751st Air Defense Missile Wing of the Air Defense Command, stationed at one of Eglin AFB's auxiliary fields.

The Air Proving Ground Center's Eglin Gulf test range in the Gulf of Mexico will be used for test.

★ ★ ★

A FLYING WEATHER-SENSING system of airborne weather stations, designed to probe the atmosphere on a global scale, is under a 36-month research development and testing program for the Air Force.

The "stations" will consist of four-engined Air Force jets equipped with multiple radars, instrument-packed rockets, atmospheric sensing equipment and electronic computers. They will be in continuous communication with ground stations that will process and relay weather data over a national network.

The airborne weather system will be designed to operate in jet aircraft flying at Mach 0.95 (just under the speed of sound) at an altitude of 50,000 feet. The weather reconnaissance jets, which will make 4500-mile flights, will measure cloud formations and look inside

storms with radar sweeps extending 150 miles from the aircraft.

At periodic intervals radiosondes, or instrument-equipped units that radio information back to the aircraft, will be launched by rocket to probe the jet stream and other atmospheric phenomena at altitudes as high as 150,000 feet. Radiosondes also will be dropped by parachutes to "read" weather data closer to the earth.

While the data from the new airborne weather stations is intended primarily for the Air Force's Air Weather Service, it will also be supplied to the commercial air lines, the U.S. Weather Bureau and to weather forecasting units serving many industries, utility companies and agriculture.

★ ★ ★

A TWO-YEAR TEST program to test the palatability of food preserved by irradiation is underway by the Army.

The tests conducted at Fort Lee, Va., are designed to determine the reaction of 240 soldiers to the taste, texture, and other characteristics of a wide variety of irradiated meats, fruits, and vegetables, which have been laboratory-tested for approximately four years.

The tests will be the first time the irradiated food has been served as a part of a regular meal in a mess hall. Participation is on a voluntary basis.

The tests will consist of a series of meals, based upon the Army's master menu used for regular troop feeding throughout the United States. One or more irradiated food items will be served at each test meal.

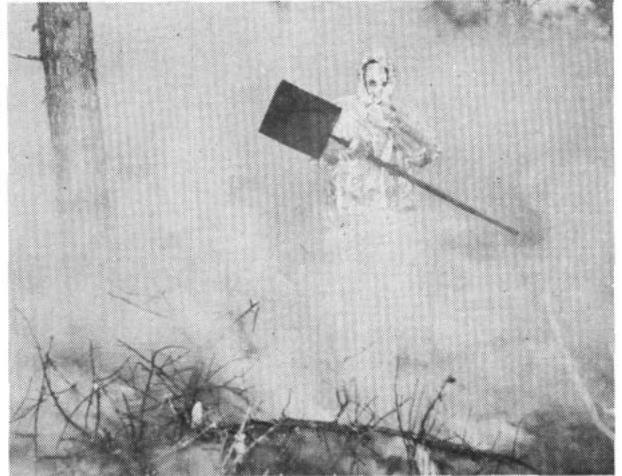
The troops volunteering for the test will eat the test meals in a regular mess hall and every effort will be made to serve the meals in a completely normal mess hall atmosphere. No observers or visitors will be present except those required to conduct the test.

The troops will not be told which item on the menu is irradiated, nor will they be told whether they are being served an irradiated or a non-irradiated portion.

★ ★ ★

THE AIR DEFENSE COMMAND and the Civil Aeronautics Administration have completed plans for jointly using military and civilian radar facilities to control air traffic throughout the United States.

The system goes into operation this fall. Initially, 31 new, high-powered long-range radar facilities will be



FOILED — Army's new aluminum-foil fire-fighting suit that fits over regular duty uniform undergoes tests.

involved. Others will be added later.

The joint use program, which has been in the planning stage for several years, is expected to save millions of dollars in equipment, installation and recurring maintenance costs. Under the program the Air Defense Command will provide the special equipment needed to meet operational requirements of the system and the CAA will arrange for modifications necessary to meet the needs of civil aviation.

Plans similar to those for the Stateside system are also being worked out for Alaska and the Pacific.

★ ★ ★

THE ARMY HAS received the green light from the Defense Department to order 70,000 new M-14 (Springfield) rifles and 8835 M-60 machine guns during fiscal 1959.

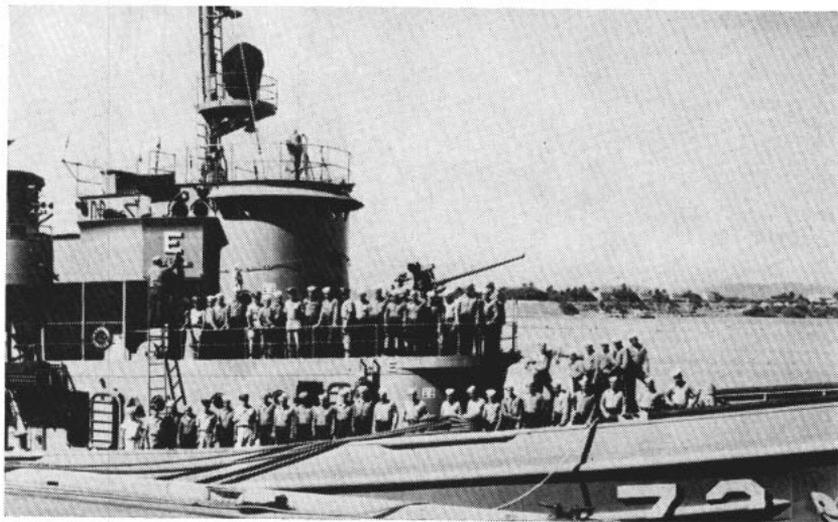
These two new weapons will eventually replace seven of the small arms currently in use by the Army. The M-14 rifle, which fires a standard NATO cartridge, will replace the present M-1 Garand rifle, the M-1 and M-2 carbines, the Browning Automatic Rifle (BAR) and the M-3 submachine gun. The M-14 is capable of selective semi-automatic and full automatic fire.

First of the Army's new rifles is due in June 1959.



ARMY-NAVY GAME—Army transportation men receive training in amphibious logistics from Navy at Coronado.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ALL HANDS EFFORT — Entire crew of USS Kiowa (ATF 72) musters topside for painting on bridge wing the 'E' won during battle efficiency competition.

Nuclear-Powered Seaplane

Contracts have been awarded by the Navy to extend engineering studies on a nuclear-powered seaplane. These contracts are part of the Navy's program to develop a long range, long endurance turbo-prop seaplane for antisubmarine warfare, air early warning and air transport.

In addition to studies of new airframe designs based on present engine developments, the study will cover powerplant requirements involved in modification of existing airframes, and other areas in which nuclear propulsion could be applied to Navy weapons systems. The program will also include facilities and handling requirements, operation analysis studies, and nuclear reactor shielding techniques.

Navy studies of the nuclear seaplane project are intended to analyze

the potential of a nuclear seaplane as applied to Navy roles and missions, considering both military effectiveness and cost. The studies will provide the basis for development of a Fleet-operational nuclear seaplane system at a future time.

All-Weather Helicopter

The first of the Navy's new all-weather helicopters, designated HSS-1N, has been assigned to Helicopter Antisubmarine Squadron One based at Key West, Fla.

According to CDR J. S. Zeigler, USN, skipper of HS-1, this will give the Navy's ASW team its first helicopter capable of detecting a submarine at night or under instrument flying conditions.

Electronic improvements in the HSS-1N allow the pilot "push-button" control. This enables the 'coper to maintain a hover automatically.

Getting the VIF Treatment

The Navy has found a way to make moving almost a pleasure—at least for families arriving in the Panama Canal Zone.

The newcomers are treated as VIFs—Very Important Families.

For instance, here's how one Chief described the first phase of the reception which met him and his family.

"The Navy rolled out the carpet for us the moment our ship moored at Cristobal. Another Chief met us, checked us through customs and walked us to a waiting car. Less than 10 minutes after we had stepped ashore, we were driving across the Isthmus of Panama to the Pacific side, relaxed and enjoying the green jungle scenery."

About an hour later the car pulled up in front of a freshly painted, ranch-style duplex with a golden shower tree in front and a mango tree in back. This was to be home for the new arrivals—no house-hunting to it—just move in and take over.

Everything else was also arranged. Groceries and beverages were chilled in the refrigerator. Clean dishes were stacked on the kitchen shelves. And, there were other pleasant surprises, such as newly waxed floors, spotless rooms and a household kit filled with almost every necessity. Even the beds were made.

Everything, from a spatula to a shower curtain, was provided for the newcomers' use until their own belongings arrived. The loan of a washing machine took a phone call. Another call brought a man to replace a light bulb.

This is a typical case—not an isolated example. It's part of a sponsor program started informally more than 10 years ago by the 15th Naval District.

At first the program was set up so that the newcomer was greeted and provided transportation by someone with whom he'd be working. Now the program has been expanded until the newly arrived family gets the full treatment, with a family which is already settled acting as sponsor.

—Richard H. Rothrock, JOC, USN.

YESTERDAY'S NAVY



On 1 Nov 1941 the Coast Guard was placed under jurisdiction of the Navy Department for the duration of the national emergency. On 8 Nov 1942 the North African invasion started. On 13 Nov 1943 carrier- and land-based aircraft began making daily bombing raids on Japanese positions in the Gilbert and Marshall Islands. On 17 Nov 1917 USS *Fanning* and *Nicholson* captured the crew of the German submarine U-58. On 27 Nov 1950 enemy forces began an unsuccessful attempt to cut off the 1st Marine Division in the Chosin Reservoir area of North Korea.

Rocket Chair

A lifesaving rocket chair, for jet pilots faced with low-altitude crash emergencies, has been developed by the Navy at China Lake, Calif.

First planes to get the new equipment will be A4Ds, the Navy's "pocket-sized" carrier-based atom bombers. Installation will probably begin early next year.

With the rocket chair a pilot can be boosted clear of a falling plane at an acceleration rate he can survive and to a height sufficient for his parachute to open. To do the same thing with the old cannon-shell ejection system the charge would have to be so powerful that it might kill the pilot of a low-flying plane.

The possibility of designing a rocket ejection system for a carrier aircraft which might fall into the sea is also being studied. Such a system might carry the pilot back to the surface and to safety even after his plane sinks.

In both the low-altitude and underwater-rocket systems the problem of proper guidance has been solved through the use of fm-like stabilizers and rocket design of the new ejection seat assembly.

Return from Pribilof Islands

The annual delivery of food and equipment to 538 Aleuts in the desolate Pribilof Islands has been carried out by the attack cargo ship *USS Mathews* (AKA 96) under operational control of the Navy's Military Sea Transportation Service.

The cargo consisted of arctic diesel fuel, flour, coffee, tea, sugar, salt and other food staples plus chilled and frozen fruits, vegetables and meats. Building and construction materials as well as sacked coal were included.

Off-loading was done by ship's force who worked in three eight-hour shifts. Receiving the cargo were Department of Interior representatives at St. Paul and St. George Islands. These islands are located in the Bering Sea midway between the Aleutians and the Bering Strait.

The ship left Seattle 20 August with 3500 tons of cargo and returned 10 September with 100,000 seal skins valued at between six and eight million dollars. The skins are sold under the direction of the Department of Interior and the money divided among United States, 70 per cent, with Canada and Japan each receiving 15 per cent.



PROUD POP — Chief G. E. Hull (rt.) with sons Philip and Jimmy who helped dad and Chief D. E. George (left) save a P2V-SF engine from costly overhaul.

Good Right Hands

Here's a story about Two Navy juniors who lent a hand, literally, to the Navy, and saved the government a lot of expense. Their names are Jimmy and Philip Hull.

The story began on a Thursday in the repair shop of Attack Mining Squadron 13, U.S. Naval Air Station, Chincoteague, Va. The two maintenance CPOs were George E. Hull, father of the two boys, and Don E. George.

It seems that during a routine maintenance of a P2V-5F, it was discovered that the shaft gear thrust nut lock had fallen into the motor through a three inch opening. If the motor had been started, the \$82,000-engine might have turned into a mass of ground metal.

One of the mechanics tried to use a magnet dangled on the end of a wire to "fish" out the lock. Instead, he lost the magnet inside the motor.

Chief George, an 18-year Navy veteran, thought of the long, thin, sturdy arms of Chief Hull's sons. They were brought to the hangar the next morning. Jimmy took a magnet and started the "fishing" routine again. After two hours he pulled out the lock, stuck on the end of a greasy magnet.

The rest of Friday and Saturday Jimmy and Philip alternated doing the fishing. They turned up nothing. Sunday morning the engine was removed and a new hole was opened in the engine.

Monday morning the boys were

on the job again. It was Jimmy again who pulled out the trouble; this time the lost magnet was retrieved through an opening in the oil pump connector.

Wednesday, just six days after they were first called to the rescue, Jimmy and Philip were again at the hangar. This time, however, only as spectators. They watched proudly as the two-million-dollar Navy *Neptune* they had worked on left the ground, its engines on full soaring smoothly skyward.

Bird Dog

A contract for nearly two and one-half million dollars has been let for production of the air-to-surface guided missile *Bullpup*.

Being a tactical guided missile, it is designed for use in glide and dive bombing by Navy aircraft and shore-based Marine planes.

Relatively inexpensive, it is simple in design and highly accurate. In one early test, a Navy pilot who launched the missile in his first try hit a small smoke-pot floating at sea two miles away.

A non-nuclear weapon, *Bullpup* is for use against comparatively small targets such as pillboxes, tanks bridges and the like.

Bullpup is 11 feet long and weighs about 540 pounds. It has a range of 15,000 feet and a speed of Mach 1.8. Control surfaces are located in the forward part of the missile and the stabilizing surfaces on the missile are located aft.



SLICK AND SHARP—R. A. Williams, ME3, trims with a grin as Chief H. S. Constance polishes galley vent at Naval Supply Center, Oakland, Calif.

News of Navy Ships

The world's largest submarine, *uss Triton*, SSR(N) 586,—the first ship to use two nuclear reactors—has been launched at Groton, Conn. The radar picket submarine *Triton* is designed for long endurance duty as a Fleet Early Warning Station. She is 447 feet long and displaces 5900 tons. As long as a 35-story building is high, *Triton* is more than 100 feet longer than any of the currently operating atomic submersibles.

Largest submarine before *Triton* was the Japanese plane-carrying submersible I-400, a 400-foot, 5222-ton boat built in 1943. Longest U.S. submarine before *Triton* was *Argonaut* (SS 166). A 1928 boat, *Argonaut* was 381 feet long.

A conventional diesel-driven high speed submarine, *uss Barbel* (SS 580), has been launched at Portsmouth, N. H. Highly maneuverable, *Barbel* has the revolutionary *Albacore* hull and provides the ultimate in ship control and habitability. *Barbel* has both torpedo attack and missile guidance capabilities. She is 219 feet two inches long, has a beam of 29 feet, and displaces 2300 tons.

The guided missile submarine *uss Grayback* (SSG 574) has completed preliminary acceptance trials and a similar sub, *uss Growler* (SSG 577), has been commissioned at Portsmouth. *uss Swordfish*, SS(N) 579, and *Sargo*, SS(N) 583, sister ships of *Skate*, SS(N) 578, have just been commissioned at Portsmouth and at Mare Island, respectively. *Seadragon*, SS(N) 584, the fourth and last of the *Skate* class,

was launched at Portsmouth. Another diesel-driven submarine, *Bonefish* (SS 581) was scheduled, at press time, to be launched at Camden, N. J.

While new submarines are being launched, commissioned and delivered, the crew of one of the already-in-service nuclear-powered submarines set a new endurance record by operating submerged for 60 days. *uss Seawolf*, SS(N) 575, set the record by staying down from 7 August to 6 October. This broke an endurance record of 31 days set by *uss Skate*, SS(N) 578, in May. *Seawolf* logged nearly 14,000 miles during the 60 submerged days.

To "missilize" the Fleet further, the Navy has contracted for two more Fleet ballistic missile submarines. Specifically designed to carry and launch *Polaris* missiles, these two submarines will be similar to the three SSB(N) ships already under construction. The three now being built are due to be launched in 1959.

The Navy's first guided missile frigate, *uss Farragut* (DLG 6) has been launched at Quincy, Mass. This 5000-ton ship has an over-all length of 512 feet, and a beam of 52 feet, four inches. She is equipped with the latest fire power to provide anti-aircraft and submarine protection for larger ships. Four other guided missile frigates are scheduled to slide down the ways some time during the latter part of 1958.

Another famous naval hero, Commodore Isaac Hull, was honored at Boston, when the destroyer *uss Hull* (DD 945) was commissioned. The

fifth ship to bear the name of this famed skipper of "Old Ironsides," *Hull* is the first ship of its class. A modified version of the *Forrest Sherman* class DD, the 2800-ton *Hull* is 418 feet long and is one of the most modern ships afloat.

A *Hull* class destroyer, the 418-foot *uss Parsons* (DD 949), has been launched. Named for the late Rear Admiral William S. Parsons—he was bomb commander in the aircraft that carried the first atomic bomb to Japan—the ship is one of the last conventionally armed destroyers to be built. At Bath, Me., a new 2800-ton destroyer *uss Edson* (DD 946), has undergone acceptance trials.

Several small ships were also launched during September and October. They include the non-magnetic coastal minesweepers *MSC 278*, *MSC 281*, *MSC 282*, and *MSC 288*. The utility landing crafts *LCU 1613* and *LCU 1614* were scheduled to be launched at Portland, Ore., in October.

The surveying ship *uss Bowditch* (T-AGS 21) and the radar picket ship *uss Interrupter* (AGR 15) were scheduled for commissioning at Charleston, S. C., during October. Sister ship *uss Interpreter* (AGR 14) was commissioned at Philadelphia in September. These two AGRs were converted from merchant type ships. Also joining the list of "in service" ships is YP 659.

The ocean going minesweeper *uss Ability* (MSO 519) has been commissioned at Boston, Mass. *Ability* is the first of a new class of 190-foot wooden-hulled minesweepers designed to conduct mine sweeping operations anywhere in the world. *Ability* has facilities for a flag commander aboard. Three other MSO's *uss Affray* (MSO 511), *Alacrity* (MSO 520), are *Assurance* (MSO 521) are scheduled to be commissioned before the end of this year.

The Amphibious Force has benefited by the recent commissioning of the attack transport *uss Paul Revere* (APA 248). *Paul Revere* was converted from *Diamond Mariner* (MA 27), a ship from the Maritime Reserve Fleet. With a beam of 76 feet and a light displacement of 10,700 tons, this 563-foot APA is the largest in the Fleet.

Conversion of this merchant ship to an APA includes certain structural changes above the first platform deck, added living compartments, and the installation of several 10-

ton booms, two 60-ton booms, and one 30-ton boom. The control spaces, messing compartments, ship's store, and library will be air-conditioned.

In addition to a troop-carrying function, *Paul Revere* will serve as an amphibious command communications and flag ship. Radio equipment aboard her can handle circuits sufficient to control a three-battalion landing assault.

A new tank landing ship, **uss Lorain County** (LST 1177), has also joined the Force. It was delivered in September.

New Type Propeller

A new type propeller, designed to propel ships at "unlimited" speeds has been developed by the Office of Naval Research. Comparable in magnitude to the development of jet propulsion for aircraft, the new design is based upon recent studies of "super-cavitation."

Before this time, attempts to increase the speeds of ships have been hampered by cavitation (a partial vacuum in the water around a rapidly revolving propeller). As propeller speed increases, so does cavitation, thus leading to a reduction in the propeller's efficiency.

The new propeller, designed with two flanges with square ends instead of the conventional blades with tapered ends, takes advantage of this cavitation and forces the cavitation bubbles astern to provide increased thrust.

The new propeller seems an ideal partner for the recently developed marine gas turbine. The propeller develops its full potential at high rotational speeds, which is a main feature of the gas turbine. Heavy and costly reduction gears are currently necessary for the adaptation of gas turbines to conventional propellers.

This new propeller, which resembles the screw-like part of the ordinary kitchen food grinder, has many potential uses. BuShips is studying the possibility of adapting it to ships; BuAer plans to exploit the application of hydrofoils on high-performance seaplanes; and the National Advisory Committee for Aeronautics is also working on application of the principle to water-based aircraft.

The Bureau of Ships' studies even include future ship hull design. Hull changes may be necessary to render ships compatible with the greater speeds anticipated for them.



CRUISERMEN'S wives enjoy meal at sea with their husbands during cruise.

Flagship Family Cruise

Two hundred VIPs were taken to sea recently aboard the flagship of the U. S. Sixth Fleet, *uss Des Moines* (CA 134). Although not VIPs in the general Navy sense, they were to every single crew member of the ship—for these Very Important Persons were wives and families of flagship personnel.

The day began at 0715 for the would-be-salts on the Fleet landing of the flagship's overseas homeport, Villefranche, France. They were picked up by a ship's boat and taken to the ship at anchorage. While steaming out to sea, the dependents received guided tours of the ship.

At 1000, the 20,000-ton cruiser rendezvoused with the Fleet oiler *uss Chukawan* (AO 100). The ship's guests vied for a vantage spot as the first line was shot across and refueling commenced.

As *Des Moines* received from 3000 to 4000 gallons of fuel per minute, some 40 wives and children rode highline between the ships.

After *Des Moines* had gulped

164,000 gallons of the life-sustaining oil from the floating gas tank, the two ships went their separate ways. The morning's events ended with the laying of a smoke screen by the escort destroyer *uss Robert L. Wilson* (DDE 847).

Immediately following this a bugle sounded "chow call." The chow line was quickly formed on the starboard side. Navymen, with their wives and children in tow, descended the ladder to enjoy a Navy dinner of fried chicken with all the trimmings.

The afternoon was highlighted by an aerial demonstration of the Sixth Fleet's might by planes of the attack carrier *uss Saratoga* (CVA 60). The FSU *Crusader* roared overhead to the intermittent popping of the smashed sound barrier, and *Demons*, *Skywarriors* and *Sky-raider* aircraft gave fire power demonstrations.

The family cruise came to an end as the flagship entered Villefranche and the ship was secured to the waiting buoy.



FLAGSHIP FAMILY CRUISE—Families of crew of Sixth Fleet flagship *USS Des Moines* (CA 134) watch refueling operations while sailing Mediterranean.

Mastering the Free Brush Technique



HERE'S HOW—Artist Green puts off-duty time in Japan to good use as he studies art from local teacher.

Artist James Oren Green, SN, USN, has become the first American to have a painting selected for display at the Tsurugaoka Hachiman-gu Shrine in Kamakura, Japan. The picture, done in typical Japanese free brush technique, was exhibited under Green's Japanese painting name, "Suiho."

Green, who has been stationed at Yokosuka, Japan, since October 1956, was taught by Danzo Nishi-

matsu, an 84-year-old Japanese naturalist artist. He put in about eight hours of study each weekend for two years before he was asked to do the painting for the traditional Japanese "Natsumatsuri" summer festival held annually at Kamakura.

Says the young painter, who attended an art institute in Los Angeles, Calif., before entering the Navy: "My main purpose in studying Japanese art was to apply it to Western art."



ART AND ARTIST—James O. Green, SN, views his painting, first by an American shown at Japanese shrine.

unit, from its pilots, aircrewmembers and maintenance men, down to its organizational detail. It was to be the Japanese equivalent to VS 21.

VS 21 used its own planes, personnel and their professional knowledge. Today, the Japanese squadron is on duty with the Japanese Maritime Self Defense Force.

How the Japanese feel toward the squadron was shown later, when they presented VS 21 with a Japanese bronze urn with this inscription: "In remembrance of years of friendship."

Ice Reconnaissance

One of the Navy's most tedious—yet highly important and little known jobs—comes to an end this month. The end is only seasonal, however, as the Navy will again resume its ice patrol early next spring.

Don't let the Navy's ice-searching role confuse you. Its mission in this respect is quite different from that of the Coast Guard. The Coast Guard is responsible for seeking out icebergs in the North Atlantic that may hinder shipping. It's their job to find them, warn shipping of their location and if possible, destroy them.

The Navy's job in respect to the ice patrol is conducted from the air and is strictly of a military nature. Conducted by squadrons of *Neptune* patrol planes based at Argentina, Newfoundland, and Keflavik, Iceland, the Navy's ice searching duties are designed for supplying forecasts of ice conditions to ships that operate in North Atlantic waters during the summer months. Without these advanced forecasts, the annual resupply expeditions to our northern defense outposts would be a much more difficult and dangerous task.

The squadrons of P2Vs that conduct these ice patrols are assigned to the Navy's Long Range Ice Reconnaissance and Forecasting Group. This unit is charged with exploring and charting ice formations in an area covering more than one million square miles.

The location, size and character of ice fields and ice free areas are logged by ice observers during the reconnaissance flights. This information is then relayed to the Navy Hydrographic Office which in turn makes seasonal forecasts to ships that will be operating in the North Atlantic during the summer months.

The ice patrols are often con-

Antisubmarine Squadron 21

Antisubmarine Squadron 21, at the Naval Air Station North Island, San Diego, Calif., has earned itself quite a reputation. Besides carrying out its ASW assignments it has handled a number of emergency tasks, such as round-the-clock searches for aircraft downed at sea.

In carrying out its routine and emergency duties the planes of the squadron have crisscrossed millions of square miles of the Pacific.

Antisubmarine Squadron 21 has been the leader among ASW outfits ever since its formation in 1950. Even then it rang up a first—it was the first to be designated as an Air Antisubmarine Squadron.

Although its designation was new, antisubmarine warfare was not new to this unit. Its experience started back in 1945 during mop-up work in the Pacific. At that time two squadrons, a fighter outfit flying FM2 *Wildcats*, and a torpedo-bombing unit flying TBM *Avengers*, teamed up on a hunter-killer basis.

Soon the *Wildcats* were replaced by the FR-1 *Fireball*, thus becoming the Navy's first all-jet aircraft squadron. Eventually, the two squadrons merged—first in 1949 as a composite

hunter-killer squadron, and then re-assigned in 1950 as an official antisubmarine squadron.

After only three months in existence, VS 21 was deployed to the Far East. It was the first carrier-based squadron to depart the United States after the outbreak of hostilities in Korea.

In addition to regular ASW missions, VS 21 assisted in the evacuation of wounded men from the Katori airstrip near the Chosen Reservoir.

VS 21 was home again in February 1951. A year later, the squadron's *Avenger* aircraft was replaced by the first aircraft designed specifically for ASW, the AF *Guardian*.

Another first was chalked up in 1956. VS 21 was awarded the battle efficiency "E" to become the first Pacific Fleet antisubmarine squadron to receive an "E."

Late in 1957, the squadron was ready to assume watch on station in the Far East. In addition to retraining and requalifying its own personnel, VS 21 took on an additional job. This was to train a Japanese group in antisubmarine warfare. The Japanese squadron's mission was to become a qualified and operational VS

ducted under extremely hazardous conditions. During frequent overcasts, the P2Vs are sometimes forced to duck under the clouds and fog and fly as low as 50 feet above the water so that the ice observer may survey the ice conditions from the *Neptune's* plastic glass nose.

The ice observers are usually enlisted aerographers who received special training in this field of work at Lakehurst, N. J. Quite often they get an assist in charting the ice from radarmen who are regular members of the P2V's 11-man crew. Through the use of radar, the boundaries of ice formations can be mapped electronically.

In addition to long summer ice patrols, the Newfoundland- and Iceland-based squadrons of P2Vs make regular around-the-clock antisubmarine patrols.

Antisubmarine School

Students who attend the Navy's Antisubmarine School at Norfolk, Va., will no longer have to sit in crowded, poorly ventilated classrooms. A new air-conditioned building has been added to the school.

Highlight of the new building, in addition to the classrooms, is a huge auditorium-like room that will permit tactical floor training. One wall and the floor form a huge chart. Both longitude and latitude are shown and ocean areas are marked off with tile. Student groups who sit in the balcony can see numerous antisubmarine problems worked out simultaneously, thus giving a visual over-all picture of how an antisubmarine operation should work.

Also in the new building is included the school's administrative offices which are under one roof for the first time. A new library promises to be one of the largest of its kind in the Navy. Field trips, which are



UNDERWAY—USS FORT MARION (LSD 22) heads out to sea. This 4790-ton amphibious force ship is used as 'mother' ship for LCU and other landing craft.

taken by school instructors to keep their knowledge current, are written into lessons and placed in the school's expanding library as background material.

Training at the school is divided into three phases—air, surface and submarine. Courses are designed for specific purposes: tactics, for the senior officers and division and squadron commanders; command, for commanders of ships and aircraft; and operations, for junior officers, up to lieutenant commander. The primary effort of the school is directed toward teaching these officers to work together as an ASW team.

Fourteen officers and 12 enlisted sonarmen, radarmen, and quartermasters, make up the teaching staff. The school which has trained over 4000 officers and enlisted men in antisubmarine warfare, also receives students from other navies.

Sound Suppressors for Jets

The Navy has taken a substantial first step in overcoming one of the nation's biggest noise problems—decreasing the roar of jet aircraft.

The initial investment into the program to "make jet aircraft seen and not heard" will bear fruit this fall when the first of 132 "Portable Sound Suppressors" will be delivered to naval air stations where jet aircraft operate.

All but 30 of the 132 units are expected to reduce the sound level—created by jet engine exhaust—by 25 to 35 decibels.

In other words, the advent of the suppressors will mean that jet aircraft noise before actual take-off will compare to the sound level of conventional propeller-type aircraft.

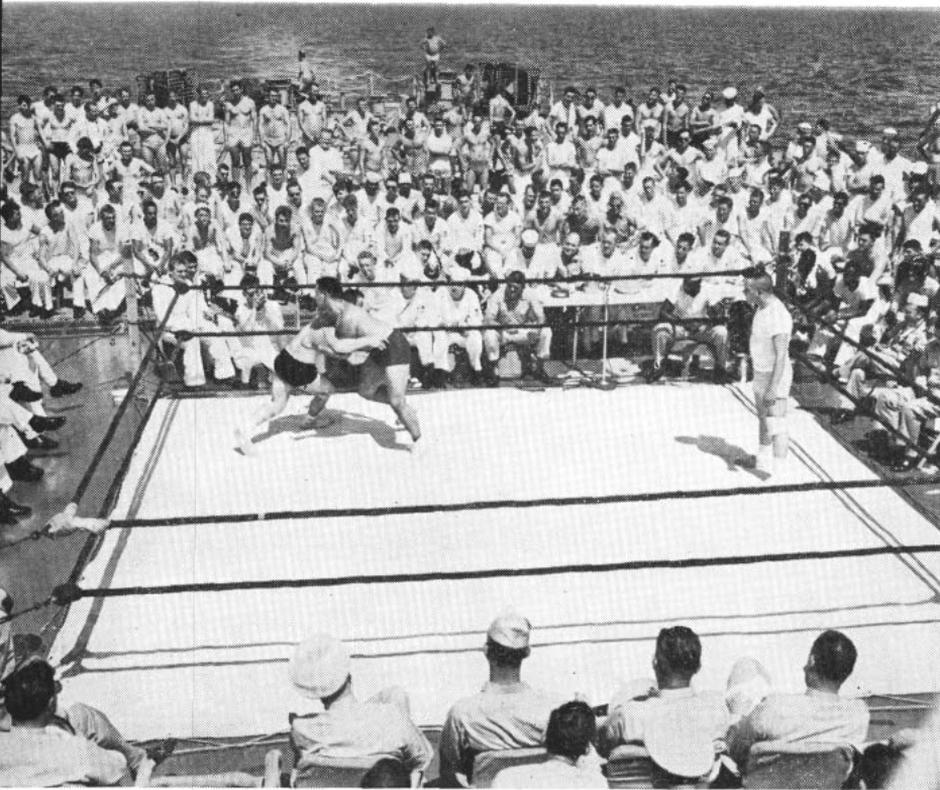
Future models under development are expected to decrease noise level of jet engines by 45 to 55 decibels. This is the equivalent of a possible sound reduction on the eardrum of as much as 90 per cent.

The suppressors will be mounted to fit against the exhaust of the jet engines which are either to be tested or "run-up" before take-off. They will vary in size from 12 to 16 feet long and six to 12 feet high.

Receiving the first of these will be NAS Oceana, Norfolk, Va.; NAS Miramar, Calif.; Naval Air Test Center at Patuxent River, Md.; Overhaul and Repair Facility, Norfolk; Overhaul and Repair Facility, NAS Alameda, Calif., and Marine Corps Air Station, Cherry Point, N. C.



'TWO-A-TIMER'—Navy's first two-seat, twin jet all-weather fighter, F4H-1, will carry air-to-air missiles. It is also capable of long-range missions.



DOWN BOY—Crew members of USS Northampton (CLC 1) take time out for fun in the sun. Smoker was held during Sunday break in Fleet maneuvers.

All-Navy Tennis

LTJG T. J. "Doc" Houk captured the 1958 All-Navy Open Singles tennis crown by downing Pensacola's NavCad Michael Tierney in straight sets 6-2, 7-5 and 6-3 during the All-Navy championship tournament held at the U.S. Naval Station, Newport, R. I.

The diminutive LTJG from Op-DevFor based at Norfolk teamed up with James Karrah, JO1, from NAS Jacksonville, to take the All-Navy Open Doubles title by beating Leon Wilson, ADC, from VAH-3 based at Chincoteague, Va., and CDR K. K. Jones from the Staff, ComNavAirLant, 8-6, 8-6, 6-4, in a thrilling

display of sensational tennis.

In the Senior Division play, it was an affair dominated by contestants from the Pacific Coast area. CDR John Behr (NMTC Pt. Mugu) downed his doubles teammate LCDR Bill Foulkes (ComFair, NAS Alameda) 6-2, 3-6, 6-0. The two West Coasters then combined and went on to defeat the Atlantic Fleet's senior entries CAPT David Bill and CAPT William Seidel, both of Phil-Lant, in two straight sets 6-2 and 6-4 for the senior doubles crown.

The commanding officer of the Newport Naval Station, CAPT Paul F. Heerbrandt, usn, received a letter of appreciation from the Chief of Naval Personnel for the over-all conduct of this year's All-Navy tennis championships.

Both the North Atlantic Regional and All-Navy tennis Championship playoffs were held at Newport.

The 1958 winners and runners-up—with the exception of CAPTs Bill and Seidel, and CDR Behr—represented the Navy in the Inter-service tennis championships held again this year at the Army-Navy Country Club in Washington, D.C.

Although the Navy was this year's host, it was the same old story, however, with the Army again having the big guns.

For the third consecutive year, the Army won the coveted Leech Cup—which has been the symbol of tennis superiority in the U.S. armed forces since 1924.

Other Navymen not mentioned

Picnic on the International Date Line

There was a time, some years ago, when sailors were lucky to get hardtack and bully beef, salt pork and grog. But times have changed and such menus have vanished forever.

The modern sailor is now served a varied, and nutritional menu by the often-forgotten cooks, and commissary and supply officers. For an outstanding example of a warship which is doing her best to give the crew food they will enjoy, take a look at the heavy cruiser USS Los Angeles (CA 135), operating off the West Coast.

The crew is served such standard meals as steak, chicken, spaghetti and veal among many others. In addition, a weekly birthday party

is given complete with all the trimmings.

Another Los Angeles favorite is good old fashioned peanut butter. And on Sundays, after the morning-long brunch is over, there is always hot soup available in the galley.

Excellent meals are also served on the cruiser's mess deck including occasional broiled lobster tails. Not satisfied with this, the commissary personnel came up with the idea of having a steak barbecue at sea to absorb the long extra day while crossing the International Date Line while en route from Japan to Long Beach.

Bad weather put a stop to these plans, so while the ship was cruising

in warm Hawaiian waters, the barbecue (now called luau) was held on the cruiser's fantail. It proved to be a huge success. The nearly 1000-man crew consumed 950 pounds of charcoal-broiled steak, 1000 pounds of French fries, 200 gallons of lemonade, 40 gallons of fruit salad, 30 gallons of tossed green salad, 200 pounds of baked beans, and 80 gallons of ice cream.

Although this meal was a lot of work for the commissarymen, it was justified by the favorable comments received. And at sea, where you can't run out and buy something to eat, appreciative comments are most welcome to the cooks, who help to relieve the routine of the long cruises with good food.

above, who participated in the 1958 All-Navy tennis finals included:

OPEN DIVISION

LT Glenn Henderson, NAS Corpus Christi
CDR Gordon Hodgson, BuPers, Washington, D. C.

LTJG Cecil Duncan, NAS Pax River

LTJG Michael Schwartz, USCG Hdqtrs, Washington, D. C.

LTJG Bill Hyde, NROTC Unit, University of Wisconsin

Robert Bell, SN, USS Arneb (AKA 56)

CDR Grover Rawlings, USS Jonas Ingram (DD 933)

LTJG George Wood, VW-12, NAS Barber's Point

LTJG Doug Markel, USS Jenkins (DDE 447)

ENS Eldon Williams, VR-21 NAS Barber's Point

William Emory, AN, NAS Ford Island, Pearl Harbor

LTJG Raymond Pentz, RTC, USNTC San Diego

Victor Green, SN, RTC, USNTC San Diego

Dale Jones, HN, NAS Miramar

LT Gerald Hartman, NAS Miramar

SENIOR DIVISION

CDR Joe Watson, Ellyson Field, NAS Pensacola

LCDR Roy Coffield, NAS Norfolk

CDR John Ramee, NYGRulantResFlt

CDR Charles Sewall, NAS South Weymouth

Eagle-Eyed Chief

VP-47's gain is NAS Anacostia's loss. However, no matter where Cecil L. Bailie, AEC, USN, is assigned, he's one of the U.S. Navy's top sharpshooters.

Just before reporting to NAS Alameda, Chief Bailie entered the World Skeet Shooting Championships at Pontiac, Mich., and walked off with a plentiful stock of individual first prize trophies as well as being a member of the All Star Class "C" Open Team that won the East-West Championship.

A skeet enthusiast since 1950, Chief Bailie garnered three first place cups and a third place award during the event.

In the Western Open the eagle-eyed Chief shot a near-perfect 99 out of 100 to place third.

For the Class "C" Open East-West Championship, the top 20 shooters from both the East and West were selected to form the teams. Chief Bailie was among those selected for the East team which won with a score of 1997 out of a possible 2000.

An All-Service Tournament was held following the regular events in the National Skeet Association sponsored meet, in which 13 teams from all branches of the armed forces competed.

Chief Bailie's team finished second behind a highly-trained group of Air Force marksmen.

SIDELINE STRATEGY

NOW THAT ALL of the All-Navy sports events for 1958 have been completed, naval units based in Hawaii are pointing with pride to their record.

Of the All-Navy championships involving team play—basketball, softball and baseball—the only one they lost was the Wave Basketball title, which NTC San Diego captured from the Pearl Harbor Waves.

ServPac won both the softball title and the All-Navy basketball championship; NavAir Hawaii took the 1958 baseball crown; while the Waves from NavSta Pearl Harbor won the All-Navy

While mentioning champs from the paradise of the Pacific, it's only fitting that recognition also be given here to the 14 Little League All Stars from Pearl Harbor—13 of whom are sons of Navy and Marine Corps personnel and the other is the son of a Navy Civil Service employee—who represented the Territory of Hawaii in the Little League World Series at Williamsport, Pa. The youngsters from Pearl Harbor became the first team from the Pacific Ocean area to enter this annual event.

★ ★ ★

Now that the hunting season is underway don't forget you must comply with state



Women's Softball Championship.

For the second consecutive year ServPac won the softball title. They captured the title in September by downing SubLant 4-0 after an earlier 1-0 loss to the submariners. The Pearl Harbor Waves earned their softball laurels by defeating NavBase Philadelphia 3-1.

NavAir Hawaii from NAS Barber's Point copped the All-Navy baseball title at the Little Creek, Va., playoffs by edging the "Invaders" of the PacFlt Amphibious Training Command 4-3 to climax the five days of play in the Navy's World Series. NavAir Hawaii was the only team to go undefeated in the double elimination tournament. Last year's baseball champs—SubPac—were also from Hawaii.

★ ★ ★

and territory game laws, even if you hunt or trap within the confines of your base. This new ruling applies to fishing as well.

The Secretary of Defense, implementing the provisions of Public Law 85-337 enacted by the 85th Congress, has issued a directive which spells out a new policy for governing the management, conservation and harvesting of fish and game resources on all military reservations which contain land or water areas suitable for conservation activities. In addition to providing for punishment for violations of State fish and game laws, the Directive calls for close cooperation between military commanders and the State and local authorities concerned with conservation and the control of fishing, hunting and trapping. —H.G.B., JOC, USN.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **WRITTEN EXAMS OUT FOR OFFICERS**—Professional written examinations as required by BuPers Inst. 1416.1D and 1416.6 have been eliminated as a means of satisfying professional requirements for officers (including warrants) on active duty selected for promotion in fiscal 1960 (1 Jul 1959) and following years.

Professional fitness will now be established only through resident and correspondence courses, selected readings and technical papers.

End-of-course examinations will be prepared for most correspondence courses. These exams will be developed from the correspondence course text material and will be given under closed-book, monitored conditions. Those who complete a course after 30 Jun 1959 will be required to pass the examination before the course will contribute to promotion qualifications. Those who complete a correspondence course before 1 Jul 1959 will be granted promotion credit for that course without completing the examination.

Officers will be given one year from the date of the Alnav or Notice which announces the names of those selected, in which to satisfy their professional requirements.

School exemptions will continue to be granted for the satisfactory completion of courses.

Except that professional written examinations will not be offered nor required in 1960, the professional requirements established for the various grades and categories of officers in BuPers Inst. 1416.1D and 1416.6 will continue to be applicable.

The reasons for the change were described in BuPers Notice 1416 (23 September):

"Professional requirements set forth for future years are provided as a guide to assist officers and warrant officers on active duty in planning their professional development. Because of scientific and technological changes which are rapidly taking place in the Navy, officer and warrant officer professional requirements cannot remain static.

"Accordingly, additions and deletions of professional requirements will be prescribed for fiscal year 1961 and subsequent years to meet the needs of the service. These professional requirements will be phased in so that sufficient time will be available to satisfy them in an orderly fashion."

• **ADDED INSURANCE BENEFITS**—Most holders of National Service Life Insurance policies are eligible for new, higher total disability coverage at a small additional premium.

Active duty personnel and veterans under 60 years of age are eligible for this new-type policy rider. It was authorized by Congress under Public Law 95-678 and went into effect on 1 Nov 1958.

Policyholders taking advantage of this new rider coverage will receive \$10 a month for each \$1000 of insurance (up to the \$10,000 maximum) if they become totally disabled from any cause before reaching age 60. The previous maximum benefit was \$5 per thousand.

Disability payments under the rider begin after total disability has existed for six consecutive months

and continue for the duration of the disablement of the insured veteran.

Premiums for the new disability provision vary with the age of the insured and the type of policy.

• **MORE PAY, POWER, PRESTIGE**—"Establishment of the new E-8 and E-9 pay grades will in no way diminish the responsibilities and authority assigned to men in pay grade E-7 (chief petty officer)."

You have the word of the Chief of Naval Personnel, VADM H. P. Smith, USN, who made the statement during a press conference in which he described the details of the new rates. "It is to be emphasized," he said, "that there is no change in qualifications, titles, or prestige in the existing lower pay grades, and the responsibilities and authority assigned to the chief petty officer will not be diminished."

The new pay grades provide two higher supervisory rungs on the enlisted advancement ladder, offering enlisted personnel a broader career pattern and affording recognition of the additional responsibility assumed by these men.

In other words, the two new rates will give more pay, power and prestige to the men who have earned it.

The schedule in which the rates of pay for the new pay grades are compared with those for E-7 is shown on the top of the next page.

Under the intent of the basic law (Public Law 85-422) pay grades E-8 and E-9 are considered to be 30-year career enlisted pay grades which do not normally lead to warrant or commissioned status. Pay grades E-7 and below are normally considered to be 20-year career plans.

This is not to suggest, however, that a man advanced to E-8 or E-9 will incur additional obligation. It is the opinion of VADM Smith and Bureau planners that the 30-year career will be attractive enough to



HOLD ON TO THE BALL — but don't keep hold of ALL HANDS. Make sure you pass this copy on to nine others.

QUIZ AWEIGH

E-9	—	\$390	\$400	\$410	\$420	\$430	\$440
E-8	\$320	330	340	350	360	370	380
E-7	285	300	310	325	340	350	350
Pay	Over						
Grade	10	12	14	16	18	20	22
Years							

men in the higher rates to induce them to continue their Navy career.

The recently established program of reviewing personnel in certain ratings who wish retention beyond 20 years does not apply to E-8 and E-9.

While men in pay grades E-8 and E-9 are not precluded from the officer and warrant programs, it is anticipated that they will normally prefer to remain in a career enlisted status.

Under present plans, the new pay grades will be phased in over a four-year period to provide continuous input and equalize long-range advancement opportunities. The maximum strength under these plans will be reached in 1963, at which time there will be a total of 11,400 E-8 and E-9 billets available.

It is expected that an even flow into these grades will be continued after that time to fill vacancies created by 30-year retirements and other attrition factors.

Present plans call for filling E-8 and E-9 requirements from the existing E-7 strength. Thus, of the E-7 strength of today, 19 per cent will be advanced to E-8; six per cent to E-9.

At the present time, E-8 and E-9 appointments are being allotted to all ratings in proportion to the number of chief petty officers required in each of these ratings.

In the June 1958 issue of ALL HANDS (pp. 42-43) a tentative run-down of details of the two new rates was given. Here's a recapitulation of what we had to say at that time:

Candidates for advancement to E-8 and E-9, including TARs, will be required to meet the minimums of time in rate and time in service shown at right, and must be recommended by their commanding officer to compete in a regular service-wide advancement examination.

Candidates who successfully complete the written examination will then have their records reviewed by

Pay Grade	1959	1960	1961	1962	1963
E-9	300	600	1400	2100	2800
E-8	1850	4200	6450	8600	8600
E-7	42,950	40,300	37,250	34,400	33,700
Total	45,100	45,100	45,100	45,100	45,100

a Selection Board at the Bureau of Naval Personnel, which will make the final selections.

(Note: The first service-wide examination was given in August and, at the time of this writing, the Selection Board is meeting to make the first selections from those who took the August exams. The results have not, of course, yet been announced. Additional examinations will be given in February 1959 and annually thereafter.)

The minimum eligibility requirements for advancement to E-8 are:

- Currently serving as permanent appointment in pay grade E-7.
- Four years' service in pay grade E-7 and 11 years' total naval service.
- For advancement to E-9, the minimum eligibility requirements are:

• Currently serving as permanent appointment in pay grade E-7.

• Six years' service in pay grade E-7 and 13 years' total naval service.

The examinations are in three sections, the first covering technical qualifications of the particular rating, the second covering military knowledge and leadership, and the third specially designed to test the individual's comprehension and reasoning ability.

The scores achieved on the first two sections of the examination will determine whether or not the individual is considered by the Selection Board. The score achieved in the third part will be used as an additional factor in selecting personnel to be advanced. The selection will be based on over-all technical and military ability as well as factors now considered for enlisted advancements.

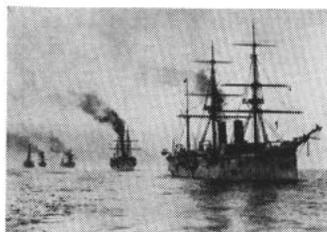
Pay grade E-9 will be called Master Chief Petty Officer (as, for example, BMCM); and E-8, Senior Chief Petty Officer (BMCS).

Further details may be found in implementing instructions to be issued at an early date and which will be described in ALL HANDS.

Here are the figures for the statistical-minded:

After last month's extraordinary All-Navy Quiz we'll get back to routine once again. If you read ALL HANDS each month, this month's Quiz Aweigh should be a snap. Answers on p. 48.

1. The Great White Fleet began its famous around-the-world cruise at Hampton Roads on (a) 16 Dec 1907, (b) 7 Jul 1908, (c) 22 Feb 1909.



2. The Atlantic Barrier Command—the dual purpose seaward extension of the continental early warning radar lines—is under the operational control of (a) Antisubmarine Defense Force Atlantic, (b) Eastern Sea Frontier, (c) Atlantic Fleet Destroyer Force.

3. Here's a frigate of 1798 vintage which is still carried on the register of U.S. Navy ships. Well known by her nickname *Old Ironsides*, she is (a) USS *Constellation*, (b) USS *Constitution*, (c) USS *United States*.



4. The highest monthly basic pay that an enlisted man can now draw is (a) \$380, (b) \$440, (c) \$500.

5. A Senior Chief Petty Officer is in pay grade (a) E-7, (b) E-8, (c) E-9.

6. Here's USS *Boston* (CAG 1). The missile leaving her launchers is (a) *Regulus*, (b) *Talos*, (c) *Terrier*.



7. The Navy is now engaged in its fourth Deep Freeze Operation. Its first was in (a) 1951-52, (b) 1953-54, (c) 1955-56.

THE BULLETIN BOARD

Report on the Revised Medicare Program for the Navy Family

NO DOUBT you, too, have been discussing the revised Dependents Medicare Program. Despite the exaggerated 'scuttlebutt' about curtailing some features of this program, the outlook for you and your family is not as bad as you may picture it to be.

It's true that some major changes were made to the original Medicare Program. They went into effect on 1 Oct 1958. These changes, however, were necessary in order to assure the best use of uniformed services medical facilities for the care of your dependents and to effect economy and still provide care authorized by the Dependents Medical Care Act (Public Law 569, passed in 1956 by 84th Congress).

The changes in the Medicare Program which went into effect last month were made to help meet the budgetary limitations placed on the program. These changes roughly fall into two broad categories:

- Restrictions on the use of civilian medical facilities for your dependents if they reside with you.
- Reductions of the authorized care and services provided from civilian sources for which the government will pay.

Before jumping to any conclusions about these restrictions and reductions, let's take a detailed look at the program and see precisely what you may expect under the revised program.

Eligibility for Medical Care from Civilian Sources

Some dependents are eligible for both civilian medical care and care in service facilities. For your dependents to be eligible for *any* type of medicare, you must be on active duty or on active duty for training for a period of more than 30 consecutive days. To qualify, your dependents must be one of the following:

- Lawful wife.
- Lawful husband, if dependent on service wife for over one-half of his support.
- Unmarried legitimate child,



"The sailors' 'special' . . . it's salt water."

adopted child or stepchild under 21 years of age. (Exceptions to this rule are provided for children over 21 who are incapable of self-support because of mental or physical incapacity that existed before they reached the age of 21, and dependent upon you for over one-half of support; and children under 23, enrolled in a full-time course in an approved institution of higher learning, and dependent on you for over one-half of their support.)

Eligibility of your dependents for civilian medical care ceases in the event you die, are discharged, divorced, retired or released from active duty, or are declared a deserter. If you die while on active duty or while in a retired status, your dependents are still eligible for care at armed forces and U.S. Public Health Service medical facilities, if space and staff are available.

For the purpose of administering the revised Medicare Program, dependents who meet the above requirements are divided into two classes: First, if your dependents are *not* residing with you, and secondly, if your dependents reside *with* you.

When Dependents are Not Residing With You

How does the revised Medicare Program affect dependents if they are or are not residing with you?

If your dependents are eligible for civilian medical care and *are not* residing with you, they may continue to choose between civilian facilities or a facility of the armed forces or U.S. Public Health Service.

Civilian physicians and hospitals when providing care for your dependents will each furnish them with a claim form (DA Form 1863 entitled "Statement of Services Provided by Civilian Medical Sources") to be filled in. If your dependents reside apart from you, then item four on the claim form must indicate that. If the attending physician requires the services of other physicians, an anesthetist, or a private-duty nurse while your dependents are in a civilian hospital, a separate DA Form 1863 must be completed for each of them. Each of these claim forms must also indicate that your dependents reside apart from you.

When applying for civilian medical care, your dependents should first ask the doctor if he participates in the Medicare Program. If so, you or your dependents are not expected to pay him, the nurse or hospital for care covered under the revised program except for those charges shown in the box on page 47.

Under current regulations, the government pays the doctor for authorized care with the understanding that there will be no additional charge to you or your dependent for that care. The doctor is required to sign a statement to this effect on the claim form when he submits his claim for payment.

When Dependents Are Residing With You

If your dependents reside with you they are now required to contact an armed forces medical facility to determine whether the required care can be provided by them or at a nearby medical facility of the armed forces.

In the event the required medical services are not available from military medical facilities, your dependents must get a permit to seek

authorized civilian care. This permit allows your dependents to receive care authorized under the revised Medicare Program from civilian sources at government expense, and is for immediate use.

In some cases, government-paid medical care from civilian sources may still be provided for your dependents without a permit. These include:

- In an acute emergency requiring immediate hospitalization at the nearest hospital in order to preserve life and prevent undue suffering. The attending doctor must state on the claim form (DA Form 1863), or on an attachment to the claim form, that the case is actually an acute emergency.

- When your dependents are away from the area of your household (such as on a trip) the person signing item 14 on the claim (DA Form 1863) will be required to make an entry in item 3 or 4 certifying that the dependent is "on trip."

This exception is not to be used to circumvent restrictions in the new Medicare Program.

- If your wife is residing with you and she's a maternity patient who was under the care of a civilian physician on or before 1 Oct 1958, she may continue under his care provided she had reached the 15th week of pregnancy on or before that date.

The attending physician will indicate on DA Form 1863 (or attachment to it) that the patient meets the above requirements. The hospital will also make a similar statement on its DA Form 1863 (or attachment to it).

- If your dependents were admitted to a civilian hospital before 2400, 30 Sep 1958, when the hospital care required for this admission extends beyond 30 Sep 1958. The date of admission shown by the hospital on the claim form (DA Form 1863) must indicate that the admission occurred before 1 Oct 1958.

- If your dependents are still receiving authorized care from a physician as the result of being hospitalized before 2400, 30 Sep 1958, they are authorized such care by that civilian physician. On the claim form the physician must show that

the date of admission to the civilian hospital was before 1 Oct 1958.

Civilian Services at Government Expense

If your dependents meet the requirements for civilian medical care as outlined above, the government will pay the major cost of the following services:

- Hospitalization in semiprivate accommodations (2, 3, or 4 beds), not to exceed 365 days for each admission, and the physicians' bills *during hospitalization* of:

Acute medical conditions.

Contagious diseases.

Surgical emergencies.

Acute surgical conditions.

Severe injuries, during the acute phase.

- Complete obstetrical and maternity care, including in-hospital care of the newborn infant. Infants delivered by civilian physicians in a home or an office may receive authorized care they need on an outpatient basis during a period *not to exceed 10 days following the date of delivery*.

Civilian Care Not Authorized

As a result of reductions in Medicare—that went into effect 1 Oct 1958—the following care and services ARE NOT authorized from civilian sources:

- Treatment of fractures, dislocations, lacerations and other wounds not requiring hospitalization.

- One visit to a civilian physician, who ends his care before or upon hospitalization of the patient.

- Two post-natal visits by a physician to examine an infant within 60 days after its birth. The in-hospital care of a newborn infant is still provided as part of the complete maternity care.

- Treatment of acute emotional disorders. However, care of an acute emotional disorder may be furnished to your wife or child, if required, only during the period of hospitalization of your wife or child for a condition that *does* qualify as authorized care.

- Medical and surgical care that can be planned. Medical or surgical care that is desired or requested by the patient, which, in the opinion of the responsible medical authority, can be planned, later scheduled, and effectively treated at a later date without detriment to the patient. (Examples are: diagnostic surveys, cosmetic surgery, reconstructive surgery, tonsillectomies, uncomplicated hernias and appendectomies when such are not an acute surgical problem.)

- Chronic disease, except for acute flareups or acute complications

What Dependents Must Pay for Civilian Medical Care

If your dependents are eligible for civilian medical care, here's a breakdown of what you will be required to pay:

Basic Charge—\$1.75 per day, or the first \$25 of the hospital cost, whichever is greater.

Additional Charges—If your dependents have a private hospital room, then you'll be required to pay the above hospital charge, plus 25 per cent of the difference between the cost of the private room and a semi-private room, *if the attending physician certifies that a private room is needed*. If the private room is for the dependent's convenience then you'll have to pay the difference between the cost of the private room and a semiprivate room.

- **Private-duty Nursing Care:** You must pay the first \$100 of the cost and 25 per cent of the charges over \$100 when the attending physician certifies that this care is needed.

- **Maternity Care:** You will be required to pay the first \$15 of the physician's charge for delivery performed in a home or an office, if your dependent is not hospitalized later as a result of the same delivery.

- **Readmission to Hospitals:** Except in obstetrical and maternity cases, patients readmitted to a civilian hospital within 14 days after discharge, owing to an acute complication of the condition for which they were originally hospitalized, pay \$1.75 per day if they can prove they paid at least \$25 for the previous admission. (All admissions of obstetrical and maternity cases during and directly related to the same pregnancy are considered as one admission.)

thereof requiring treatment in a hospital.

- Domiciliary care. This means personal nursing care normally provided in an institution, such as a nursing or convalescent home.

- Ambulance service. However, ambulance service may be provided by armed forces facilities under limited circumstances.

- Medical supports or aids. Dependents who need an artificial part of the body, for example, a limb or an eye, a hearing aid, orthopedic footwear, or spectacles, will have to buy them at their own expense. If they are outside the continental United States or in a prescribed remote area within the U.S. where such appliance are not available from private sources, they may be sold to dependents, if available, from government stocks at cost.

Out-Patient Care

Out-patient care in civilian facilities is restricted to authorized obstetrical and maternity care. For all other out-patient care at government expense, dependents must use uniformed services medical facilities.

Dental Care

The provisions for dental care remain unchanged. Generally, the government *will not* pay for civilian dental care. Dental treatment is provided only to hospital in-patients, who are hospitalized for otherwise authorized care, as a necessary part of the treatment of the basic medical or surgical condition requiring their hospitalization.

It does not include the cost of artificial teeth, bridges, fillings, teeth straightening, or prolonged treatment of the gums.

At armed forces and U.S. Public Health Service medical facilities, dental care is provided as follows:

- *In Continental United States—*

1. In an emergency, to relieve pain and undue suffering. (Permanent fillings, bridges and dentures, *are not* authorized.)

2. If required for treatment of a medical or surgical condition.

3. Dental care in areas designated "remote" on a facilities-available basis.

- *Outside Continental United States—*Dental care will be provided on a facilities-available basis.

Dependents Medical Care at Military Medical Facilities

If medical staff, space and facili-



"They told me I was a natural for UDT!"

ties are available, the services will provide care for all eligible dependents as follows:

- Diagnosis
- Treatment of acute medical conditions, surgical conditions, contagious diseases, and acute emergencies of any nature.
- Immunization.
- Maternity and infant care.

Dependents Medical Care Overseas

As a general rule, your dependents will get what care they need from military medical facilities when they are outside continental U.S., Alaska, Hawaii, and Puerto Rico. If armed forces or U.S. Public Health Service facilities are lacking or inadequate, civilian medical care may be arranged for at the expense of the U.S. government. Dependents residing in overseas areas where service medical care cannot be provided may obtain full information from the appropriate overseas commander or from the nearest military installation on how to obtain medical care from professionally acceptable local civilian sources.

Persons Eligible for Care at Military Medical Facilities Only

In addition to the dependents of active duty personnel, dependents of deceased or retired personnel are also eligible for medical care at

military facilities. To qualify they must bear one of these relationships to a retired Navyman, to a Navyman who died while serving on active duty for a period of more than 30 days, or to a deceased retired Navyman:

- Lawful wife.
- Lawful husband, if dependent.
- Unremarried widow.
- Unremarried widower, if dependent.
- Unmarried legitimate child, adopted child, or stepchild if such child has not passed his 21st birthday. (Exceptions covering those past 21 years of age, are the same as listed above.)

- Parent or parent-in-law, if dependent and if residing in a dwelling place provided or maintained by the active or retired service member. (A parent or parent-in-law of an active duty serviceman is also qualified for such care at military facilities if he meets the above requirements.)

Identification Needed

When applying for any kind of medical care—at military or civilian facilities, or to a civilian physician—dependents are required to present their Uniformed Services Identification and Privilege Card (DD Form 1173) as proof of their eligibility for medical care.

Here's some useful information that you and your dependents should know about these Uniformed Services Identification and Privilege Cards.

All eligible dependents, except children under 10 years of age, should possess a card. In some cases, such as a child living apart from his parents, a card may be issued to a child under 10. In the case of a child under 10, the parent or guardian must furnish proper identification and certify as to the child's eligibility.

If your dependents reside with you, then they should get their card through you. If they do not have their Uniformed Services Identification and Privilege Card, you should fill out the necessary application form and submit it to your commanding officer. If you do not reside with your dependents then you may send the completed application forms to them.

If you are unable to fill out the re-

ANSWERS TO QUIZ AWEIGH

1. (a) 16 Dec 1907 (p. 58, May '58).
2. (a) ASDEFORLANT (p. 5, Apr. '58).
3. (b) USS Constitution (p. 21, Jun '58).
4. (b) \$440 (p. 55, Jul '58).
5. (b) E-8 (p. 43, Jun '58).
6. (c) Terrier (p. 14, Aug '58).
7. (c) 1955-56 (p. 5, Sept '58).

This month's Quiz Aweigh is on page 45.

quired application form, your dependents can obtain the necessary application form at any military installation, fill in as much information as possible, and submit it to your commanding officer for completion and verification.

Dependents of servicemen who died while on active duty or while in a retired status can obtain an application for the card from any military facility by applying there in person or requesting it by mail. Information on how to fill out the form and what certificates must accompany it can be obtained at the same time.

The completed application form must be taken to any nearby military facility. If the necessary equipment to produce the card is not available there, the dependent will be told where to obtain the card. Dependents who cannot visit a military activity that can issue the card may request it by mail.

These ID cards must be turned in (1) when they expire; (2) when a new card is issued; (3) when the sponsor dies, is discharged, retires, or is released from active duty; or (4) when the dependency status is otherwise ended.

In the event your dependents lose their ID card, the loss should be reported immediately so it may be replaced and the services may be on the alert against its being used improperly by someone who finds it.

If a person uses an ID card to obtain medical care to which he is not entitled, a fine of up to \$10,000 and imprisonment for up to five years may be imposed on the offender. A dependent who allows another person to use his card unlawfully may be subject to the same penalties.

Damage to, or indications of tampering with, the laminated ID card makes it invalid.

As a final note, here are a few words about civilian medical care:

Remember, if your dependents reside with you, they must present a permit to the source of civilian care (except in those circumstances outlined above), in addition to furnishing proper identification (The Uniformed Services Identification and Privilege Card, DD Form 1173).

Except in an emergency, eligible dependents seeking medical care

from civilian sources should make sure the physician and hospital are participating in the Medicare Program before beginning treatment.

A physician participating in the program must be legally licensed and qualified to prescribe and administer all drugs and to perform all surgical procedures.

A hospital, to qualify under the Medicare Program, except in an emergency, must be engaged pri-

marily in providing facilities for the surgical and medical diagnosis, treatment, and care of injured and sick persons by or under the supervision of two or more staff physicians or surgeons. It must also provide continuous 24-hour nursing service by registered graduate nurses.

Further information on Medicare Program can be found in SecNav Inst. 6320.8 and SecNav Inst. 6320.9.

WAY BACK WHEN

Amphibious Training Command—Atlantic

In early 1942 grim front-page headlines made it plain that World War II was to be a long, bitter struggle—a war that wouldn't end until the fighting had been carried to enemy shores.

This was a job for amphibious forces.

Amphibious operations were nothing new to military men. The Greeks attacked Troy from the sea, putting thousands of early amphibians ashore. Commodore Esek Hopkins had landed Continental sailors and Marines at New Providence, in the Bahamas, during the Revolutionary War. In the Civil War there had been Union landings in North and South Carolina.

However, none of these landings could compare with the monumental task of conveying thousands of men across an ocean and putting them ashore in the face of an enemy armed with modern weapons.

The forces to carry out that task had to be put together hurriedly, but not haphazardly, and their training had to be the very best.

Another headline, which had a lot to do with that training, appeared in a Norfolk, Va., newspaper in March 1942. It read, "1761 County Acres Taken For Navy Use." This was the beginning of a base that was to train thousands of men for amphibious operations, not only in World War II, but also in Korea and other emergencies.

On 27 July 1942 the 1761 acres—once a muddy bean farm—became the Amphibious Training Base, Little Creek, Va. A year later the Amphibious Training Command of the U. S. Atlantic Fleet was activated there.

From 1943 until the present, the Training Command has taught the art and science of amphibious warfare.

Because of the varied and complex services required in amphibious warfare, all branches of the armed forces are represented on the staff of the Commander, Amphibious Training Command. Although it is not a joint command, Army, Navy, Air Force and Marine officers are attached to it to coordinate the teamwork between troops, ships and aircraft.

The command has five units which sup-

port or directly assist in amphibious indoctrination. These are:

- The Landing Force Training Unit, which conducts year-round practical training in intelligence, communications, over-the-beach supply and troop-support functions of aircraft, naval gunfire and mobile artillery.

- The Naval Amphibious Base, which maintains logistic services for the Training Command.

- The Naval Amphibious Schools, which conduct specialized naval training for individuals and tactical units assigned to amphibious operations.

- The Naval Amphibious Operational Training Unit, which is responsible for basic underway training for all amphibious type ships.

- The Naval Amphibious Test and Evaluating Unit, which tries out and evaluates experimental equipment that may be used in the amphibious operations of tomorrow.

- The beaches at Little Creek are among the most "assaulted" areas in the world, for weekly training exercises of amphibious ships and crews entail some form of amphibious activity every working day, and sometimes on weekends. One of the most spectacular exercises is "So Solly Day," graduation day for the teams being trained as Frogmen.

All in all, Little Creek is a very busy place—and a far cry from the bean field that it was just a few short years ago.

—Joe Keith, JO1, USN.



Orders for Navymen in Seavey Segment I Start Rolling on 1 Feb 1959

Longer tours of normal shore duty are now in effect for some men coming ashore under Segment I of Seavey. Normal shore duty for the top three graders in the YN, PN, and JO ratings, is now 48 months. Men who are MNC, MN1, MN2, DKC, DK1, DMC, DM1, or DM2, will come ashore for 36 months. All other shore duty tours for men in segment one remain the same.

The new shore duty tours affect all men who come ashore after 12 Sep 1958, and those already ashore whose normal shore duty expires on 1 May 1959 or later. Shore duty will not be advanced, however, past the month obligated service ends, unless a man agrees to extend his enlistment. This extension must be signed at least seven months before his obligated service ends. The longer tours of shore duty will not be applicable to those men who have never been on sea duty, or to those currently serving an administrative extension of their shore duty.

Persons eligible to come ashore next year under Seavey Segment I, effective 1 Feb 1959, should have received their Seavey data cards about 1 Nov 1958. First orders for men in Segment I-59 to be assigned to shore duty will be written on 1 Feb 1959, directing personnel to come ashore in June 1959. Any personnel still on this year's list of Seavey Segment I, who have not come ashore, will receive orders before anyone on the new list.

Those men serving on overseas shore duty, or in a non-rotated unit overseas, whose tour of duty expires after 1 Jun 1960, but before 1 Jun 1961, will not receive a rotation data card until November 1959.

According to BuPers Notice 1306 of 12 Sep 1958, which outlines the new shore duty tours, personnel in the following rates whose sea tours began in the month and year shown below, or earlier, are eligible to come ashore next year if they have the required obligated service:

BMC	DEC 55
BM1	DEC 54
BM2, 3, SN	MAR 52
QMC	DEC 56
QM1	MAR 55
QM2, 3, SN	SEP 54
SMC	JUN 56

David J. Majchrzak, DN, USN.



"An evil witch cast a spell over him."

SMI, 2, 3, SN	JUN 54
RDC	DEC 56
RD1	JUN 55
RD2, 3, SN	MAR 55
SOC	JUN 56
SO1, 2, 3, SN	JUN 55
TMC	DEC 56
TM1	JUN 55
TM2, 3, SN	DEC 54
GMC	MAR 56
GM1	DEC 53
GM2, 3, SN	DEC 52
NWC	DEC 56
NW1, 2, 3, SN	DEC 55
FTC	MAR 56
FT1, 2, 3, SN	DEC 54
GSC, 1, 2	DEC 56
GS3, SN	JUN 56
MNC, 1, 2	DEC 56
MN3, SN	JUN 56
ETC	DEC 56
ET1, 2, 3, SN	JUN 56
IMC, 1	DEC 56
IM2, 3, SN	DEC 55
OMC, 1, 2, 3, SN	DEC 56
*RMC	MAR 56
*RM1, 2, 3, SN	SEP 55
**YNC, 1, 2	DEC 56
**YN3, SN	JUN 56
PNC, 1, 2	DEC 56
PN3, SN	JUN 56
SKC, 1, 2	DEC 56
SK3, SN	JUN 56
DKC, 1, 2	DEC 56
DK3, SN	JUN 56
JOC, 1, 2	DEC 56
JO3, SN	JUN 56
LIC, 1, 2	DEC 56
LI3, SN	JUN 56
DMC, 1, 2	DEC 56
DM3, SN	JUN 56

*Including TE with RM NEC's

**Including TE with YN NEC's

Don't forget this: All personnel whose sea tour commencement date is on or before the month indicated above will be entered on the Seavey. If you fail to fill out a data card, you are just giving up any chance you might have to get the duty you want. More information about Segment I of Seavey 1959 can be found in BuPers Note 1306 of 12 Sep 1958.

Rules on Housing for Naval Personnel Bringing Their Families with Them to Japan

The terms "non-priority" and "priority" are no longer used when assigning dependent's housing and transportation to Japan. Hereafter, officers of the grade of commander and below, and enlisted personnel who are eligible for transportation of their dependents, must agree to accept approved private rentals if they desire to utilize concurrent travel, that is, have their dependents accompany them to Japan.

Approved private rentals are civilian quarters that have been inspected and approved by cognizant area commanders in regard to the minimum standards of construction, safety and health. Most of them are substandard in size and construction and expensive in regard to rental fees and utility costs.

If personnel desire government quarters, then they must apply for them after arriving in Japan. At present there is a seven-to-14-month waiting period. Assignment to government quarters is made from a waiting list based on the individual's date of departure from CONUS.

If you accept approved private rentals, you will be issued the following items—free of charge—which are also provided in the government quarters:

- | | |
|-------------------------------|--------------------------|
| kitchen stool | sideboard |
| beds and mattresses | night table |
| dining table and chairs | bunk beds and mattresses |
| dresser with mirror and chair | metal cot (for maid) |
| rugs | stoves |
| book case | end tables |
| living room chair | table and floor lamps |
| occasional chair | refrigerator |
| desk and desk chair | pillows |
| chest of drawers | divans |
| electric fan | coffee table |

Although these furnishings are adequate, the Commander Naval Forces, Japan, says "they fall short of the expectations of supplying the individuality which is created by personal equipment. He recommends that "those few items which make the difference between a 'home' and just 'quarters' should be transported to Japan."

Details concerning applications for the transportation of your dependents to Japan can be found in BuPers Inst. 4650.6C of 5 May

1958. Further information about living conditions in Japan can be found on pages 54-56 of the August '58 issue of ALL HANDS.

In addition, there's an information booklet entitled *So You're Coming to Japan*, that is sent by the Ship's Store at Yokosuka to all persons ordered to duty in Japan. If you get orders to Japan and do not receive this booklet within 30 days of your departure, then you should make an airmail request for it to: Officer in Charge, Ship's Store Ashore, Navy #3932, Box 18, c/o FPO, San Francisco, Calif.

First Group of Navymen Enrolled in NESEP Colleges For Scientific Education

The first group of Navy and Marine Corps enlisted men—135 of them—have started to school at 19 U. S. colleges and universities under the new Navy Enlisted Scientific Education Program.

The program was announced last December by the Secretary of the Navy. Those selected will have a chance to obtain bachelor of science degrees in the physical sciences, mathematics and engineering.

For the 95 Navymen and 40 Marines chosen this year, the four years at school will count as a normal tour of shore duty. While they are attending college they will receive the pay and allowances of their rates and the Navy will pay the costs of their education.

The program was designed so that it will ultimately accommodate as many as 500 students a year. The

135 in the first group were chosen by selection boards made up of Navy and Marine Corps officers. Before starting to college the students spent nine weeks studying algebra, trigonometry, physics and English during preparatory or refresher training at Bainbridge, Md., and San Diego, Calif.

The colleges and universities they are now attending are:

Alabama Polytechnic Institute, University of Colorado, University of Idaho, University of Kansas, University of Louisville, Marquette University, Massachusetts Institute of Technology, Miami University (Ohio), University of Mississippi, University of Missouri, University of Nebraska, University of New Mexico, New York State Maritime College, University of North Carolina, University of Oklahoma, Pennsylvania State University, University of Texas, University of Utah and Vanderbilt University.

NESEP is the second program leading to a scientific education for Navy enlisted men. The Navy Enlisted Advanced School Program (NEASP), established in 1956, now has 225 men studying for electrical engineering degrees at Purdue and the University of Washington.

Three New Correspondence Courses Are Now Available

Three new Enlisted Correspondence Courses are now available. They include:

Course	NavPers No.
*Pipefitter 1 and C	91541-1
Aviation Machinist's Mate 3	91597
*Hospital Corpsman 1	91670-1
*May be retaken for repeat Naval Reserve credit.	

Discontinued Courses

Course	NavPers No.
Pipefitter 1	91540-B
Pipefitter C	91541-B

Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center.

If you are on active duty, your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence

Course Center, which will supply the course materials to your command for administration.

Those on inactive duty will have courses administered by the Center.

More WOs Appointed from February Selection Lists

Forty-two enlisted men were issued temporary appointments to Warrant Officer, W-1. The appointments, which were given to 13 first class and 29 chief petty officers, are from an eligibility list established by a selection board convened in February.

Regular Navy appointments were broken down into the following designators: Boatswain (7132), eight; Aviation Ordnance (7212), one; Surface Ordnance (7232), two; Machinist (7432), nine; Electrician (7542), five; Electronics (7662), four; Ship's Clerk (7822), one; Supply Clerk (7982), nine; Medical Service (8172), two; Dental Service (8182), one.

Navy Destroyer Has Its Own Fan Club

The men of *uss Gearing* (DD 710) have their own fan club and morale booster in the form of the *Gearing* Enlisted Men's Wives' Club. Organized early this year, during *Gearing's* deployment with the Sixth Fleet in the Mediterranean, the young club is already in high gear.

The ladies have held two successful cake sales on board ship. The first one earned \$26 for the club but the wives found that the cakes disappeared all too fast. The second one meant baking additional cakes. This put \$57.50 into their treasury.

The wives' club holds business meetings once a month at the Benmoreel Enlisted Men's Club in Norfolk. They have a welcoming committee which calls on new wives moving to the area to give practical advice such as tips on housing.

The ladies feel that the club fills a real need. Many of them said at the first meeting that they had never known any other wives to call during the ship's absence. That is all taken care of, now.



"And how long have you been a frogman, Quimbley?"

Latest List Of Enlisted Correspondence Courses Now Ready

HERE'S A COMPLETE roundup of the Enlisted Correspondence Courses now available. This list includes many new ones as well as those previously listed in ALL HANDS in the June 1956 issue. Additional courses are being prepared and will be announced as they become available.

All enlisted personnel, whether on active or inactive duty, may apply for the courses.

An Enlisted Correspondence Course serves not only as a means of studying a naval subject of interest to you, but also as an aid in the satisfactory completion of the Navy Training Course applicable to your rating.

As you know, Enlisted Correspondence Courses are now administered (with certain exceptions) by your local command instead of by the Correspondence Course Center, as was the earlier practice.

If you are on active duty, your division officer will advise you whether or not the course you have applied

for is suitable to your rate and to the training program you are following. If it is, he will see that your application is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Personnel on inactive duty will have their courses administered by the Correspondence Course Center.

When you want to take a course, see your division officer and ask for Form NavPers 231, "Enlisted Correspondence Course Application." He will forward it to the Naval Correspondence Course Center via your commanding officer.

As you complete each assignment, your division officer will check the answers from a master sheet supplied by the Center and advise you on any problems you may encounter. You'll be able to work more closely with an authority in the field you are studying. You'll continue to get credit for your studies.

Course	NavPers Number	Course	NavPers Number	Course	NavPers Number	Course	NavPers Number
Aerographer's Mate 3	91663	Aviation Storekeeper, Vol. 1	91651-1	Construction Electrician's Mate 1	91570-1	Fire Control Technician 2	91340
Aerographer's Mate 2	91664	Aviation Storekeeper, Vol. 2	91652	Construction Electrician C	91571-1	Fire Control Technician 1, Vol. 1	91331
Aerographer's Mate 1	91643	Aviation Structural Mechanic 3, Vol. 1	91625	Constructionman	91562 1	Fire Control Technician 1, Vol. 2	91343
Aerographer's Mate C	91646	Aviation Structural Mechanic 2, Vol. 1	91626	Construction Mechanic (see Mechanic)		Fire Control Technician 1, Vol. 3	91345
Air Controlman	91657	Aviation Structural Mechanic 3 & 2	91623	Damage Controlman 3	91543-1	Fire Control Technician C, Vol. 1	91332
Aircraft Engines	91628-1	Aviation Structural Mechanic Handbook	91622	Damage Controlman 2	91544-1	Fire Control Technician C, Vol. 2	91344
Aircraft Fuel Systems	91630-1	Baker's Handbook	91444	Damage Controlman 1	91545-1	Fire Control Technician C, Vol. 3	91346
Aircraft Hydraulics	91624	Basic Electricity	91224	Damage Controlman C	91546	Fireman	91500-1
Aircraft Instruments	91627-1	Basic Electronics	91227	Dental Technician, Repair	91689	General Training Course for Petty Officers	91203
Aircraft Propellers	91631-1	Basic Hand Tool Skills	91228-1	Disbursing Clerk 3	91435-3	Gunner's Mate 3, Vol. 1	91309
Aircraft Welding	91617	Basic Machines	91230	Disbursing Clerk 2	91436-3	Gunner's Mate 3, Vol. 2	91352
Airman	91600	Basic Military Requirements	91202	Disbursing Clerk 1 & C	91438-2	Gunner's Mate 3, Vol. 3	91353
Armed Forces Newspaper Editors Guide	91456-1	Blueprint Reading & Sketching	91223-2	Draftsman 3	91487	Gunner's Mate 2	91355-1
Atomic Warfare Defense	91210	Boatswain's Mate 3	91242-1	Draftsman 2	91488	Gunner's Mate 1	91356
Aviation Boatswain's Mate, Vol. 1	91654-1	Boatswain's Mate 2	91243-1	Draftsman 1	91488	Gunner's Mate C	91357
Aviation Boatswain's Mate, Vol. 2	91655	Boatswain's Mate 1	91244-1	Driver 3 (now Equipment Operator)	91573-1	Gyro Compasses	91532
Aviation Electrician's Mate, Vol. 1	91610	Boatswain's Mate C	91245-1	Driver 2	91574-1	Handbook for Dental Prosthetic Technician 3	91685
Aviation Electrician's Mate, Vol. 2	91611-1	Boilerman 3	91511-1	Driver 1	91575-1	Handbook for Dental Prosthetic Technician 2	91686
Aviation Electronics Technician 3	91612	Boilerman 2	91512-2	Driver C	91576-1	Handbook for General Dental Technician	91684
Aviation Electronics Technician 2	91613	Boilerman 1 & C	91514-2	Electrician's Mate 3	91523	Hospital Corpsman 3	91668-1
Aviation Electronics Technician 1 & C	91615	Builder 3	91583-1	Electrician's Mate 2	91524	Hospital Corpsman 2	91669-1
Aviation Fire Control Technician 3	91633	Builder 2	91584-1	Electrician's Mate 1	91525	Hospital Corpsman 1	91670-1
Aviation Machinist's Mate 3	91597	Builder 1	91585-1	Electrician's Mate C	91526	Hospitalman	91667-1
Aviation Ordnanceman 3, Vol. 1	91659	Builder C	91586	Electronics Technician 3	91373-1	I. C. Electrician 3	91528
Aviation Ordnanceman 3, Vol. 2	91656	Cargo Handling	91247	Electronics Technician 2, Vol. 1	91374-1		
Aviation Ordnanceman 2, Vol. 1	91661	Chemical and Biological Warfare Defense	91211	Electronics Technician 2, Vol. 2	91375		
Aviation Ordnanceman 2, Vol. 2	91665	Commissaryman 3	91440-1	Engineman 3	91518-1		
Aviation Ordnanceman 1 & C	91662	Commissaryman 2	91441	Engineman 2	91519-1		
		Commissaryman 1	91442-1	Engineman 1	91520		
		Commissaryman C	91443-1	Engineman C	91521		
		Construction Electrician's Mate 3 (now Construction Electrician)	91568-1	Equipment Operator (see Driver)			
		Construction Electrician's Mate 2	91569-1	Field Manufacture of Industrial Gases	91505		
				Fire Control Technician 3	91339		

Course	NavPers Number	Course	NavPers Number	Course	NavPers Number	Course	NavPers Number
I. C. Electrician 2	91529	Metalsmith 3	91533-1	Quartermaster 3 & 2	91286-2	Steward 2	91693-1
I. C. Electrician 1 & C	91531	Metalsmith 2	91534-1	Quartermaster 1	91251-1	Steward 1	91694
Instrumentman 3	91382	Metalsmith 1 & C	91536-1	Quartermaster C	91252-1	Steward C	91695
Instrumentman 2	91383	Military Requirements for Petty Officers 3 & 2	91206	Radarman 3	91266-1	Stewardsman	91691-1
Instrumentman 1	91384	Mineman 3, Vol. 1	91334-1	Radarman 2	91267-1	Storekeeper 3 & 2	91431-3
Instrumentman C	91385	Mineman 2, Vol. 1	91335-1	Radioman 3 & 2	91403-1	Storekeeper 1	91432-1
Journalist 3	91451	Mineman 1	91336	Radioman 1	91404-1	Storekeeper C	91433-1
Journalist 2	91452	Mineman C	91337	Radioman C	91405-1	Submarine Periscopes	91392
Lead Computing Sights	91391	Molder 3	91553	Range finders	91390	Surveyor 3	91563-1
Lithographer 3, Vol. 1	91472-1	Molder 2	91554	Seaman	91240-1	Surveyor 2	91564-1
Lithographer 3, Vol. 2	91470	Molder 1	91555	Shipfitter (P) 3 & 2	91539-1	Surveyor 1	91565
Lithographer 2, Vol. 1	91473-1	Molder C	91556	Ship Activation Manual	91215	Surveyor C	91566
Lithographer 2, Vol. 2	91471	Navy Mail, Vol. 2	91460	Ship's Serviceman 3	91446	This is Your Navy	91208-1
Lithographer 1 & C	91475-1	Opticalman 3, Vol. 1	91387	Ship's Serviceman 2	91447	Torpedoman's Mate 3, Vol. 1	91300-1
Machinery Repairman 3	91506-1	Opticalman 3, Vol. 2	91388	Ship's Serviceman 1	91448-1	Torpedoman's Mate 3, Vol. 2	91296
Machinery Repairman 2	91507-1	Parachute Rigger 3, Vol. 1	91640-1	Ship's Serviceman C	91449-1	Torpedoman's Mate 2, Vol. 1	91302-1
Machinery Repairman 1	91508	Parachute Rigger 2, Vol. 1	91639	Ship's Serviceman Barber Handbook	91465	Torpedoman's Mate 2, Vol. 2	91297
Machinery Repairman C	91509	Parachute Rigger, Vol. 2	91641	Ship's Serviceman Cobbler Handbook	91464	Torpedoman's Mate 1	91304
Machinist's Mate 3	91501-1	Parachute Rigger 3 & 2, Vol. 2	91605	Ship's Serviceman Laundry Handbook	91466	Torpedoman's Mate (E) 1	91305
Machinist's Mate 2	91502	Patternmaker 3	91548-1	Ship's Serviceman Tailor Handbook	91463-1	Torpedoman's Mate C	91306
Machinist's Mate 1	91503	Patternmaker 2	91549-1	Signalman 3	91290	Torpedoman's Mate (E), C	91307
Machinist's Mate C	91504	Patternmaker 1	91550	Signalman 2	91291	Tradevman	91658
Manual for Buglers, U.S. Navy	91257	Patternmaker C	91551	Sonarman 3 & 2, Vol. 1	91260-2	U. S. Navy Shore Patrol	91468-1
Mathematics, Vol. 1	91219	Personnel Man 3	91419	Standard First Aid Training Course	91217	Utilities Man 3 & 2	91594-1
Mathematics, Vol. 2	91220	Personnel Man 2	91420	Steelworker 3	91588	Utilities Man 1	91595
Mathematics, Advanced, Vol. 1	91221	Personnel Man 1	91421-1	Steelworker 2	91589	Utilities Man C	91596
Mechanic 3 (now Construction Mechanic)	91578	Personnel Man C	91422-1	Steelworker 1	91590	Yeoman 3	91413-2
Mechanic 2	91579	Photography, Vol. 1	91647	Steelworker C	91591-1	Yeoman 2	91414-2
Mechanic 1	91580-1	Photography, Vol. 2	91648	Steward 3	91692-2	Yeoman 1	91415-2
Mechanic C	91581-1	Pipefitter 1 & C	91541-1			Yeoman C	91416-2

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn I, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in September.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

April Love (1159)(C)(WS): Drama; Pat Boone, Shirley Jones.

This Happy Feeling (1160)(C)(WS): Comedy; Debbie Reynolds, Curt Jurgens.

Space Children (1161): Melo-

drama; Michel Ray, Adam Williams. *Desire Under the Elms* (1162): Drama; Sophia Loren, Anthony Perkins.

Long Hot Summer (1163)(C)(WS): Drama; Paul Newman, Joanne Woodward.

Fraulein (1164)(C)(WS): Drama; Dana Wynter, Mel Ferrer.

Colossus of New York (1165):

Melodrama; John Baragray, Mala Powers.

Badman's Country (1166): Western; George Montgomery, Neville Brand.

A Time to Love and a Time to Die (1167)(C)(WS): Drama; John Gavin, Lisa Pulver.

The Sheepman (1168)(C)(WS): Comedy; Glenn Ford, Shirley MacLaine.

Manhunt in the Jungle (1169)(C): Drama; Robin Hughes, Luis Alvarez. *God's Little Acre* (1170): Drama; Robert Ryan, Aldo Ray.

Once Upon a Horse (1171)(WS): Comedy; Dan Rowan, Dick Martin.

Campbell's Kingdom (1172): Drama; Dirk Bogarde, Stanley Baker.

The Hunted Strangler (1173): Horror; Boris Karloff, Jean Kent.

The Lineup (1174): Melodrama; Eli Wallach, Robert Keith.

The Bravados (1175)(C)(WS): Drama; Gregory Peck, Joan Collins.

David J. Majchrzak, DN, USN.



"Which way to the eye clinic, sir?"

Choose from This Listing of Officers Correspondence Courses

CORRESPONDENCE COURSES in various professional naval subjects are made available to all officers on active and inactive duty. These courses are designed for self-study to assist officers to improve their professional qualifications and broaden their general knowledge of naval subjects.

In addition, USN and USNR officers on active duty may earn exemption from written professional examinations through satisfactory completion of certain Officer Correspondence Courses. Naval Reserve officers on inactive duty may earn credit for promotion and nondisability retirement. Naval Reserve retirement and promotion points are creditable only to those eligible to receive them under current directives.

Application for enrollment should be made by official form or letter as prescribed by the activity administering the course and should be forwarded via the com-

mand holding your service record, as follows:

- If on active duty, forward application via your commanding officer.
- If on inactive duty and not in a training program under the cognizance of the Chief of Naval Air Reserve Training (CNART), forward application via your naval district commandant.
- If on inactive duty and in a training program under the cognizance of CNART, forward application via the commanding officer of the NAS or NARTU having responsibility for the training program.
- If on inactive duty and residing in a foreign country, you may obtain unclassified courses either by the cognizant naval or other military attache or U. S. representative.

Officers on inactive duty residing in a foreign country are not ordinarily eligible for enrollment in

Course	NavPers No.	Course	NavPers No.	Course	NavPers No.	Course	NavPers No.
Administration of Officers' Messes	10970-A	Engineering, Operation and Maintenance	10935-A	Marine Navigation, Part II	10945-1	Organization for National Security	10721-2
Advanced Bases	10744	Financial Management in the Navy	10732	Merchant Ship Communications	10917	Passive Defense	10746
Air Navigation, Part I	10959-1	Foundations of National Power	10770-A2	Military Government	10718	Personnel Administration	10968-A
Air Navigation, Part II	10960	General Aerology	10954-A3	Military Justice in the Navy	10993-2	Petroleum Fuels and Lubricant Systems	10752
Aircraft Electrical Systems	10757	General Communications	10916-A3	Military Sea Transportation and Shipping Control	10972-A	Petroleum Logistics	10904
Airfield Pavements	10751	General Course for Aviation Specialists	10950-1	Naval Airborne Ordnance	10964-1	Photographic Interpretation	10958-A
Airplane Power Plants	10961-A1	Guided Missiles Orientation (Formerly Titled "Electronics for Guided Missiles")	10924	Naval Arctic Operations	10946	Photography	10957
Appropriation & Cost Accounting	10984	Gunnery Officer, The History of the Chaplain Corps, Part I	10906	Naval Electronics, Part I	10925-A	Power Generation and Distribution	10753
*Aviation Operations	10755	History of the Chaplain Corps, Part II	10907	Naval Electronics, Part II	10929-2	Practical Damage Control	10936-A
Basic Mechanical Engineering	10748-1	Hot Weather Engineering	10915-1	Naval Electronics, Part III	10932-1	Practical Problems in Marine Navigation	10737-1
Basic Structural Engineering	10749-1	Industrial Management	10947-2	Naval Ordnance & Gunnery	10922-A1	Public Works Department Management	10741
BuShips Duty for Engineering Specialists	10939	Industrial Relations	10733-1	Naval Ordnance Establishment	10963	Radiological Defense	10771-1
Cargo Handling	10973	International Law	10717-B	Naval Orientation	10900	Refresher Course for Aerologists	10953
Claims	10727-1	Investigations	10726-1	Naval Shipyard Duty for Engineering Specialists	10940	Seamanship	10923-A2
Cold Weather Engineering	10910-A	Jet Aircraft Engines	10985-A2	Naval Sonar	10928	Security of Classified Information	10975-A2
*Combat Information Center	10952-3	Law Officer, The	10724	Navy Admiralty Law Practice	10725	Shipboard Communications	10918-2
Commissary	10981-A	Leadership	10903-2	Navy Chaplain, The	10905-A1	Shipboard Electrical Systems	10991-1
Construction Battalion, The	10745	Logistics	10902-2	Navy Contract Law	10988	Shipboard Electronic Equipments	10762
Diesel Engines	10938-2	Maintenance of Public Works and Public Utilities	10747	Navy Public Information	10720-3	Shiphandling	10738-1
Disbursing	10976	Management and Industrial Engineering	10942-2	Navy Real Estate Law	10989-1	Shorebased Communications	10996
Duty Afloat for Engineering Specialists	10941	Maneuvering Board, The	10933-1	Navy Regulations	10740-A1	Special Services	10969-A1
Education & Training, Part I	10965-1	Marine Navigation, Part I	10921-1	Navy Supply System, The	10978-A	Supply Afloat	10980-A
Education & Training, Part II	10966-1			Navy Supply System, The	10977	Supply Ashore	10983-A
Electronics, Administration & Supply	10926			Navy Travel	10977	Theoretical Damage Control	10937
Elements of Naval Machinery	10934-1			Nucleonics for the Navy	10901	Uniform Code of Military Justice	10971
Engineering Administration	10992-2			*Operational Communications	10760-1	Watch Officer, The Water Supply and Sanitation	10919
				*Operational Tactics	10761-2		10750

*Classified

classified courses. However, you may be enrolled if specifically authorized by the Chief of Naval Operations (DNI).

All USN and USNR officers (including chief petty officers) of the Navy, Marine Corps, Coast Guard, Army and Air Force on active or inactive duty are eligible to enroll in courses administered by the U. S. Naval Correspondence Course Center. All these courses are open to warrant officers and chief petty officers. Qualified enlisted personnel of lower ratings are eligible if recommended by their commanding officers.

To apply, NavPers form 992 (Rev 10/54) or later, should be forwarded to the U. S. Naval Correspondence Course Center, Scotia 2, N. Y.

The correspondence courses listed below are administered by the U. S. Naval Medical School for the Bureau of Medicine and Surgery.

Requests for enrollment should be addressed to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md. (Attn: Correspondence Training Division). Use Form NavPers 992, with a proper change in the "To" line.

Title	NavPers
Atomic Medicine	10701-A
Aviation Medicine Practice	10912-A
Blood Transfusion, Methods and Procedures	10998-1
Clinical Laboratory Procedures	10994
Combat and Field Medicine Practice	10706-A
Hospital Food Service Management	10767
Hospital Personnel Administration	10734
Insect, Pest, and Rodent Control	10705-A
Legal Medicine	10766
Low Temperature Sanitation and Cold Weather Medicine	10997-A
Manual of the Medical Department, Part I	10708-1
Manual of the Medical Department, Part II	10709-1
Medical Department Orientation	10943-A
Medical Service in Joint Overseas Operations	10769
Pharmacy and Materia Medica	10999
Physical Medicine in General Practice	10735
X-Ray Physics and Techniques	10702
Submarine Medicine Practice	10707-A
Treatment of Chemical Warfare Casualties	10765
Control of Communicable Diseases of Man	10772

These courses are unclassified and



"Wanna try it? It's whipped cream."

are recommended for all Medical Department personnel.

In addition to the courses listed above, three specialized courses are available for dental personnel. The courses are:

Special Clinical Services, Dental (1956 Revision)	10768
Dental Department Administration	10736
Dental Clinic Administration	10401

Requests for enrollment should be addressed to the Commanding Officer, U. S. Naval Dental School

(Code 5), National Naval Medical Center, Bethesda 14, Md. NavPers Form 992 is correct, with a change in the "To" line.

Two courses are administered by the U. S. Naval Submarine School.

Basic Submarine Course Advanced Submarine Course

The basic course must be completed before you are eligible for the advanced course.

Requests should be forwarded via official channels to the Officer-in-Charge, U. S. Naval Submarine School, New London, Conn., on Form NavPers 994.

A number of correspondence courses in communications are also administered by the Chief of Naval Operations (DNC). The titles are:

Special Communications 1
Special Communications 2
Special Communications 3
Special Communications 4
Special Communications 21
Special Communications 31
Special Communications 41

Requests for enrollment should be

WHAT'S IN A NAME

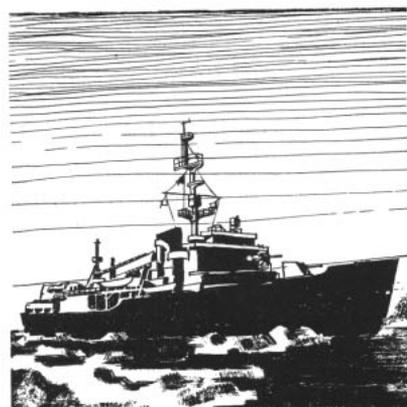
Navy's Glacier Gets Around

uss *Glacier* (AGB 4)—the Navy's newest and probably busiest icebreaker—is now taking a breather at the Naval Shipyard, Boston, Mass., after suffering occupational injuries in both the Arctic and Antarctic within a span of less than six months.

On 1 Feb 1958, while engaged in Antarctic Operation Deep Freeze III, *Glacier* struck an ice-floe in the McMurdo Sound area which caused an eight-foot-by-two-inch crack in her bow. To close the wound her bow was run up on the ice at McMurdo so that the ship's company could weld a metal plate patch in place. Later on, when *Glacier* got into a little warmer climate, the damaged area was reinforced with concrete.

Not long afterward, with the temporary repair job still in place, AGB 4 steamed for the other end of the earth to escort ships participating in the 1958 MST5 Arctic resupply operation, "Sealift for Security."

On 22 July, while en route from Thule, Greenland, to Boston, where the yard had a new prefabricated bow section ready and waiting to be put in place, *Glacier* ran into trouble once more—in the form of a submerged rock in the uncharted waters of Melville Bay, off the west coast of Greenland. This time, *Glacier* borrowed a



trick from the wooden-ship era to get out of her predicament.

She freed herself by partial deballasting and by sallying ship, an all-hands evolution in which the entire crew runs from one side of the ship to the other to cause the ship to roll. The old-time technique helped to work the ship free, and with a gash in her hull from the stem to about Frame 55, the battered, but concrete-bowed icebuster made way for Boston again.

There, yard workers are rushing to fix her up in time to take part in Deep Freeze IV.

by official letter addressed to the Officer-in-Charge, U. S. Naval Security Group, Headquarters Activity, 3801 Nebraska Ave., NW, Washington 25, D. C., and forwarded via official channels.

The Naval War College, Newport, R. I., conducts the correspondence courses listed below. Request for enrollment should be in letter form, addressed to the President, Naval War College, Newport, R. I., via your commanding officer.

These courses are of graduate level, requiring considerable time to complete. Typewritten solutions to the essay type questions and problems are required. Courses are not available to enlisted personnel nor to officers below the rank of lieutenant (junior grade).

Title	Number
Logistics, Part I, Organization for National Security	NWC 7
Logistics, Part II, (Prerequisite, Logistics, Part I)	NWC 8
Logistics, Part III, (Prerequisite, Logistics, Part II)	NWC 9
Strategy and Tactics, Part I	NWC 10
Strategy and Tactics, Part II (Prerequisite, Strategy and Tactics, Part I)	NWC 11
International Law	NWC 12
International Relations	NWC 13

The Economics of National Security (formerly — *Emergency Management of the National Economy*) is a correspondence course offered by the Industrial College of the Armed Forces. Applications should be submitted to the Commandant, Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington 25, D. C. (Attn: Correspondence Study Branch).

All Regular and Reserve officers of the Navy, Marine Corps, Coast Guard, Army and Air Force on active or inactive duty are eligible to apply for the two courses administered by the Naval Intelligence School.

Fundamentals of Naval Intelligence (NavPers 10728), is also available to enlisted personnel if the commanding officer certifies that a knowledge of Naval Intelligence is required in the performance of the applicant's duties. **Naval Intelligence**, NavPers 10774, provides promotion exemption or promotion points for officers with the designation of 1630 or 1635.

Application should be made via your chain of command and must



also contain a statement that proper stowage facilities are available for Confidential material.

Selective Service Correspondence Courses are accredited by all services and components of the armed forces. Ten courses are offered:

Course Number	Title
1	Background of Selective Service
2	The Selective Training and Service Act of 1940
3	The Selective Service Act of 1948
4	Organizations and Functions of Selective Service
5	Classification in Selective Service
6	Industrial Deferment
7	Agricultural Deferment
8	Dependency Deferment
9	Selective Service Forms
10	Problems of Selective Service

Applications should be addressed to the Director of Selective Service, Attn: Chief, Field Division, Selective Service System, 451 Indiana Ave., Washington 25, D. C.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs

No. 33—Announced approval by the President of selection board recommendations on Regular Marine Corps Reserves for temporary promotion to lieutenant colonel.

No. 34—Announced a contest to obtain the best recipe for Navy bean soup in conjunction with Navy Day activities at NAS Memphis (See Jan. 58 ALL HANDS, page 37.)

No. 35—Announced the approval by the President of selection board recommendations on Regular Marine Corps and Marine Corps Reserves for temporary promotion to major.

No. 36—Announced the convening of selection boards to recommend line officers on active duty (except TARs) for temporary promotion to lieutenant commander and lieutenant.

No. 37—Announced approval by the President of selection board recommendations for temporary promotion of Supply Corps male officers to captain and women officers of the Regular Navy to permanent grade of commander.

Instructions

No. 1001.23—Restates instructions which concern service obligations under Section 4(d)(3), Universal Military Training and Service Act.

No. 1120.3F—Outlines the requirements and method of application for appointment as Naval Reserve medical and dental officers.

No. 1130.4E—Provides instructions for enlistment in the Regular Navy or release to inactive duty of certain Naval Reserve personnel serving on active duty.

Notices

No. 1416 (3 September)—Emphasized the Navy policy to determine the mental, moral and professional qualifications of ensigns being considered for temporary promotion to the rank of lieutenant (junior grade).

No. 1210 (8 September)—Abolished the use of the officer designator, Code 132X.

No. 1813 (8 September)—Announced that legislation has been enacted that permits eligible Naval Reserve personnel on active duty to transfer to the Fleet Reserve on the same basis as members of the Regular Navy.

No. 1520 (9 September)—Issued change 1 to BuPers Notice 1520 of

31 May 1958, regarding the application for the Postgraduate Educational Program.

No. 1306 (12 September)—Established the sea-tour commencement dates for enlisted personnel who are eligible for Seavey Segment One which becomes effective 1 Feb 1959.

No. 1742 (12 September)—Announced a program to obtain statistical data that will show how many eligible voters in the Navy actually do vote.

No. 1418 (16 September)—Announced the availability of revised forms and publications to be used in connection with the advancement in rating of enlisted personnel.

No. 1900 (17 September)—Announced change 1 to BuPers Inst. 1900.IC, which makes it mandatory, instead of permissible, for personnel to be separated "on board" when the ship or Fleet command located in the United States has on board, or within immediate vicinity, facilities to disburse separation pay and conduct separation physical and dental examinations.

No. 1111 (18 September)—Announced the date on which examinations will be given for appointment to cadetship in the United States Coast Guard.

No. 1520 (19 September)—Solicited information pertaining to the motivation for postgraduate education, and educational level of certain unrestricted male line officers who

Wavelengths and Frequencies of AFRS (NY)

Transmitter	Time (GMT)	Frequency	Wavelength	Bearing	Beam Area
WDSI 1	1515-2245	21.65 Megs	13.91 M	55°	EUROPE
WRUL 2	1730-2245	15.38 Megs	19.51 M	3°	GREENLAND
WRUL 3	1730-2245	17.71 Megs	17.86 M	160°	CARIBBEAN
WBOU 5	1515-2245	17.78 Megs	16.87 M	42°	EUROPE
WBOU 6	1730-2245	15.27 Megs	19.60 M	42°	EUROPE
MUNICH	1515-2245	11.83 Megs	25.36 M	115°	MIDDLE EAST

If the frequency beamed to your area does not provide satisfactory reception, try the others regardless of the antenna orientation.

are now serving on active duty.

No. 1210 (25 September)—Invited applications from certain permanently commissioned line officers of the Regular Navy for transfer to the Civil Engineer Corps of the Regular Navy.

No. 1552 (25 September)—Announced a change in procedure in the distribution of certain Navy Training Courses.

Here's Latest Schedule of Armed Forces Radio Service

You'll notice that there are considerable changes to be found in the winter schedule of the Armed Forces Radio Service (New York).

Two hours have been added. You'll receive news every hour on the half hour. Plan on a total of eight newscasts daily, alternating in five- and 15-minute formats, plus a 15-minute Feature Page.

Public affairs programs are broadcast on Monday. Hometown news is given a five-minute spot, three times a week.

On Saturdays and Sundays, from 1600 to 2200, you'll find Panorama. This is a new shortwave service which offers news, special events and feature items, special armed forces news, interviews with personalities in the sports, movie and radio-TV world, as well as the Parade of Sports.

The Armed Forces Radio Service originates both in New York (Atlantic service) and Los Angeles (Pacific service). Live and recorded programs are broadcast over ten 50,000-watt short-wave transmitters on different frequencies and beamed to the 167 Armed Forces Radio Stations in various parts of the world for rebroadcast on standard broadcast frequencies and to anyone who owns a shortwave set.

Winter Shortwave Schedule of U.S. Armed Forces Radio Service (New York)

GMT	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	GMT
1515	SIGN ON	SIGN ON	SIGN ON	SIGN ON	SIGN ON	SIGN ON	SIGN ON	1515
1520	CONFERENCE CALL	CONFERENCE CALL	CONFERENCE CALL	CONFERENCE CALL	CONFERENCE CALL	CONFERENCE CALL	CONFERENCE CALL	1520
1530	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	1530
1545	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	1545
1600		JOHNNY DOLLAR	ANSWER PLEASE	SEZ WHO	ANSWER PLEASE	THIS IS THE STORY		1600
1615		"	STORY TELLER	"	STORY TELLER	"		1615
1630	A	NEWS (:05)	NEWS (:05)	NEWS (:05)	NEWS (:05)	NEWS (:05)	A	1630
1635		GALEN DRAKE	INDICTMENT	FRONTIER GENTLEMAN	COULD THIS BE YOU	TOMBSTONE		1635
1700	F	COUNTRY JAMBOREE	COUNTRY JAMBOREE	COUNTRY JAMBOREE	COUNTRY JAMBOREE	COUNTRY JAMBOREE	F	1700
1730		NEWS (:15)	NEWS (:15)	NEWS (:15)	NEWS (:15)	NEWS (:15)		1730
1745		SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE		1745
1800		BOXING	HOMETOWN NEWS	HOMETOWN NEWS	HOMETOWN NEWS	FOOTBALL PREDICTIONS		1800
1805	P	"	GROUCHO MARX	BEST OF B'WAY	PEOPLE ARE FUNNY	"	P	1805
1830	S	NEWS (:05)	NEWS (:05)	NEWS (:05)	NEWS (:05)	NEWS (:05)	S	1830
1835		MEET THE PRESS	FAMILY THEATRE	SUSPENSE	FBI IN PEACE & WAR	GRAND OLE OPRY		1835
1900	A	RAY HEATHERTON SHOW	RAY HEATHERTON SHOW	RAY HEATHERTON SHOW	RAY HEATHERTON SHOW	RAY HEATHERTON SHOW	A	1900
1930	N	NEWS (:15)	NEWS (:15)	NEWS (:15)	NEWS (:15)	NEWS (:15)	N	1930
1945	O	FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	O	1945
2000		WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS		2000
2015	R	SPOTLIGHT ON MUSIC	SPOTLIGHT ON MUSIC	SPOTLIGHT ON MUSIC	SPOTLIGHT ON MUSIC	SPOTLIGHT ON MUSIC	R	2015
2030	A	NEWS (:05)	NEWS (:05)	NEWS (:05)	NEWS (:05)	NEWS (:05)	A	2030
2035		SPOTLIGHT (CONT'D)	SPOTLIGHT (CONT'D)	SPOTLIGHT (CONT'D)	SPOTLIGHT (CONT'D)	SPOTLIGHT (CONT'D)		2035
2100	M	FACE THE NATION	GUNSMOKE	PRESIDENT'S NEWS CONF.	WHAT'S MY LINE	PARADE OF HITS	M	2100
2125		"	PRIMER ON COMMUNISM	PRIMER ON COMMUNISM	PRIMER ON COMMUNISM	"		2125
2130	A	NEWS (:15)	NEWS (:15)	NEWS (:15)	NEWS (:15)	NEWS (:15)	A	2130
2145		ARTHUR GODFREY	ARTHUR GODFREY	ARTHUR GODFREY	ARTHUR GODFREY	ARTHUR GODFREY		2145
2200		RIDE TO PANMUNJOM	RIDE TO PANMUNJOM	RIDE TO PANMUNJOM	RIDE TO PANMUNJOM	RIDE TO PANMUNJOM		2200
2215		SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY		2215
2230	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	2230
2244	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	2244

NEASP Offers Opportunity to Make Chief or Earn Commission Along with a College Education

Do you PO3s, PO2s, and PO1s want to make chief in two years, change to a technical rating, and get two years of college free? If that sounds unbelievable, then you haven't been keeping up with current BuPers Instructions or reading ALL HANDS.

Under the Navy Enlisted Advanced School Program, eligible enlisted personnel from third class PO up may apply for college training. When assigned to a college under the program, they will be assigned one of six technical rates:

Fire control technician (FT), electronics technician (ET), aviation fire control technician (AQ), guided missileman (GS), aviation guided missileman (GF), or aviation electronics technician (AT).

The new rate assignment allows men to use at work what they learn in college. Under the NEASP program, a third class petty officer or higher in any rating may be selected to attend college. He attends college for two years, returns to sea for two years, and then if still eligible, he may request the second two years of college training. At the end of the second two-year period, he should be eligible for a baccalaureate.

During the first two years at college he studies courses that will prepare him for duty as a systems analyst for advanced fire control systems, advanced armament (including nuclear weapons), digital computers and nuclear propulsion. At the end of this time, he will work in one of these fields.

Special advancement procedures have been set up for NEASP students. When assigned to college as a PO3, for example, a student is advanced to PO2 automatically. At the end of the first year, if he has satisfactory attendance records, scholastic record, military behavior, and displays satisfactory effort, he will be promoted to PO1. Again, if he is still satisfactory in all of these categories, he will be promoted to CPO at the end of his second year at college. If a student falls more than one semester behind during his second year, he probably will not be recommended for advancement.

Men participating in the program are encouraged to apply for warrant (W1), LDO and Integration Programs if eligible. If selected under any of these programs during the first two-year training period, students will continue at the school in which enrolled to the baccalaureate level without the interposition of a two-year Fleet training period.

Detailed information about the NEASP can be found in BuPers Inst. 1510.69C and BuPers Inst. 1430.10-A. The entire Navy Enlisted Advanced School Program and the Navy Enlisted Science Education Program is explained on pp. 48-49 of ALL HANDS, August 1958 issue.

New Chart Shows Paths of Advancement to WO

An entirely new path of advancement for the ratings of RD, RM, SO, and TE/RM has been opened by establishing the warrant officer category of Operations Technician (Code 714). This change has been incorporated into Change No. 1 to the *Manual of Qualifications for Warrant Officers* (NavPers 18455).

Another major change includes the absorption of the three categories of Equipment Foreman (749), Construction Electrician (759) and Building Foreman (779) in the single category of Civil Engineer Corps (849).

The following chart shows the latest paths of advancement from primary and alternate enlisted ratings to warrant categories.

Primary Enlisted Ratings	Warrant Categories	Alternate Enlisted Ratings
AB, AC, PR, PT	Aviation Operations Technician (711)	
BM, QM	Boatswain (713)	GM, SM
RD, RM, SM, SO, *TE/RM	Operations Technician (714)	
AO, GF, AQ	Aviation Ordnance Technician (721)	
GM, NW	Surface Ordnance Technician (723)	
FT, GS	Ordnance Control Technician (724)	
TM	Underwater Ordnance Technician (733) MN	
MN	Mine Warfare Technician (734)	TM
AD, AM	Aviation Maintenance Technician (741) AE	
MM, BT, BR, MR,	Machinist (743)	
EN, IM, OM		
EM, IC	Electrician (754)	
AE, AT, TD	Aviation Electronics Technician (761)	GF, AQ
CT	Communications Technician (764)	
ET	Electronics Technician	FT, GS, EM, IC, TD, RM, RD, SO, *TE/RM
LI, JO, PN, YN, MA, *TE/YN	Ship's Clerk (782)	
MU	Bandmaster (785)	
DC, FP, ME, ML, PM	Ship Repair Technician (774)	BR
DK, SK, AK, CS, SH, SD	Supply Clerk (798)	MA
HM	Medical Service Corps (817)	
DT	Dental Service Corps (818)	
AG	Aerographer (821)	
PH	Photographer (831)	PT, JO
CM, CD, UT, CE, BU, SW, DM, SV	Civil Engineer Corps (849)	

*Teleman to be disestablished. Those holding this rating will be phased into Yeoman or Radioman by 1962.

Course Ready on Engineering, Operation and Maintenance

A new officer correspondence course, *Engineering, Operation and Maintenance* (NavPers 10935-A), is now available.

The course consists of seven assignments evaluated at 14 points credit for Naval Reserve promotion and retirement. For officers on active duty, satisfactory completion of this course provides partial exemption from the promotion examinations in the subject area T-20.

Application for enrollment should be made on form NavPers 992 (Rev 10/54 or later) forwarded via official channels to Naval Correspondence Course Center, Scotia 2, N. Y.

REPORT OF USS BARB

With the launching of the new Polaris-bearing atomic submarines scheduled for the near future, a new way of life, and of combat, will be opened for a large portion of the Navy. USS Barb (SS 220), commissioned in 1942, was only a 1500-ton diesel-powered sub of World War II, but she has the honor of firing from a sub the Navy's first unguided missiles—rockets. Barb and her second skipper, CDR (now CAPT) Eugene B. Fluckey, USN, also shared a few other points of distinction.

Barb was quite a boat. During her first five war patrols she scored a perfect .000 — then went on to sink or damage nearly a quarter million tons of enemy shipping in her next seven patrols. To accomplish this, she resorted to nearly every type of combat in the books and other forms which were up to that time undiscovered or certainly not in wide use. She rammed, she launched a surface assault in a shallow, uncharted harbor, sought cover under icebergs, hovered under her potential victims while planes searched the seas for her. She was the first submarine to employ rockets and the only one to blow up a railroad train.

For her service, she earned the Navy Unit Commendation and the Presidential Unit Citation. Her skipper was awarded the Medal of Honor.

From *History of USS Barb (SS 220)*, made available through the courtesy of the Division of Naval History, Ships' Histories Section, Navy Department, Washington 25, D. C.

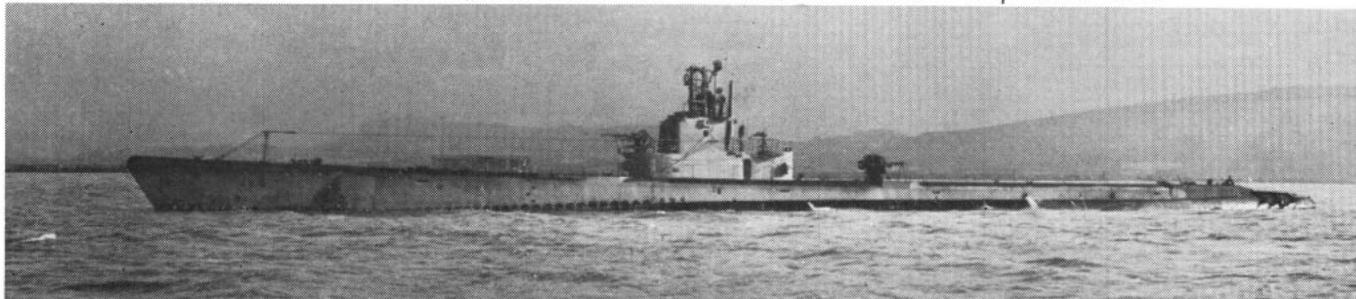
USS Barb's first five war patrols were conducted in European waters without sinking a ship. In the fall of 1943 she shifted to the Pacific, but it was not until her third contact on her sixth patrol that she succeeded in sinking one cargo ship and damaging another.

From that time on, her luck changed. Her next victim, identified as *Showa Maru*, was tracked for four hours because of her unusual actions. Shortly before midnight, three torpedoes were fired into her, each one hitting at perfect intervals. A loud explosion and a shower of sparks followed the second hit, which broke the target in two. The vessel, believed to be a decoy, apparently was trying to draw the sub within range of shore batteries and searchlights.

In May 1944, CDR Fluckey assumed command in time for her eighth patrol.

Ten days after departing Midway, a lone merchant ship was sighted, but an irritating Japanese plane forced

USS BARB (SS 220), first sub to use rockets, is seen off coast of California as she leaves on patrol in 1945.



Barb to dive for cover. Contact was ultimately regained at periscope depth and the torpedoes were fired with three hits. Within a few minutes the ship was gone.

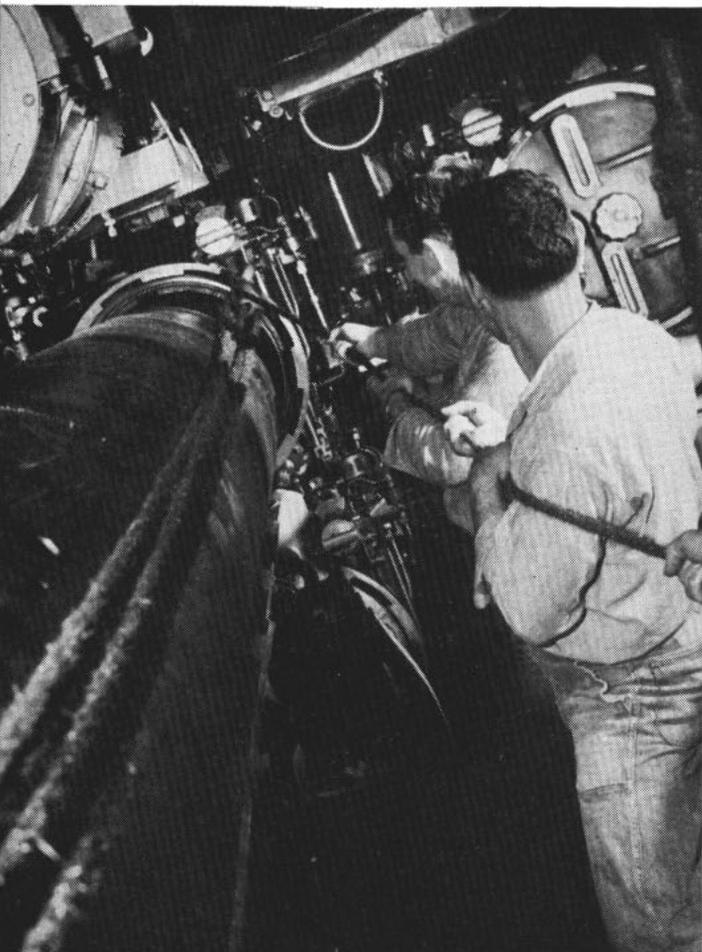
Meanwhile, *Barb's* comrade USS *Herring* (SS 233) had scattered a convoy several miles away. *Barb* caught sight of these fleeing ships and set out to overtake them. Several hours later an enemy ship appeared out of a fog bank and three torpedoes were fired at her in a perfect attack. The first crashed astern the funnel, the second tore a hole directly under it and the third hit two-thirds the way from the funnel to the bow. Within two minutes, the ship up-ended and sank.

A few days later a lone high-speed target was sighted shortly before midnight. Two hours later three bow tubes were fired but each missed. The ship charged *Barb* with guns blazing, scattering depth charges as she came. *Barb* held her ground, then chased the ship until they entered a minefield.

THIS EVENT MARKED the beginning of *Barb's* polar experience. At the beginning of June 1945, the sub entered the northern area of the Kurile Islands chain and found many broken icefields. Since the period of darkness was only four hours long each day, *Barb* sought cover behind floating icebergs. She slowly made her way into the interior of the icefields, dodging drifts as she went. Many 50- to 60-foot columns of ice were seen, with seals basking on the smaller chunks.

Hampered by haze and fog, *Barb* made her way through the icefields to check the Sakayohama anchorage but found no prospects waiting for her. Five relatively small ships

AS SUBMARINE cruises below the surface, torpedo-men prepare to load another fish into the firing tube.



encountered on her return helped build up the score.

Early in July, *Barb* fired her final two stern torpedoes at an escorted cargo ship. The enemy vessel took both hits and sank. Her escort responded with a series of 38 depth charges. A five-gallon can of oil was dropped over the side to give the escort a target for his depth charges when daylight came, and *Barb* went on her way.

The average temperature in the Sea of Okhotsk patrol area ranged from 24 to 27 degrees. Drifting ice was a frequent occurrence and operations were hampered by a daily fog. Volcanic ash and dust from the numerous active volcanoes helped obscure the situation. The 50-day patrol ended in July.

BY NOW, the submarine force had grown to a point where wolf pack attacks, wiping out entire convoys, were replacing the strikes launched by single subs. It was with a wolf pack that *Barb* got underway for her ninth war patrol in August 1944.

In company with USS *Queenfish* (SS 393) and *Tunny* (SS 282), and later joined by a second sub group, the pack converged upon a heavy convoy. At one point *Barb* found herself looking down the throat of the port and center column of the convoy. Raising her periscope, she was just in time to see the leading escort blow up, a victim of one of *Barb's* sister subs. However, the soundman reported a torpedo coming directly for the submarine and the periscope was retracted to allow the fish to pass overhead.

Changing course to the east to avoid the main body of subs, the entire convoy moved into perfect position for *Barb*. Three torpedoes, fired at overlapping ships, disposed of a freighter and a tanker.

Although *Barb* had been in action during the entire previous night and under attack most of the day, the crew took 45-minute catnaps in shifts rather than give up pursuit of the convoy. A five-hour submerged chase brought her within range of a large hunter-killer.

At this moment, *Barb* encountered a peculiarly effective antisubmarine weapon, although it was not consciously employed by the enemy. It was an over-friendly bird which, when he spotted the periscope, would perch on it and drape his tail feathers over the window.

The approach officer banged on the scope, shook it, and shouted at the bird, with no results. He raised and lowered the scope but the bird hovered over it as it went under, and hopped back on it when it was raised. Meanwhile, the intended victim steamed on serenely.

As a last resort, both scopes were raised, one a few seconds ahead of the other. This completely baffled the sub's feathered friend.

Freed of the bird, *Barb* got off three torpedoes. Three hits from amidships forward resulted. The explosion dumped 15 lookouts, dressed in white, from the catwalk around the bridge into the water. The target broke in two and sank.

THE NEXT DAY a Japanese plane surprised *Barb* on the surface and dropped two bombs a few minutes after the sub crash-dived. Results: the explosion ripped off the port antenna and broke several light bulbs and gauges. A slight break in routine, and the patrols continued.

Early in September a sampan with four masts came into view. *Barb* closed in and shelled it from the surface until the range was so close that the twin 20mm guns would not depress enough to bear. A plane joined the

melee and lingered as *Barb* sought cover beneath the sampan. The Japanese crew members tried to draw attention to the submarine by shouting and waving their arms at the pilot, but he, thinking that they were thanking him for driving off their adversary, zoomed off over the horizon. Surfacing a few minutes later, *Barb* fired 10 rounds of 4-inch into the ship, sending it down stern first.

In mid-September she received a message to proceed to an area where a Japanese transport carrying Allied prisoners of war had been sunk. En route to the area, she encountered a heavy convoy, and since she had to slow up in order to arrive in the search area in daylight, she decided to attack.

Stalking the group until an overlapping target appeared, *Barb* fired all her bow tubes. The first three hit a tanker and the other three exploded around a large carrier, the 20,000-ton *Unyo*. Both sank immediately.

Several afternoons later *Barb* spotted several wooden liferafts to which survivors were clinging. The ships carrying them to Japan had been sunk by American submarines, unaware of the passengers. The men at first stared dubiously, and finally were hysterically grateful for their rescue. They had been in the water for five days, and were in poor physical condition. *Barb* took 14 aboard and before they were landed at Pearl Harbor the crew passed the hat and collected about \$300 to help give them a new start. The gift represented every cent that was on board.

HEADED FOR THE EAST CHINA SEA, the marauder departed for her tenth war patrol on 27 Oct 1944. Thirteen days passed before *Barb* could add to her toll.

A Japanese light cruiser crossed her sights on 10 November and the sub fired her first spread of torpedoes. One hit exploded midway between the funnel and stern and a second struck abaft the stack, nearly tearing down the superstructure. The ship took a 30-degree list, but refused to sink. Instead she got underway at about two knots and slowly turned toward the beach in an attempt to run aground. *Barb* opened fire with her guns, following with two torpedoes, both of which missed.

A blinker light on the damaged cruiser kept flashing continuously, and liferafts were being lowered from both sides. As she came within 500 yards, *Barb* decided to make a periscope attack because she was drawing too near for automatic range. It was suggested that throwing spuds and using oranges as tracers would do the trick, but it took a third torpedo to finish the job. The cruiser finally rolled over and sank stern first. As *Barb* steamed clear of the area depth charges could be heard erupting all over the harbor.

THE NEXT DAY, following up a contact reported by *Queenfish*, *Barb* sighted a convoy of 11 ships, escorted by four destroyers. Running in mountainous seas, she sneaked into position, fired two torpedoes at a large freighter, changed to another target, and then sent two others swishing toward a third cargo vessel.

With chaos prevailing, the submarine moved in for the second round of kills with a pair of torpedoes streaking toward a large freighter. The blows landed cleanly but she did not sink.

For her last target, the sub picked out a small cargo vessel. Closing in to less than 400 yards, she fired three torpedoes and the whole vessel disintegrated. One of the



FOR EXTRAORDINARY HEROISM, Vice Admiral Lockwood pins Navy Cross on CDR Fluckey, CO of *Barb*.

torpedoes which missed the first vessel went on to hit a medium merchantman which overlapped the first. Breaking up noises from both ships were heard. The sound man reported that the target was so close that he could hear the water rushing into the hull. Debris kept falling overhead, drumming the superstructure.

Two enemy escorts pounced upon the area and began searching for the sub, dropping depth charges.

Two hours later *Barb* found herself sandwiched between the escorts, with pings raining off both her sides.

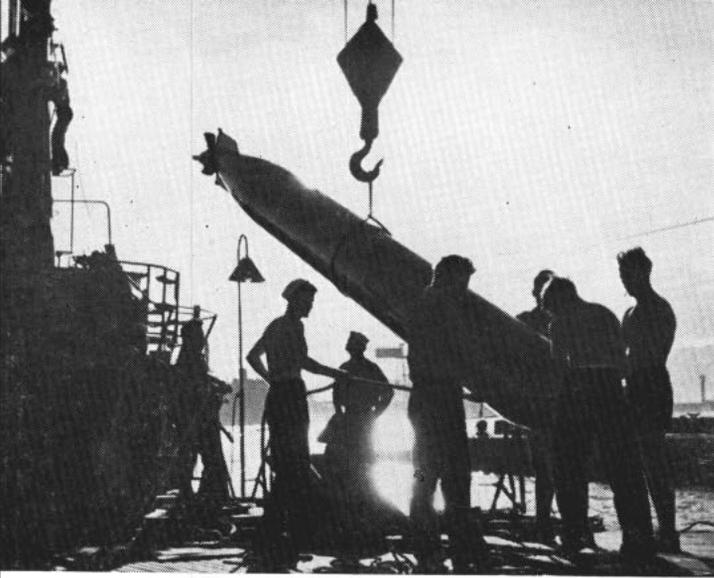
One ship seemed to be starting her run and the crew braced themselves for the explosions, but none came. The charges, set too deep, hit the ocean floor without exploding.

Had they exploded anywhere during their drop, the career of *Barb* would have ended here.

She wasn't always so lucky. One evening a few days later *Barb* contacted a big convoy, including a large air-

IT'S AN OLD STORY — Presentation of medals, frequent event for submariners, marks end of another patrol.





TORPEDOES are carefully loaded aboard submarine before its departure on another wartime patrol.

craft carrier. After sending a report to all neighboring submarines, she moved in. At half an hour before midnight, five torpedoes were sent toward the carrier. Just as the order to fire was given, the carrier swerved on a new leg of her zig-zag plan and the torpedoes streaked past.

Out of torpedoes, *Barb* could not re-attack.

HER ELEVENTH WAR PATROL got off to a blazing start in January 1945 when, while operating with two other submarines, *Barb* charged in to make a bold shallow water daylight attack on a large transport and freighter. Both were demolished and another freighter which happened to be overlapping was also hit and set afire.

After retiring to bring her comrades into the battle, the sub moved in that night on the trailing ship and fired three torpedoes. Two of the fish sent the ship to the bottom and the third ran wide only to strike another tanker. Her pip disappeared from the radar screen 20 minutes later.

Three more torpedoes—the only ones remaining in the bow tubes—were fired at a large ammunition ship, which exploded in great mass of fireworks. The violent burst may also have sunk two nearby escorts—at least

they were seen to disappear from the radar screen. Only one ship remained and *Queenfish* went after this one as *Barb* departed in search of any ships which might have escaped near the minefields.

Two weeks passed before *Barb* could locate another target. As the sub rounded some small islands on 23 Jan 1945, in search of a convoy that had been seen hugging the shallow coast, the radarman reported contact on a large group of ships anchored in the lower reaches of Namkwan Harbor.

The chart revealed it would be suicide to attempt an attack on the harbor since much of the area was marked "unexplored." But Commander Fluckey made the decision to navigate the only entrance and then take a chance on retreating through the unexplored area. *Barb* ran 19 miles inshore from the 20-fathom curve until the harbor, nesting a multitude of ships, opened up before her. Commander Fluckey describes the next few moments:

"The atmosphere throughout the boat is electric. The men are more tense than I've ever seen them. Save for an occasional report of a single ping sounding, the control room is so quiet that the proverbial pin would have sounded like a depth charge. I discarded the idea of putting the men into life jackets as alarmist.

"Most beautiful target of the war . . . ships anchored in three columns about 500 yards apart with a few scattered farther inshore. The radar officer just counted twelve on one bearing . . . must be about 30 in all. We are slowly swinging into position.

"Fired a bow spread of four . . . right rudder. Stern into position . . . fired a spread of four more . . . all ahead flank."

Eight hits, carefully spaced, were timed and observed. A large freighter settled and sank, a heavy ammunition ship burst into shooting flames, one unidentified vessel had its entire side blown out. Two other vessels could be seen burning through the cloud of smoke. In less than a minute more than 36,000 tons of Japanese shipping were laid useless.

Tracers of all descriptions flew out of the ammunition ships along with large shells. The escorts futilely fired into the empty sky at the suspected force of planes.

Barb couldn't take more time to look back. With radar

WELCOMING COMMITTEE greets every submarine in port. End of patrol means rest, recreation and lots of sunlight.



sweeping across her bow, the submarine dashed around anchored junks, protruding rocks and old wrecks. The junk fleet took many shell hits from the puzzled escorts, none of whom dared give chase.

HER TWELFTH and final patrol gave *Barb* an opportunity to try new tactics. After methodically polishing off two small craft in a 15-minute surface battle, she struck out for the north shores of Japan to spring her surprise.

Although bombed during the afternoon, *Barb* took a position off Shari, a city of about 20,000 population containing many military installations, by midnight.

It was on this city that she fired the initial rocket assault in American submarine warfare. The rockets sizzled off into the center of the military installations, blighting a 500-square yard area. Shore-based air search radar and lights were immediately turned on, the Japanese thinking that an air raid was in progress. On leaving the area, *Barb* encountered a two-masted diesel wooden trawler and sank it with gunfire.

After an unsuccessful convoy attack and counterattacks by Japanese escorts, the sub launched a shore bombardment on the eastern side of Kaihyo on 2 July. With the water only six fathoms deep and the range 800 yards, the sub literally stood on the outskirts of town and sent in salvo after salvo.

A fire broke out in one of the large buildings near the center of town and quickly spread to others. Huge flames were now seen licking through the flimsy buildings and sections of rooftops were flying into the air. Sampans secured alongside the docks were gutted and oil drums could be seen burning farther inshore.

ARRIVING in the Aniwa Bay area, *Barb* picked up a large cargo vessel hugging the coast shortly after dawn. After missing an attack with three torpedoes, the submarine turned around and fired her stern tubes, this time splitting the heavy ship. A concentrated sweep of the area was made by escorts, but *Barb* escaped by running east silently for four hours along the shallow edges of the minefield.

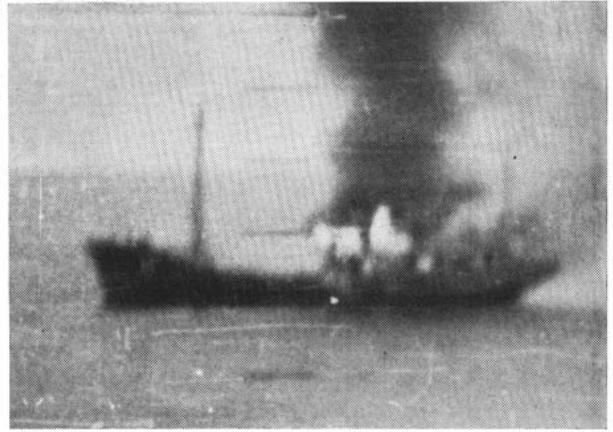
A week later *Barb* found a large freighter traveling in convoy with a frigate. The sub fired two tubes at the frigate and three at the cargo ship. One struck the stern of the escort, setting off his depth charges and blowing his stern away in a tremendous explosion. The frigate went down at almost a 90-degree angle. The cargo vessel saw the torpedoes in time and swerved to avoid them. No more torpedoes were left, so *Barb* departed.

Pretty much accustomed to history-making by now, the submarine nevertheless set out to write another chapter. On 19 July she patrolled in Patience Bay searching for a suitable spot where a railroad ran along the coast. Her plan was to plant a demolition charge under the tracks, to be exploded by the train.

On the night chosen for the attack, the demolition party piled into the little boats and awaited the word to shove off. Groping for some final soul-stirring message, the skipper could think of nothing but, "Boys, if you get stuck, head for Siberia, 130 miles north. Just follow the mountain ranges. Good luck."

The group was led by the ship's engineer officer, LT William M. Walker, USNR.

Trouble started early. First the boat compass became erratic, then a haze covered the two peaks upon which their navigation depended. As the party landed, they



BURNING CARGO SHIP — Flames shoot upward from Japanese vessel after a hit by undersea Pacific raider.

found themselves in somebody's back yard, 50 yards from a house. No one stopped them so the men went on.

At this point, what appeared to be grass from offshore view turned out to be waist high bulrushes which crunched and crackled with every move, shrieking out their presence. LT Walker arose to dash across a road and fell head-first into a four-foot ditch. Picking himself up and cautioning the rest against a similar fate, he dashed across a highway, only to fall head-first into another ditch.

They finally reached the tracks, set the charge and made their retreat. Before they had embarked a bright beam swung around the bend and the train came roaring down the tracks.

Minutes later the explosion came, even greater than was expected. The engine's boiler wreckage blew 200 feet into the air and crashed down in a mass of flame and smoke. The train piled up and rolled over the track in a mass of ruins.

A jubilant cheer arose from the party as they splashed back to where *Barb* was waiting.

TWO DAYS LATER the sub poured three batches of rockets into the factory section of Shiriteri. Assorted light and heavy explosions resulted and thick smoke clouds covered the area. A day later, a similar attack was directed at Kashiho. Six sampans were sunk that afternoon and another shore bombardment on Chiri was launched.

Long out of torpedoes, *Barb* was determined to expend every available means of destruction before returning to port. By bombarding Shibetoro the next day, large oil tank flames were started and a lumber mill was turned into a blazing mass. The flames reached a sampan building yard, destroying 16 building cradles and 35 brand new sampans.

On the 26th, the commanding officer made an extra effort to sink a stubborn trawler.

This trawler would be number 15 on the patrol and, surprisingly enough, one of the most difficult targets. Although set afire and burning for hours, it refused to sink.

Now completely out of ammunition, the skipper turned to the only remaining means. He rang the collision alarm, swung the sub's bow directly at the damaged ship and soundly rammed it. Number 15 turned over and sank. *Barb* headed back for port and a well-earned rest.

TAFFRAIL TALK

KEEPING ALL HANDS informed is a big job for us at ALL HANDS. It's practically impossible for us to tell you the complete up-to-date story of this fast-changing Navy of ours. We do, however, attempt to give you as much of that story as we possibly can within the limitations of security, our staff and space (64 pages).

It's our job to publish material that will be of the greatest interest to all hands, rather than just a few. Along this line of thinking, we came across some words of wisdom that were aimed at a few, but we think should be passed on to all.

The words in this case were from a speech which VADM John L. McCrea, USN, (Ret.) delivered at Portsmouth, N.H., during the commissioning ceremonies for our fourth atomic submarine, *uss Swordfish*, SS(N) 591. Just substitute the name of your ship for *Swordfish* and hear what Admiral McCrea had to say:

"... And now officers and men of *Swordfish*, what sort of ship does the Navy expect you to have here? What sort of ship would those who have gone before in other ships bearing the name of *Swordfish*, if they were with us, expect you to have?"

"First off, I think the Navy and those who have gone before would want you to have in *Swordfish* a clean ship. This Navy of ours has always boasted of its clean ships. You will be expected to maintain that high standard.

"The Navy and those who have gone before would expect that you would have in *Swordfish* a smart ship. Smartness is hard to define. No ship can be smart without being clean. A smart ship is particularly apt in such matters as internal discipline, officer and petty officer control, seamanship, signals, uniform, literally hundreds of things, above all—always ready and willing and able to do a job. The expression 'ship shape and Bristol fashion' has much significance. And why stress cleanliness and smartness? Because these ideals contribute greatly to battle discipline.

"The Navy and those who have gone before would expect above all else that in *Swordfish* you have a fighting ship. In a fighting ship there must be a high degree of battle discipline—why is battle discipline so necessary? Personal safety demands it. You must be well trained—you must know your gear—know what it can do in order to be able to exploit it to the utmost. And just as importantly, know what it can't do. A fighting ship is a naval monument to training and discipline.

"Now the great burden of making a clean ship, a smart ship, and above all a fighting ship of *Swordfish* will rest on your captain; and that is as it should be. There will be projected through this ship his ideas and his ideals. Each of you, officers and men alike, should dedicate yourselves to the proposition that your every day effort ashore or afloat will be for the good of the ship—for the good of *Swordfish*.

"And now finally—great challenges and great opportunities await all of you in *Swordfish*—challenges and opportunities which I envy you—challenges and opportunities to which the entire Navy and those who have gone before expect with confidence that you will measure up. . . ."

As we said earlier, we think these remarks deserve a wider audience. (So . . . pass this copy on to the next man.)

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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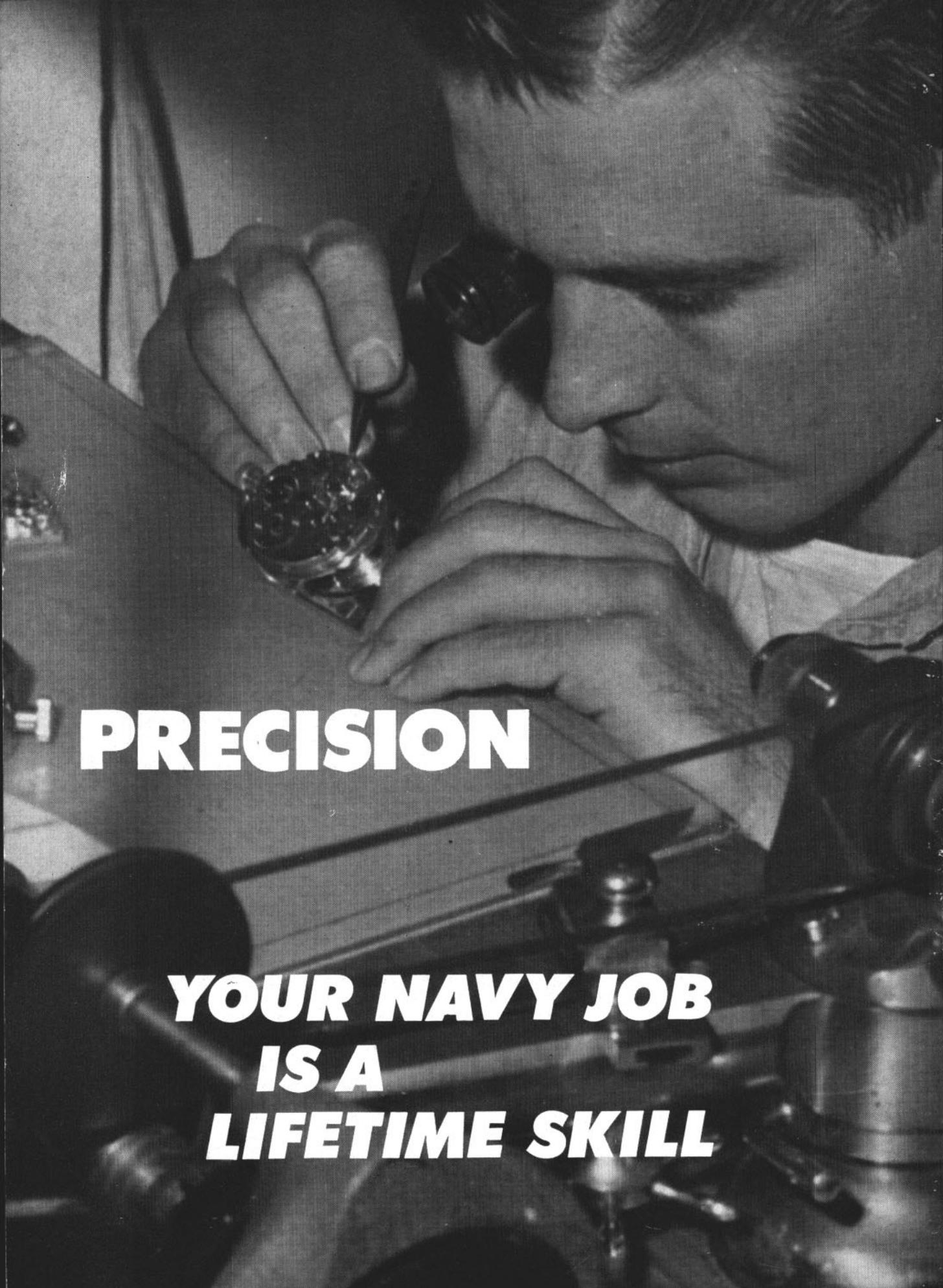
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● AT RIGHT: HORNING IN —
Reflection of USS *Cacapon* (AO 52)
is seen in bass horn of Pacific Fleet Band member as the oiler is greeted on her return from a tour of duty in Western Pacific.

ALL HANDS





PRECISION

***YOUR NAVY JOB
IS A
LIFETIME SKILL***