

# ALL HANDS



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

APRIL 1959

# Seapower, Mobility and Freedom-

It is becoming more generally recognized throughout the world that American seapower in the twentieth century is a powerful influence for peace and stability. Our ships and Navy men stand watch at sea in support of the cause of freedom under moral law and justice. Our operating fleets are evidence of our active partnership in the free world effort to create a stable world community in which men may live in freedom and in peace.

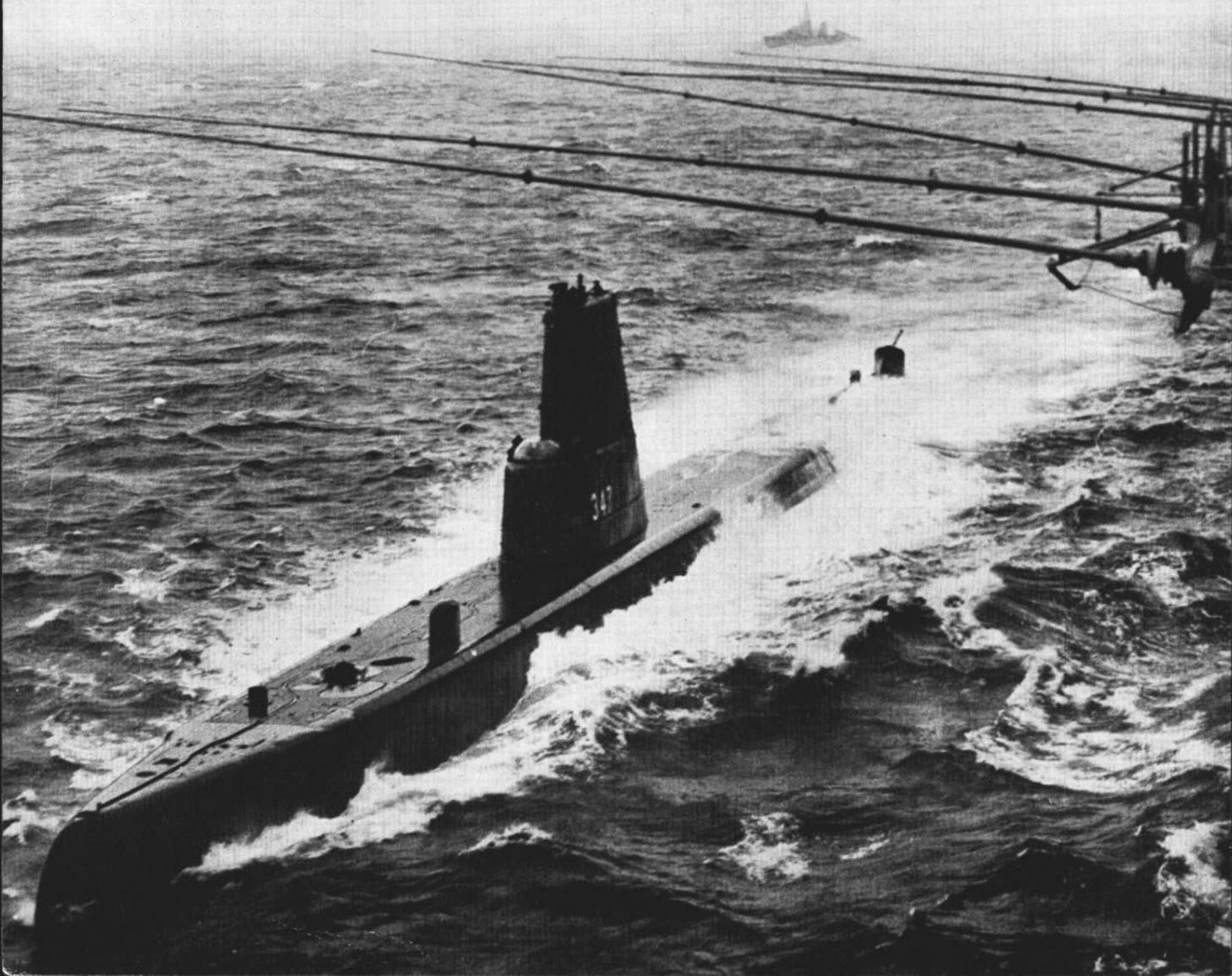
Standing astride man's path to progress in civilization is the concept of Communism -- a concept of slavery and oppression. United States naval forces are deployed and constantly on the move throughout the world ready to extend the friendly hand of American support to any free nation whose independence is threatened by Communist force or violence.

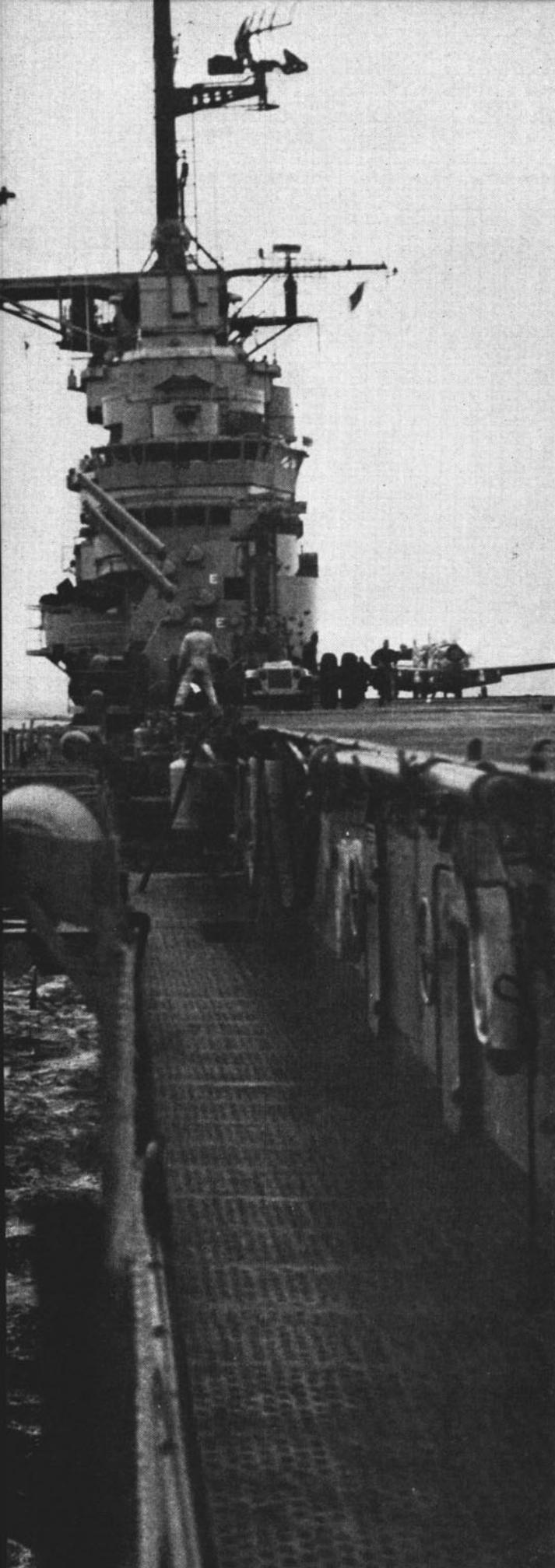
The combined capabilities of American carrier striking forces, submarines, anti-submarine units, logistic support forces, and amphibious forces with Fleet Marines provide strength necessary to meet military aggression wherever it occurs.

Naval forces are more important in the missile age than ever before. Mobility is a primary capability of navies. Support of our free world allies depends upon the ability of the Navy to move, unhampered, to wherever it is needed to support American foreign policy. This is the great contribution of United States seapower toward the progress of free civilization.

*Arleigh Burke*

ARLEIGH BURKE





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1959

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NUMBER 507

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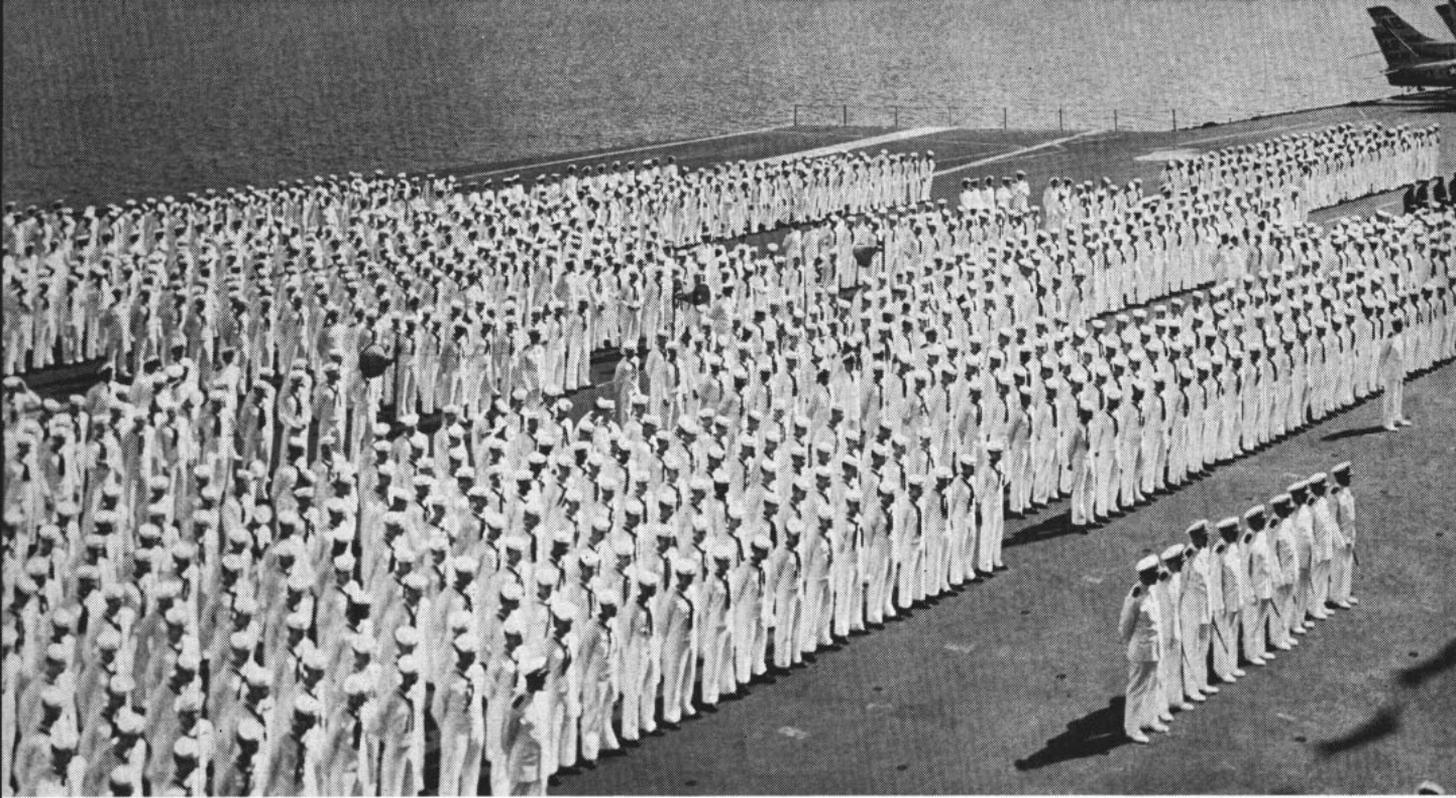
French Crawford Smith, **Reserve**

Don Addor, **Layout**

● **FRONT COVER: HAPPY DAY**—Smiles were plentiful when Bill Swafford, BM3, USN, was greeted by his family as his ship, *USS Seminole* (AKA 104), moored at San Diego following tour in Western Pacific.

● **AT LEFT: TEAMED FOR FREEDOM**—Submarine rendezvousing with carrier on the high seas keynotes statement by Admiral Arleigh Burke on seapower, mobility and freedom.

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



MEN, SHIPS, PLANES and Missiles of the United States Navy form mobile bases of operation ready to strike back

# CNO SPEAKS ON THE

*ALL HANDS rarely prints a speech. However, every once in a while the staff will read one and come to the conclusion that it tells a story that couldn't be told in any other way. Here is such a speech.*

*Admiral Arleigh A. Burke, the Chief Of Naval Operations, made it, speaking before the Chamber of Commerce and assembled guests in the important seaport city of Charleston, South Carolina. The Admiral answers a lot of questions—and, we believe, gives you a lot of material to think about. It is plain talk; it doesn't pull any punches—it's all there for you to see.*

I AM PARTICULARLY pleased to have this opportunity to talk to leaders of a community which has always been important to the United States Navy, and which is now becoming even more so.

Charleston is becoming more important as the Navy goes forward with its fleet dispersal program. This is a program which has been instituted in recognition of constantly changing needs in national security.

World conditions are very fluid. The situation is constantly changing. We have seen rapid advances in technology. We are witnessing rapid, and sometimes unpredictable, progress in weapon system development.

For this reason, we must constantly reexamine the nature and degree of the threat facing us, and we must keep under constant review our needs to meet it. This means that we must continually reevaluate our military posture. In reexamining the threat confronting us, we must recognize

at the very outset that the Soviets have no intention of gaining their objectives solely by the use of military force.

This is one of the most misunderstood facts of life today. The Communists have demonstrated over and over again, both in word and deed, that military force is only one of many means which they expect to use in their efforts to take over the world.

Indeed the danger could come more from an economic Communist offensive leveled against the free world.

It is important for us to understand that a cardinal rule of the Soviet leaders is that the destiny of Communism must not be jeopardized by harebrained risk.

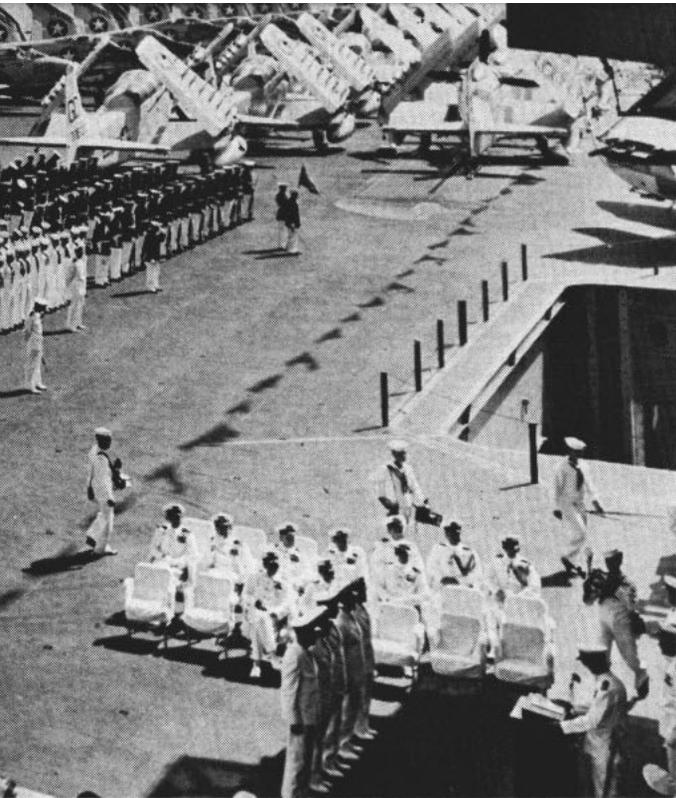
It is not saber-rattling to say that the Soviets know that the United States has the ability, right now, in being, to destroy the Soviet Union. We can do it in several ways, and several times over with our powerful Strategic Air Command of the United States Air Force, with carrier striking forces of the United States Navy, with tactical air, and with Intermediate Range Ballistic Missiles which are now being installed in certain European sites.

The Soviet Union can not prevent our retaliatory strikes should the Kremlin leaders decide to initiate general nuclear war. Therefore, the probability of general nuclear war is remote, for it would be suicide for the USSR.

The advent of ballistic missiles for delivery of mass destruction warheads has raised some basic considerations in the



ADM Burke



at any enemy that might attack.

# COLD WAR

role of armed force as an instrument of national policy.

Missiles have placed new emphasis upon the importance of concealment and surprise. This makes our own installations and cities more vulnerable than ever before.

In the remote possibility that the Soviets might undertake to initiate a general nuclear war, their prime objective would be to eliminate the ability of the United States to retaliate.

To do this, the Soviet Union would launch its missiles against our known positions. Everybody knows where our bases and installations are located. Everybody knows the locations of our strategic air bases here at home and abroad. Our missile sites also will be known no matter how many we build, or how much we attempt to keep them secret.

This poses a major problem for the United States. In the past 100 years of history of our wonderful country, we have considered that anything in the continental limits of the United States was relatively safe.

With the distances involved, and the limitations then inherent in the weapons of war, when the United States became a first class seapower we recognized that it was a good thing to base our military strength primarily in our own homeland until it was needed in war.

In an age of ballistic missiles, it is now just the opposite. The security of bases in the continental limits of the United States will no longer be fully available to us when ballistic missiles become fully operational.

**WE FACE THE FURTHER PROBLEM**, on the other hand, that we will not have knowledge of the location of each and every enemy missile site. Even if we could expect to have this knowledge, we recognize that in

general nuclear war missile forces can no longer attempt to destroy their enemy counterpart without destroying the corporate body of the enemy state itself, provided all these forces are stationed within the heart of the homeland.

This works both ways. All the world knows that the United States will not initiate war, or take steps designed to provoke war. In such circumstances what do we do in the face of a growing Soviet missile capability?

There has been considerable concern in this country about a missile gap. Most of this concern has been centered primarily upon a numerical difference between United States missile strength and that of the Soviet Union.

However, it is not a quantitative gap we should be concerned about. Rather it is a qualitative gap we must be careful to avoid.

In this connection the United States is ahead of the Russians in retaliatory power; it is far more powerful than the Soviet Union, and this is a status which we can and will maintain.

As we move into the age of ballistic missiles, however, we must have missile sites whose locations are not known to the Soviets. This would reduce any advantage of enemy surprise or initiative. This would present to the enemy a United States ballistic missile posture which assures the enemy that he will be destroyed if he launches a nuclear attack against us or any of our allies.

**THE REAL QUESTION**, then, is, can we avoid the qualitative gap which could develop in the years immediately ahead? The answer is yes.

It has been in response to these problems that we designed the Navy's Fleet Ballistic Missile system *Polaris*,

**FLEET BALLISTIC** submarines provide elusive power.





NAVY PLANES can reach far from their floating fields.

to be carried in submarines. A seagoing system answers these problems. It provides the best answer now in sight. It is a system which will be hidden and moving in the depths of the sea.

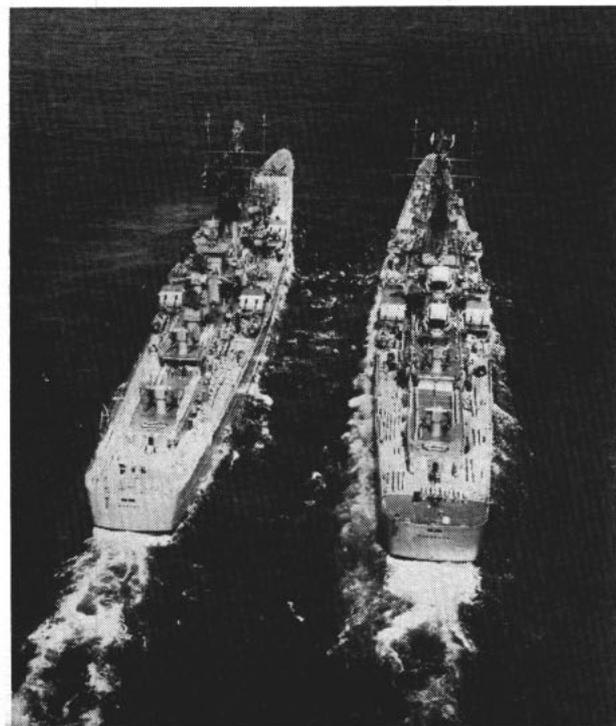
The enemy will be unable to pinpoint these Fleet Ballistic Missile forces in advance for a surprise attack because their locations at sea will not be known, and the nuclear submarines carrying *Polaris* will be constantly on the move. Any attempt to neutralize these forces will draw the enemy attacks to sea, away from population centers on land.

We will not need many of these Fleet Ballistic Missile systems. We will need enough to do the job. But the United States should not place its reliance for deterrence solely on *Polaris*, or any other single system. We should retain diversified capabilities.

We must, of course, keep in mind what has to be done. We must make sure that Russia knows we have enough to destroy the Soviet Union, and that we will use it if she launches a nuclear attack.

There is no point trying to equate our requirements and capabilities with the enemy's. Our requirements

U. S. IS AHEAD with sea-launched guided missiles.



are entirely different and our capabilities must be developed around our own needs. We do not need to engage in an endless arms race with the Soviets in ballistic missiles, any more than we have attempted to race them in numbers of submarines or army divisions.

The really important thing about a deterrent force is not numbers but invulnerability; not total numbers built, but numbers we will be able to use. In making our retaliatory forces secure from enemy attack, we do not need great numbers of missiles and bombers.

Whether the USSR has one-half as many or several times as many missiles as the United States is really academic as long as we have the assured capability of destroying Russia, and as long as the Soviets know it, and are really convinced of it.

**T**HERE is, in fact, far greater psychological advantage for the United States in having this capability than in allowing ourselves to be drawn into a fruitless and unnecessary race on Soviet terms.

Hiding behind the iron curtain the Kremlin can tell us what they want us to know, and they are able to conceal fairly effectively that which they don't want us to know.

If they had a particular capability, would they make such statements as to cause us to build an appropriate response to that particular threat?

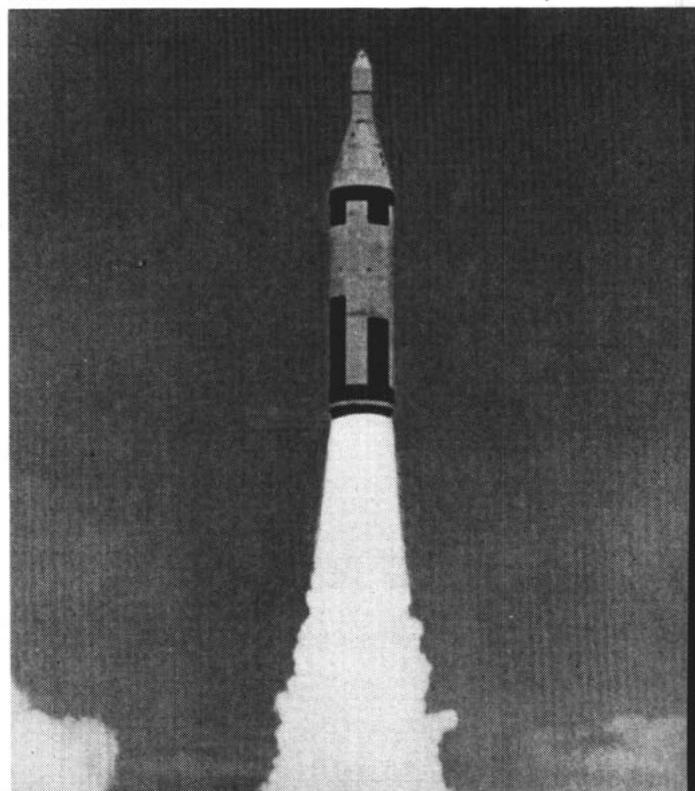
If the Kremlin really intends to exploit an advantage, would it not be better for them to remain quiet and surprise us with deeds rather than words?

The United States is embarked upon a defense program aimed at meeting our security needs. By not entering a numbers race with the Soviets on their terms we also avoid the limitless economic drain which such a race would involve.

We can afford what we have to afford for United States security, but also, we must spend our funds for what we need. We must apportion our funds carefully to meet all the contingencies facing us.

A general nuclear war deterrent will deter mainly that, little else. Our powerful retaliatory capability has

UNDERWATER launched *Polaris* adds to missile power.



not always deterred lesser assaults in the past, and it will not in the future.

We know that the Soviet expansionist policy is continuing. There have been local aggressions, local uprisings, local crises in the past, which could not be dealt with by the use of mass destruction capabilities.

These will continue to face us in the future, and we will be able to deal with them effectively only by measures which fit the local circumstances.

This means controlled, precision forces which can be operated with discrimination and finesse, forces armed with conventional weapons and small atomic weapons, forces which can apply the right degree of power with pinpoint accuracy.

Our military requirements cover a very wide spectrum of possible situations. But even this is not enough. Military measures, by themselves, are not enough.

**L**ET US LOOK for a moment at what the Communists themselves have been telling us.

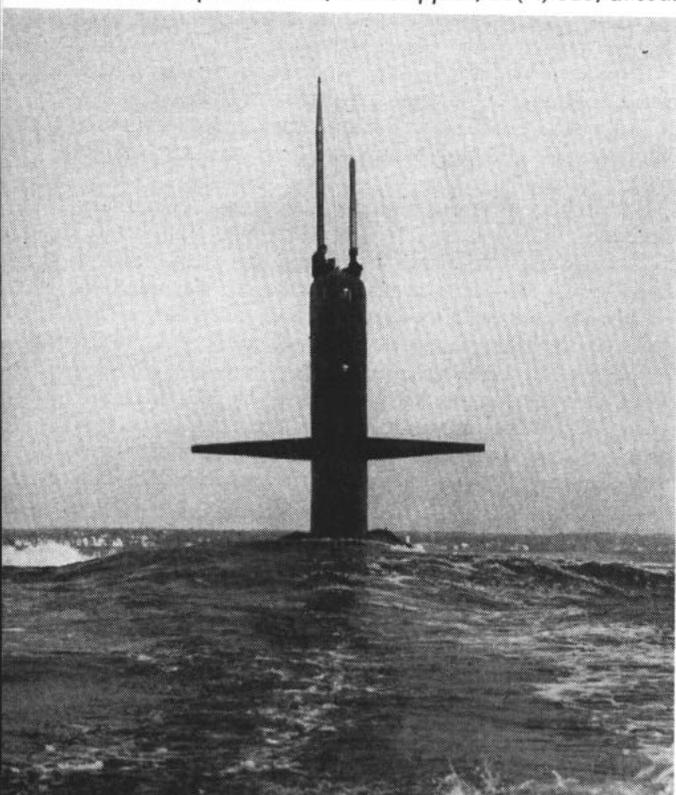
We can debate at length among ourselves on what proper military measures to take in our own defense. We can discuss budgets, military posture, and the various forms of modern warfare. We can examine our weapons systems, and our progress in research and development.

But we can lose the entire stamina and integrity of our civilization if we do not recognize the challenge presented to us by a nation sworn to take us over.

Distinguished American visitors to the Soviet Union in recent weeks have told me that the most dangerous thing they saw in Russia is the look on the faces of the people.

What Americans have seen in their visits to Russia is the grim look of determination, the cool and deliberate confidence of people who are going places, who know they are missing a lot of life, who know they are being forced to sacrifice both tangible and intangible human values, but who are resolute in their aim to beat the United States in everything.

**LATEST** shape in A-sub's, *USS Skipjack*, SS(N) 585, at sea.



**RESUPPLY** at sea keeps ships out of known target areas.

And what do they expect to gain by this? Simply this—they expect to gain prestige in the eyes of the rest of the world. They expect to gain greater respectability in the world. They expect to demonstrate that their way is the way of the future. How better can they prove all this than by beating the United States in everything, in athletics, in the arts, in scientific achievement, in industry, political maneuver, and everything else.

**T**HIS IS THE CHALLENGE which faces the United States.

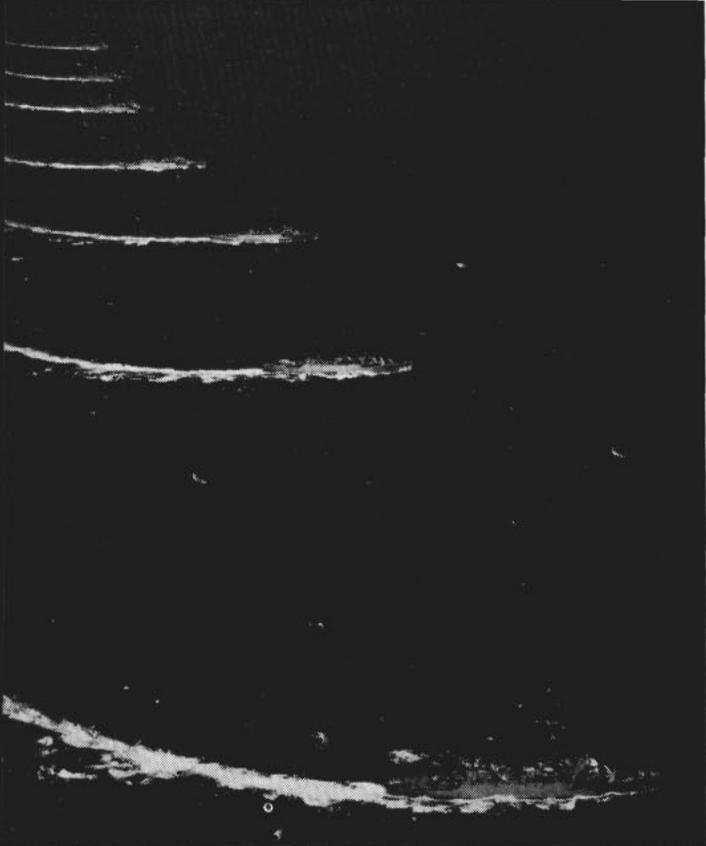
The Soviets have not said they were going to take the world through general nuclear war. What they have said is that Communism is the wave of the future, and will take over the world.

Fifteen years ago we thought the Soviet Union would build a massive force of long-range aircraft. They certainly had the capability of doing it. But they did not build many.

Two years ago we were given a jolt with their unveiling of a new and powerful long range jet bomber, the *Bison*. But the Soviets did not build many of these either.

**CARRIER-BASED** air power strikes from many directions.





SYMMETRY AT SEA—DER radar picket escorts of Pearl Harbor-based squadron maneuver off Hawaiian coast.

Today their space achievements are impressive. Their objective is two-fold. First, they want to be really able to develop the military capability which is implied by such achievements. They need not necessarily do it, but they want to be able to if they think they have to.

Their second objective is to demonstrate to the world the technological proficiency of the USSR; they want to show the world that they can do it.

Both of these have their roots in Soviet psychological pressure on us, on our allies, and on the rest of the world, both within and outside the Sino-Soviet bloc.

We fall into their mouse trap when we ourselves become so obsessed or preoccupied with these worthy accomplishments as to ignore all the other things they are doing to undermine freedom, to upset the stability of independent nations, and to insinuate their philosophy into the thinking of free men everywhere.

Let us not underestimate the capabilities of the Soviets. Their scientific achievements along certain lines have been superior. But let this not blind us to all the other much less spectacular things they are doing, the many little, devious, conspiratorial inroads they are making everywhere.

We have many problems before us in facing up to this Communist challenge. We must not become enchanted with the prospects of military power in the space age at the expense of the many other demands upon us. The competition covers a far wider range of effort than military effort alone. The range now extends to include everybody, not just the military.

OUR COUNTRY HAS GROWN strong in an environment of personal liberty in which the spirit of competition runs strong among us. The United States has become a world leader as a result of the effort of many hard-

working people to whom the concepts of private enterprise and individual initiative have real meaning.

But today we run the grave risk of becoming complacent in our position of world leadership, and of becoming indifferent to the hard realities of the competition we face as a nation.

The USSR long ago declared cold war on us, and they have been working hard at it ever since. We cannot stay aloof from this challenge. We are in a competition now for our national existence. We are engaged in a war of attrition in which the Communists intend to make each victory irreversible, no matter how minor it may seem to us. Taken together over the long haul, these victories could be decisive.

We are ahead of the Soviet Union now. We are industrially ahead. We are ahead of the Soviets in the application of nuclear power in our naval forces. We are ahead in the development of solid propellants for ballistic missiles, a capability, incidentally, which was first developed by the Navy over thirty years ago at the Naval Engineering Experiment Station, based on early work by Dr. Robert H. Goddard.

We are ahead in the development of a Fleet Ballistic Missile system, the Navy's *Polaris* missile.

The United States is ahead in its ability to use and exploit the sea, in antisubmarine warfare doctrine and capabilities, in the application of naval air power from carriers at sea, in guided missiles at sea.

These capabilities did not come overnight. They are the result of solid thinking and hard work, hours, days, and years of attention to the many jobs the Navy has to do. They are the result of cool determination, and the intelligent application of always-limited resources.

THIS IS THE CHALLENGE which faces the entire nation today. It is the challenge of facing Communist competition in every line of human endeavor. It is a challenge which will not be met with slogans, gimmicks, and simple answers.

It is a challenge which summons all Americans once again to reaffirm our purpose in the world community of nations, and to pursue that purpose with vigor, and not be deflected by the cold winds of Communism.

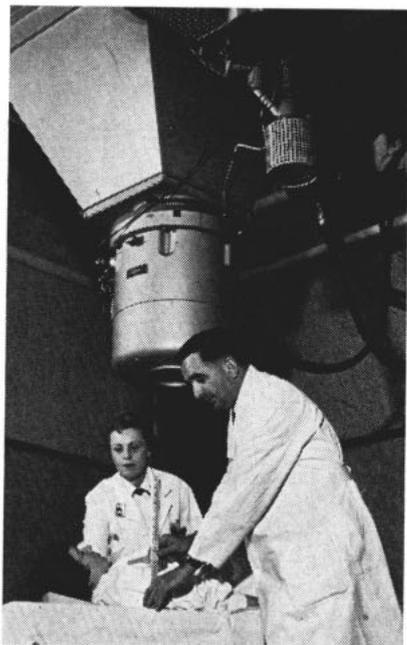
Let us take a hard look at what is happening in the world, a hard look at what is happening to our markets in the world, and let us look at the Soviet economic offensive and determine how well we are responding to it.

Let us take a hard look at what we need in military hardware.

The answers will not be found in mathematical equations or with master-stroke answers. We are talking about the whole spectrum of human endeavor, for which there is no single, or simple formula.

The United States is ahead today, but we will stay ahead only by the dint of hard work, by higher standards of individual achievement, by the exercise of free initiative, and by placing our personal comforts and interests second to the interests of a strong, virile, and dynamic United States.

This is not a one-man job. It is not a one-hundred-man job, nor a job only for a million men. It is a challenge to one hundred and seventy million Americans. It is a job for you and for me, for all of us, for your children, and your children's children, for as long as they live, they will live in competition.



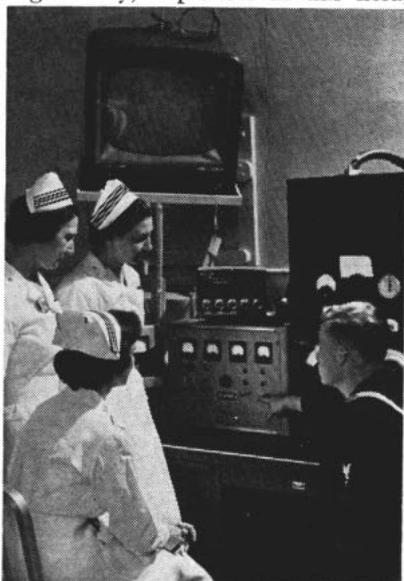
# Nuclear Nurses

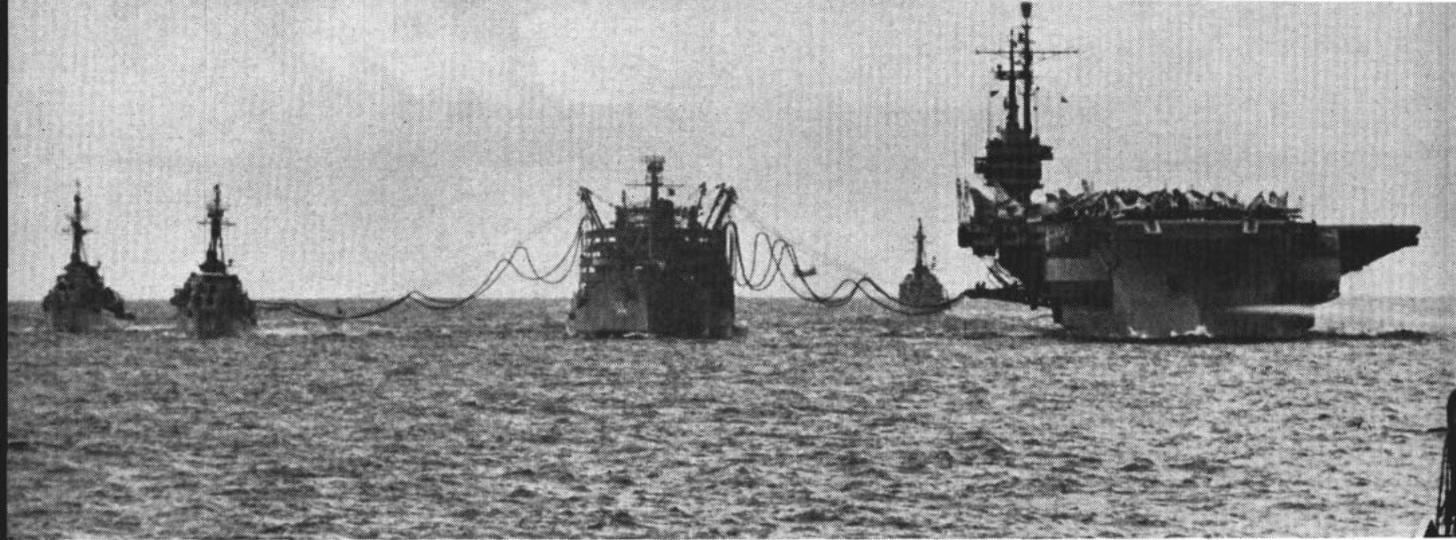
**N**OW THAT THE ATOM has taken its place in the Navy as a power source for ships and weapons, the Navy has been developing protective equipment and medical countermeasures to cope with the possible dangers of radiation. At the same time, naval hospitals and clinical laboratories are finding many beneficial uses for radioactive material.

Among the newest facilities working in these highly important areas is the Nuclear Nursing Division of the National Naval Medical Center located at Bethesda, Md. The nursing facility, a pioneer in this field,

not only trains naval personnel in atomic medicine but is also open to qualified nurses from other services.

*Clockwise from top:* (1) Navy doctor demonstrates preparation of patient for therapy. (2) Nurses get the word on radiation survey instruments. (3) Nurse hangs up her pocket dosimeter and film badge used to check amount of radiation exposure after session in lab. (4) Navy nuclear nurses learn techniques for monitoring patients who have received radioisotope therapy. (5) HM explains use of TV monitor of teletherapy unit.





HIGH AND LOW views show complexity of refueling. Top: USS *Mississinewa* (AO 144) and (below) USS *Ponchatoula*.

## Fleet Oilers Keep Navy

**F**UELING AT SEA is one of the least publicized activities of the sea-going Navy, yet one of the most colorful—as well as being essential to the mobility and flexibility of the Fleet.

The ships of the Navy's Service Forces are often referred to as the Fleet's secret weapon; they provide the underway delivery of beans, bullets and black oil to give the Fleet its mobility and flexibility. These auxiliaries make it possible for our warships to remain at sea indefinitely and to come and go as they please in the traditional "freedom of the seas" manner.

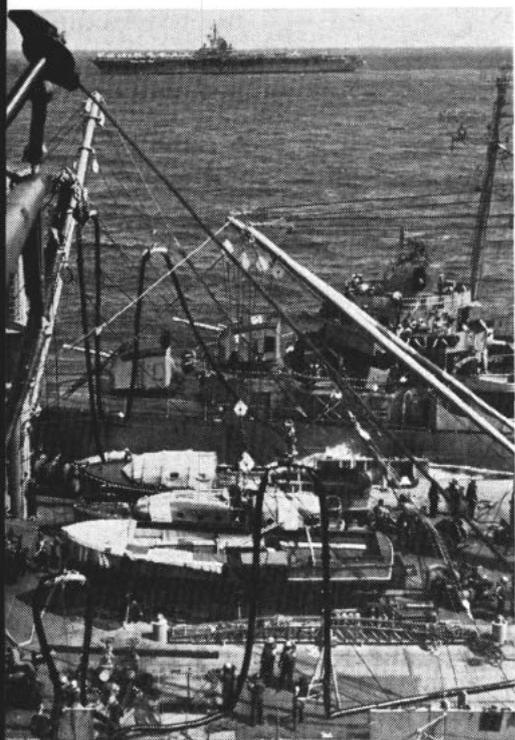
Among the many ships of our Service Forces are the Fleet Oilers, referred to as "floating gas stations." They provide other Fleet units with petroleum products such as aviation gas, diesel oil, Navy Standard Fuel Oil (NSFO), bunker oil, lubricating oil, thousands of bottles of carbon dioxide, acetylene, helium and other

gasses, as well as tons of general stores. All are delivered by Fleet Oilers during normal fueling-at-sea operations.

Ships of the Fleet have put some new life into the hard tedious work associated with fueling functions. Bands strike up a tune and play throughout the operation. Some carriers have provided "hillbilly" vocalists and other entertaining groups to put on their acts during replenishment whether at night or during the day, while others have baked cakes for the occasion.

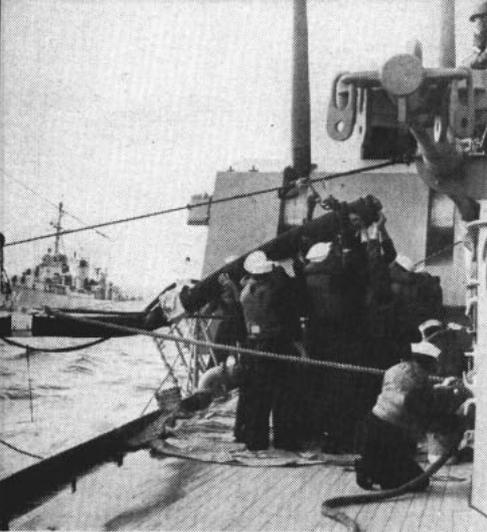
In spite of this "new life" there's still much hard work to be done during fueling operation which falls upon the crews of the oilers.

Typical of the Navy's many Fleet Oilers is USS *Mississinewa* (AO 144) which is currently operating in the Med with the Sixth Fleet. She is one of the newest super-tankers in operation and is setting a peacetime record that will be hard to beat.



FLOATING SERVICE STATIONS—USS *Tolovana* (AO 64) refuels USS *Midway*. Rt: USS *Allagash* (AO 97) services two.





TRANSFER—Cruisemen set for fuel.



TEAMWORK—Refueling at sea while underway is a precise operation. Below: USS *Chukawan* (AO 100) makes way through Med. on Fleet fueling mission.

## On the Go

Since *Mississinewa* commenced her present tour with the Sixth Fleet, she has fueled 620 ships (from April 1958 to Jan 1959). Before returning to her home port, she expects to triple this figure. During one 24-hour period in May 1958, *Mississinewa* received 31 ships alongside for the transfer of fuel. She also transferred 105 men to various ships.

Besides carrying fuel products to the Fleet, modern oilers also carry mail, provisions and personnel in need of transportation.

Fleet Oilers refuel every type of ship from the smallest minesweeper to the largest carrier.

Regardless of weather conditions, you'll find the Navy's Fleet Oilers on station. From early reveille (some times as early as 0200) to late at night, they are on the job—refueling and replenishing other Fleet units so they can go on and continue their part in maintaining world peace.

—J. Russell White, JOSN, USN.



BIG JOB—USS *Ponchatoula* (AO 148) fuels USS *Ranger*. Rt: USS *Severn* (AO 61) fuels USS *Des Moines* and *Forrestal*.



HOT SHOT—Full eclipse of the sun was target of scientists at base established on the remote island of Puka Puka.

# Mission to Puka Puka

IT WAS AN UNUSUAL CRUISE from the very beginning. After taking two helicopters aboard at San Diego, USS *Point Defiance* (LSD 31) had proceeded to Seal Beach, Calif. Here, she took aboard two Mike boats (LCMs), a DUKW, two LVTs, a clutch of *Nike-Asp* rockets, and 107 tons of explosives. Pearl Harbor was next, where she took aboard a group of Navy astronomers and such supplies as a field kitchen and a walk-in reefer.

A strange miscellany of equipment for an Amphibious Force LSD? Right you are. However, her mission was equally off-beat. She was pre-

paring for a very elaborate study of a solar eclipse.

Finally squared away, *Point Defiance* set course for the island of Manihiki, in the Northern Cook Group. For the majority of the crew and the civilians aboard—pollywogs all—the next encounter was intensely personal. They ran right smack dab into the equator and the old Navy tradition which demands that men who cross for the first time must face initiation.

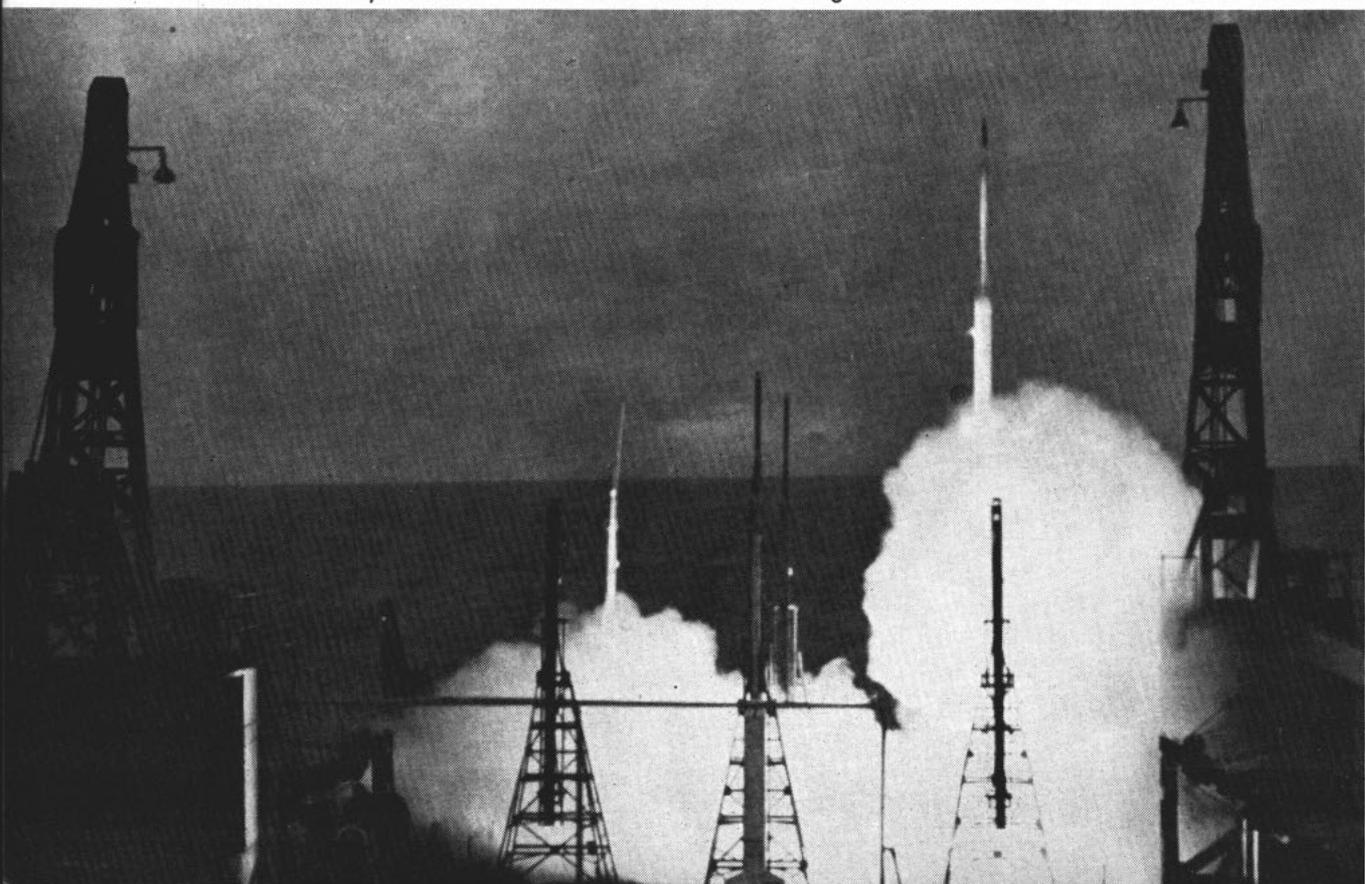
Most Navy men have a good idea what this means; but for the Navy scientists, this was one field of research in which they had failed to

inform themselves. They had little idea what they, as pollywogs, had coming. There were many theories. A Sacramento, Calif., scientist for example, was confident it would be a grisly event which only the lucky ones would survive. Others thought it was all just a gag.

While the pollywogs reviewed their theories, Captain Edwin F. Woodhead, USN, commanding officer of the ship and over-all commander of the expedition, plotted their fate.

On the day of the crossing, crew members and civilians, under the direction of Captain Woodhead, leading shellback aboard, got the

FACT FINDING—*Nike-Asp* research rockets blast off deck to bring back information on various solar radiations.



full treatment. They received medicine from the Royal Doctor, a dunking in the Royal Bath, and a special haircut before being presented to the Royal Court over which King Neptune and the Royal Queen presided. Contrary to some of the pre-initiation speculation, not a single pollywog was mortally wounded other than in his pride.

**W**ITH THE SHIP now completely manned by shellbacks, *Point Defiance* arrived off Manihiki. A helicopter flew to the island and brought aboard the Resident Commissioner of the New Zealand government, Mr. O'Brien. (New Zealand owns this small island group which includes both Manihiki and the nearby island of Puka Puka. Puka Puka may be translated as Nothing-Nothing. The island is inhabited by Polynesians and is rarely visited.)

Navy scientists planned to set up an observation post on Puka Puka. Mr. O'Brien had agreed to arrange with the islanders for the Americans to do their work.

The following morning, as the ship lay off Puka Puka, a helicopter made preliminary reconnaissance flights to survey the reef. It appeared to be about 350 yards wide with a depth of water over it varying from six inches to as much as three or four feet with the tide in. The lagoon was 18 to 20 fathoms in its deepest parts and filled with coral heads that made small islands. About 500 yards from shore was a straight drop to a depth of 70 fathoms. At 600 yards, no bottom was detected.

Mr. O'Brien landed on Puka Puka from one of the helicopters and, after the natives were enticed out of hiding, explained that the Americans were there for friendly purposes. With the native's consent, a camp site was selected and the off-loading of supplies began.

To cross the reef, the mikeboats towed out the heavy barge with a caterpillar tractor aboard. The barge was shoved on the reef and anchored. From then on, the barge was used as a stepping stone to the beach. Supplies were taken from the ship to the barge in mikeboats. From the barge they were loaded into the DUKWs and LVTs which took them ashore. For four days, tents, lumber, refrigerators, generators, and a field kitchen were brought ashore.

**F**OR THE FIRST TWO DAYS, the shore party ate cold sandwiches. On the third day, when the field kitchen had been erected, the first hot meal was served.

Temporary living quarters, which included a six-man hut, a 32-man tent and another tent for the UDT men, were started on the first day. It rained hard for the first three days on the island, and until the tents could be erected, coconut trees furnished the only shelter. The men kept working, however, and by the end of the fourth day, 125 boxes of instruments had been taken ashore and 12 shelters had been erected.

With the scientific party ashore, and supplies successfully landed,

**T**HE ISLANDERS' FRIENDSHIP was expressed when the Council of the island voted that 700 coconuts from each village be given as a gift to the ship.

While the astronomers continued their work, UDT men blasted a hole through the coral reef. At first the natives were startled by the explosions, but soon they were plunging out to the reef immediately after a blast to reap the harvest of fish killed by the impact.

Movies were immensely popular with the natives. Two or three hundred appeared the first night to see a Western, and there was a regular attendance of 50 to 100 curious watchers each following night.



STRANGE CARGO—USS *Point Defiance* (LSD 31) carried an unusual load.

*Point Defiance* sailed for Samoa to pick up additional medical supplies and photographic equipment.

Meanwhile, on the island, work started early in the morning and continued until 10 o'clock at night. About 25 per cent of the actual manpower was furnished by the natives. Between 50 and 100 islanders participated.

At the beginning, the local residents offered to lend a hand in return for a ride in a DUKW. Later, they asked to be paid in cigarettes.

Laundry service was free. In fact, the ladies fought for the privilege. An agreement finally was reached whereby eight women per week from the island's three villages, selected by the wife of the Chief of Police, drew the desired duty.

To reciprocate, Puka Puka prepared a great feast for the outlanders. The menu included coconuts, taro, coconut crabs, fish and chicken set out on banana leaves. The food was placed on three long tables arranged in a "U" formation, with about 30 diners at each table. Speeches of greeting and welcome were presented by the tribe's talking chief and translated by Mr. O'Brien. After the meal, the guests were presented with gifts of mats and baskets.

**P**POINT DEFIANCE, who was meanwhile engaged in her secondary job of recharting the island, left for another trip to Samoa to pick up more NRL scientists.

Two test rockets had been erected



**DOUBLE DUTY**—In addition to functioning as rocket base for eclipse studies, *USS Point Defiance* made the first new charts of the small island since 1925.

on the helicopter deck before the ship left Samoa. The first test shot was scheduled to take place about 40 miles from Puka Puka two days after her return. When the attempt was made to fire the first rocket, the instrumentation transmitter failed and the shot was cancelled. A heavy rain squall hit almost immediately and continued all day. The thin plastic bags which were to protect the rockets from water and moisture, promptly tore to shreds in the wind.

To protect the rockets, one scientist donated his raincoat to shield the instrumentation section and Captain Woodhead contributed his plastic shower curtain which a sailmaker aboard sewed into protective covers.

The second attempt the following day was successful and, three days later, the second test shot was also fired successfully. These were the first *Nike-Asp* rockets to be fired from a ship.

On the day of the eclipse, rain squalls started at 0725. Nevertheless, on Puka Puka, instruments were pointed skyward, and aboard *Point Defiance* the six 1200-pound rockets were poised on the helicopter deck.

Then, as if a hand had gently

pulled a black cloth over the sun, the eclipse began. A cord on *Point Defiance* was pulled and two of the instrumented rockets roared into the ionosphere.

Moments later, two others followed.

**T**HEN THE PULLAWAY cord on the fifth rocket came loose. A technician from the Naval Research Laboratory, Donald Brousseau, dashed from his shelter, scaled the rocket and attached the cord. Twenty seconds after he regained the protection of his shelter, the rocket was on its way.

The clouds broke just in time for shipboard viewers to watch the eclipse reach totality. From on board, the sky remained clear enough to view the eclipse for about two minutes, but on Puka Puka it was visible for four minutes.

"It was as though someone had turned out the lights in a room at night," commented one observer.

"The only thing visible were two stars and a brilliant flame around the rim of the moon," said another.

"After the eclipse," related a third, "the lights came on again just as suddenly as they went off."

One rocket still remained in position. This was intended to be used to gather additional information concerning the sun following the eclipse. However, it paid unexpected dividends. At the moment of firing the following morning, a large solar flare occurred and was recorded.

The sixth rocket climbed to 150 miles, transmitted information for 475 seconds. In contrast to the weather during the actual eclipse, it rose under ideal weather conditions. The earlier rockets had reached altitudes varying from 55 to 152 miles.

The *Nike* guided missile booster was used to propel the 210-pound *Asp* rocket to 5200 feet, where the booster dropped off. Then, after coasting for 13 seconds, the *Asp's* propellant ignited to push it to the desired altitude.

All rockets were equipped with detectors which measured X-ray and ultraviolet radiations from the sun. Previous rocket experiments had shown these radiations to have a definite effect on the ionization of the upper atmosphere of the earth and thus, on radio communications.

**O**NE AIM OF THIS EXPEDITION WAS the determination of the distribution and intensity of "ionizing radiations." This was done by launching the rockets at intervals during the eclipse, including totality. Reaction of the detectors was transmitted by radio to *Point Defiance*.

On Puka Puka, Dr. John W. Evans of Sacramento Peak Observatory (New Mexico), completed preliminary investigations of the results of the shore observatory. However, final results will not be known for several months.

With all rockets successfully fired, Captain Woodhead invited the 11-

**CHANNEL JOB**—Navy frogmen had to blast way through reef around island before scientific gear could land.



man Puka Puka Council aboard to demonstrate his appreciation of the cooperation they had shown. The crew presented them with helmets, Bibles, cigarettes, costume jewelry and assorted clothing.

By this time, *Point Defiance* had finished her secondary job and had recharted the island. (Either the navigational charts, printed in 1925, were wrong or the island had moved two miles northwest of its previously charted location.)

En route to Hawaii, as *Point Defiance* recrossed the equator, she gave the newly initiated shellbacks an opportunity to pass on to the handful of pollywogs who had first joined the ship at Puka Puka, the painfully acquired lore and traditions of *Neptunus Rex*.

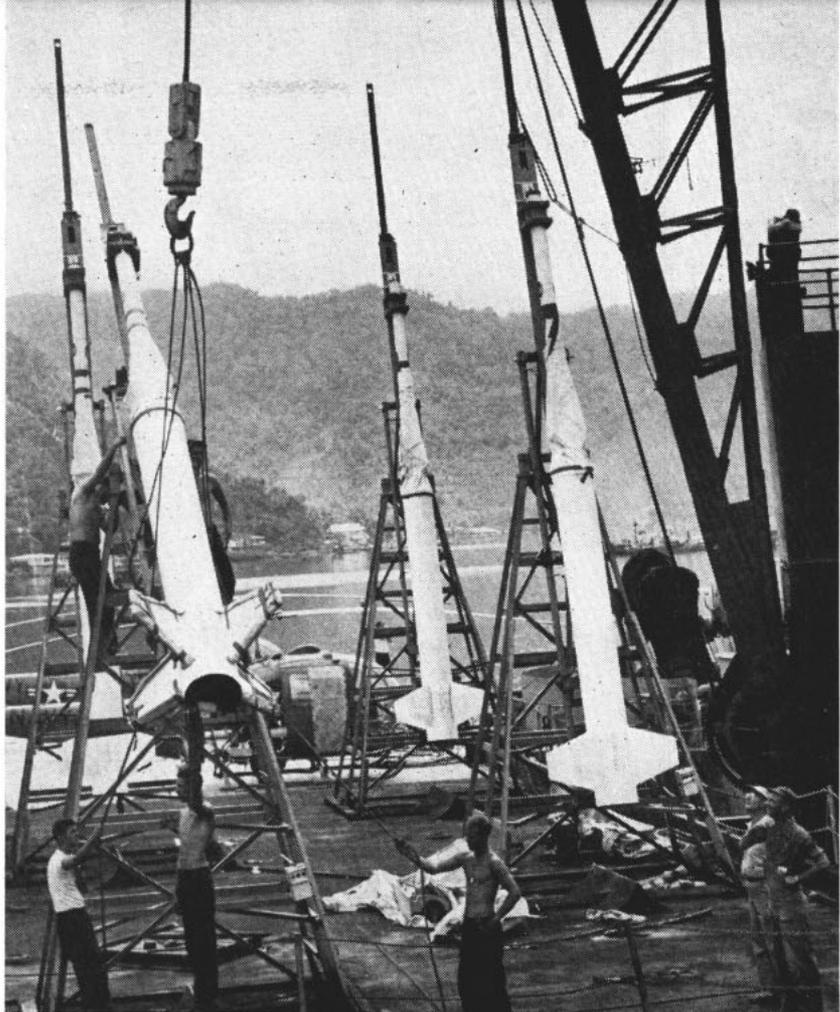
The South Pacific tests, according to Dr. Herbert Friedman, head of the Navy team, furnished considerable information about the sun which scientists had earlier suspected but had not confirmed.

**T**HE ROCKET FLIGHTS showed that the ultraviolet rays come from the chromosphere, the dense 12,000-mile thick gaseous region just above the sun's surface. The temperature in this region ranges from about 11,000 degrees Fahrenheit at the sun's surface to about 36,000 degrees at the top of the layer. At totality, the moon completely blanked out the chromosphere and cut off the ultraviolet rays.

The Xrays come from the *corona*, the lighter gaseous area above the chromosphere where the temperatures increase to about 800,000 degrees. It sometimes increased to as much as 18,000,000 degrees Fahrenheit.

The sources of these rays were found quite simply. As the moon blanked out the sun, signals from the ultraviolet detectors began to drop off in direct proportion to the area covered. When the sun was completely blocked out there was practically no ultraviolet radiation detected.

None of the Xrays, however, and only a small amount of ultraviolet rays ever reach the earth's surface. They are absorbed by the atmosphere above 40-mile altitude. Because of this, it has been impossible to study these rays from the earth's surface. The observations made by the instrumented rockets from *Point Defiance* are the first ever obtained. They will be a great help in the



ROCKET FOREST is erected on copter deck of LSD anchored off Puka Puka.

study of the solar system and long-range communications.

**B**ECAUSE OF THE BAD WEATHER and heavy clouds, teams on Puka Puka were unable to get good photographs of the eclipse. Both New Zealand and Japan were studying the eclipse, however, and their

teams were in good positions to get pictures. These pictures will be made available to the rest of the world.

Another total eclipse will occur 2 October over the Sahara Desert. Although the crew members would enjoy it after their last experience, *uss Point Defiance* does not plan to attend. —Erwin Sharp, JO1, USN.

ISLAND HOME of solar sleuths flies flag of United States and New Zealand.

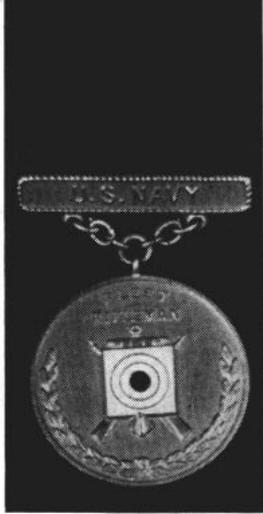




Expert Rifleman



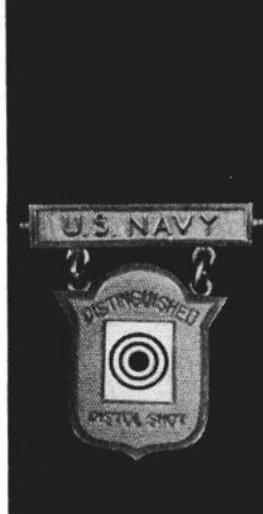
Expert Pistol Shot



Fleet Rifleman's Badge



Navy Distinguished Marksman



Navy Distinguished Pistol Shot

# Navymen of Distinction

WITHIN THE PAST several years the Navy has revived interest in small-arms competitions and is once again building up a reputation that it held back in the 1930s.

The year 1958 was the Navy's best, at the National Matches and National Trophy Matches at the world-famed Camp Perry, Ohio, — traditionally the site of the annual

national shooting championship contests in the United States.

Both the Navy rifle teams and both the Navy pistol teams finished within the top 20 per cent of the finalists in the National Trophy Team Matches and, for the first time in the history of the matches, both Navy rifle teams won medals in the Infantry Trophy Match, which has been domi-

nated by the Army and Marine Corps for many years.

The interest in competitive shooting has also revived interest in qualifications for the Navy marksmanship awards of Distinguished Marksman —the rifle award—and Distinguished Pistol Shot.

The awards are the highest available for shooting in the United States. They are awarded to members of the armed services by each service (and to civilians by the National Board for the Promotion of Rifle Practice). The basic rules for qualification for all service shooters and civilians are the same.

The Distinguished award is based upon firing done with the current service rifle or service pistol, using service ammunition issued to all firers on the firing line. The rules for weapons and ammunition are very strict and are carefully enforced.

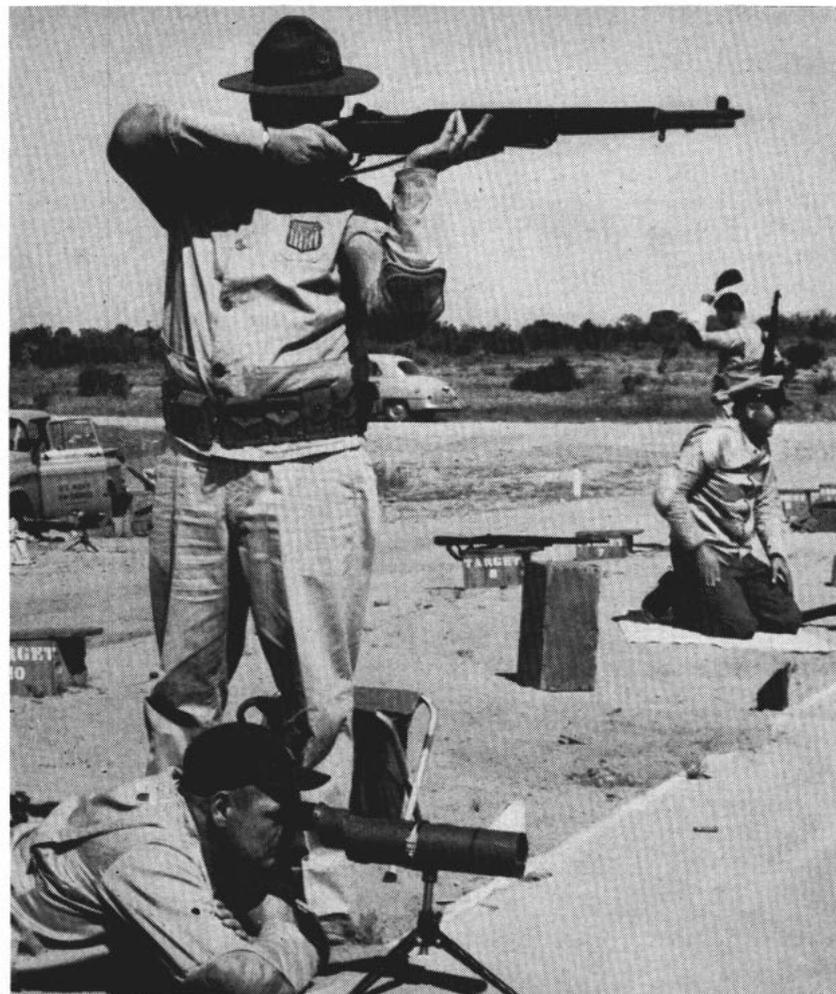
To attain the Distinguished badge, a competitor must place approximately in the top 10 per cent of all non-Distinguished competitors in high-level service matches (Fleet or All-Navy), or the National Trophy Matches, on three different occasions. Less than 5 per cent of all who have tried have been able to achieve a Distinguished badge.

Some shooters have been known to try for 15 to 20 years to win a Distinguished badge. One Navyman achieved his third "leg" in 1951, some 21 years after he was awarded his first "leg."

The occasions on which naval personnel compete for credits are:

• **Fleet Competitions** — Both the Commanders-In-Chief of the Atlantic

SPORTSWISE—Navy has recently revived its interest in small-arms competition.



and Pacific Fleets conduct annual Fleet matches prior to the All-Navy matches. Credits may be won either in the individual or team matches, providing minimum scores are attained depending on weather conditions and quality of ammunition. In the individual matches, the competitor must finish approximately in the *top 10 per cent of all non-Distinguished enlisted* competitors. Officers and warrant officers receive supernumerary place badges ("leg medals") commensurate with their scores on a combined list, provided they better the score of the lowest enlisted man who earns a place. In this way enlisted men compete only against enlisted men for places, but officers and warrant officers compete against both themselves and enlisted men. "Legs" may also be won by firing members of teams that win the Fleet competitions.

● **U. S. Navy Competitions, (All-Navy)**—Individual and team awards may be won in these matches under the same general rules as for the Fleet competitions.

● **National Trophy Matches**—Credits may be won in either the Individual or Team Trophy Matches for the service rifle or service pistol. In the individual matches, the competitor must place within the *top 10 per cent of all non-Distinguished competitors* who fire in the match. No limitation is made as to rank, service, etc., in these matches—they are open to any U. S. citizen 16 years old or older. "Legs" may also be won by firing members of teams in the National Trophy Rifle and Pistol Team Matches. "Leg" winners in team matches must be firing members of teams that finish in approximately the top 20 per cent of all teams that fire in the respective team match.

After completion of the U. S. Navy matches, the Chief of Naval Personnel will select team members to represent the Navy at the National Matches. Other Navy shooters may compete in individual matches.

(For additional details of all of the competitions and awards discussed here, see BuPers Note 3590, entitled "U. S. Navy Rifle and Pistol Competitions—1959.")

After an individual has been awarded the three required "legs," he is automatically designated Distinguished by the Chief of Naval Personnel and a suitably engraved gold



DUTYWISE—Interest in small arms sharpens Navymen's eyes for duty with landing parties. Below: Chief Gunner's Mate fires during pistol competition.





SHIP AND SHORE—Sailors hold skeet shoot at sea. *Rt*: National winner J. L. Galvao, GM1, admires his trophy.

### Dates and Places for 1959 Rifle and Pistol Competitions

Match Type & District	Dates (Tentative) Prior to 15 May	Host As Scheduled
Pre-competition training Fleet	18-22 May	CinCLantFlt and CinCPacFlt
Pre-competition training U.S. Navy	25-29 May	CinCLantFlt and CinCPacFlt
National Matches	1-5 June	CinCPacFlt
	8-11 June	CinCPacFlt
	27 July-29 August	National Rifle Association and the armed services

must be used); weapons may be drawn on a custody receipt, and there are no registration or entry fees in any of the matches where credit toward Distinguished is awarded.

This is what is involved in trying for the coveted honor of the Distinguished badge. You'll be stacked up against the best in the Navy, as well as the other services and civilians. Numerically, the honor roll of Navy Distinguished is smaller than the honor roll of naval personnel that have received the Medal of Honor. This points up the fact that the Distinguished badge is not only the top marksmanship award but it's hard to get.

—LCDR John Ralston, Jr., USN.

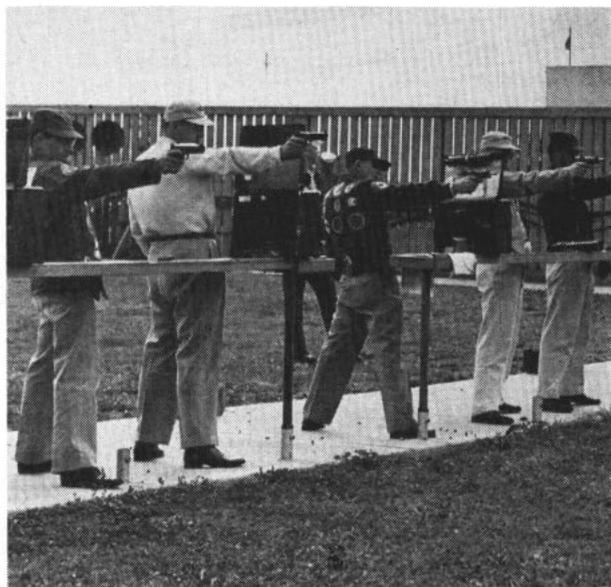
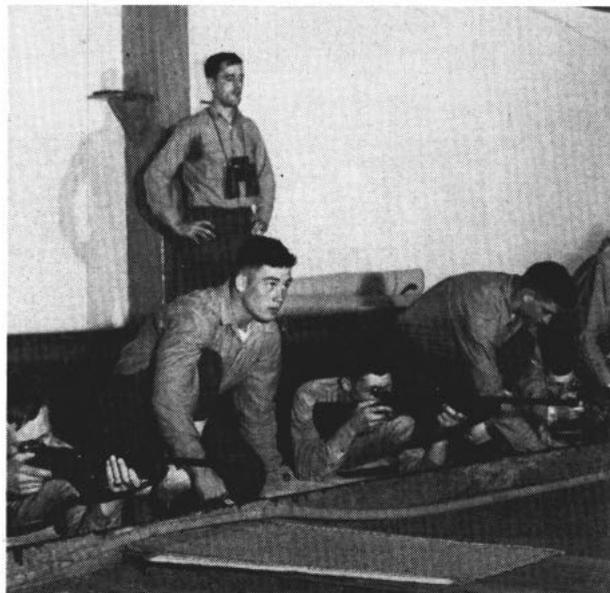
badge is awarded (see Article 13-131 of the *Landing Party Manual*).

The photographs on these pages point up the increase in interest and competition in marksmanship, not only at shore activities but among ships of the Fleet. They also indicate that the roster of Navy Distinguished

marksmen is on the increase.

The road to a Distinguished badge is rough, but the reward is worth the effort. The insistence upon the use of the service weapon and ammunition is tied in with national defense. Here is the setup: Ammunition is issued free on the firing line (and

NAVYMEN get an early chance to try hand at marksmanship as recruits. *Rt*: Pacific Fleet marksmen hold meet.



## Crew of USS *Aucilla* Adopts Orphanage in Spain

**A**T THE FOOT of Mount Tibidado lies a very poor section of Barcelona, Spain.

Years ago a Spanish priest, Father Armengol, established a school there for the impoverished children of the area. The school consisted of a one-room ramshackle building without heat or light. Father Armengol called it "Stella Maris" or "Star of the Sea." It managed to exist through the years with little or no funds.

In mid-1955 a group of Navymen from *uss Aucilla* (AO 56) came across the school during a tour of the city. When they returned to the ship they couldn't forget the poverty they had seen and the Padre's struggle to provide for his charges.

Before long, the enlisted men formed a committee which paid another visit to the school. When it got back to the ship the committee sent a spokesman to the captain.

With his approval, the school was adopted by the men of the ship. Murray E. Chase, MMC, became the project director. In a short time *Aucilla* decided to stage a Christmas party for the kids.

On 23 Dec 1955 the ship's pickup

truck, all dressed up and decorated, wound its way through the streets accompanied by a Navy band and an escort of local motorcycle police. Santa Claus, a passenger in the truck, handed gifts and candy to the children lined up all along the way.

At Nazaret College, where the party was held, all of Father Armengol's 105 charges were on hand to see the sailors' much-talked-of "Papa Noel." During the party each child was given a complete new outfit of clothing plus, of course, the usual candy, soda pop and ice cream. When the party was over, Father Armengol had new textbooks, the children all had new Christmas toys and the people of Barcelona had a true picture of what the American Navyman is really like.

Since that first party, Chief Chase and the members of his original committee have gone from *Aucilla*. But, new committees have been formed and the project has gone on year after year—not just at Christmastime (although *Aucilla* has held a party for the kids every Christmas since '55), but all year.

At present there are still not enough facilities for all the children, and many of them travel miles to the crowded classrooms. However, the school now has enough books, an additional classroom, an auditorium and a chapel.

In addition, the children receive milk every day, and a new school building is almost half completed—principally because of the people-to-people program of the men of *Aucilla*.

Besides material gifts, the *Aucilla* men give the children something much more important—the gift of friendship. When the ship is in port many of the crew go out to the school to visit the children and add a personal touch to the ship's giving. The men also send out buses periodically to bring Father Armengol and the youngsters to the ship for lunch, movies and just plain "looking around."

CAPT Eli T. Reich, USN, *Aucilla's* skipper, hit the nail on the head when he said, "This wonderful action by the men of this tanker is doing much to spread American goodwill throughout Spain."

FRIENDS IN NEED—Men of USS *Aucilla* (AO 56) pose with some of the Spanish school children their ship 'adopted.'



# NAVY'S UNDERWATER

*Last Month's ALL HANDS on the Underseas Navy brought in a lot of inquiries from interested readers. Many of them wanted to know more about the Navy's diving school and deep sea diving training. So here's a report on the subject.*

**S**O YOU WANT to be a deep sea diver! Well, why not? The Navy can use plenty more.

About 200 Navymen are trained each year at the School for Deep Sea Divers in Washington, D.C. The Navy maintains this school expressly for the purpose of training in deep sea and salvage diving techniques and underwater mechanics. In addition, training for Divers Second Class is now conducted at almost every naval district, aboard all submarine and destroyer tenders, and certain rescue and repair ships.

This training is available merely for the asking. That is, if you are eligible.

The eligibility requirements for diving training are few, but rigid. You must volunteer for it, be in top physical condition, have the proper aptitude, motivation and be psychologically adapted for diving duty. All this must be proved, however,

even before you can apply for diving training.

If you intend to request diving duty, you will be ordered to the nearest diving activity for screening and examination. There, you will be interviewed by a qualified diving officer, undergo a complete physical examination and receive recompression chamber pressure and oxygen tolerance tests.

After you get by these initial tests, you'll don a complete deep-sea diver's suit and make a test dive. (Under adequate supervision and guidance, of course.) This test dive is considered to be one of the most important phases of your entire screening. It has been repeatedly demonstrated that if you show any reluctance or timidity during your first dive, the odds will be against you. In other words, candidates for diver's training must prove themselves before they are accepted for training.

In addition to proving that you are both physically and mentally adapted for diving duty, you must have a minimum combined mechanical and arithmetical aptitude score of 105 ( $ARI + MECH = 105$ ). These and the other requirements

listed above are spelled out in detail in BuPers Inst. 1500.15C and its 10 references. Before you can be transferred to diving school you must have a written statement in your record—that this instruction has been complied with and that you are considered qualified for diving duty.

**Q**UOTAS FOR INSTRUCTION at the U.S. Naval School for Deep Sea Divers are controlled by the Chief of Naval Personnel. Officer and enlisted personnel who meet the qualifications outlined above should submit their request to BuPers via the normal chain of command. Quotas for the six-week course for Divers Second Class training at the district and Fleet activities can be obtained from the commanding officers of these activities.

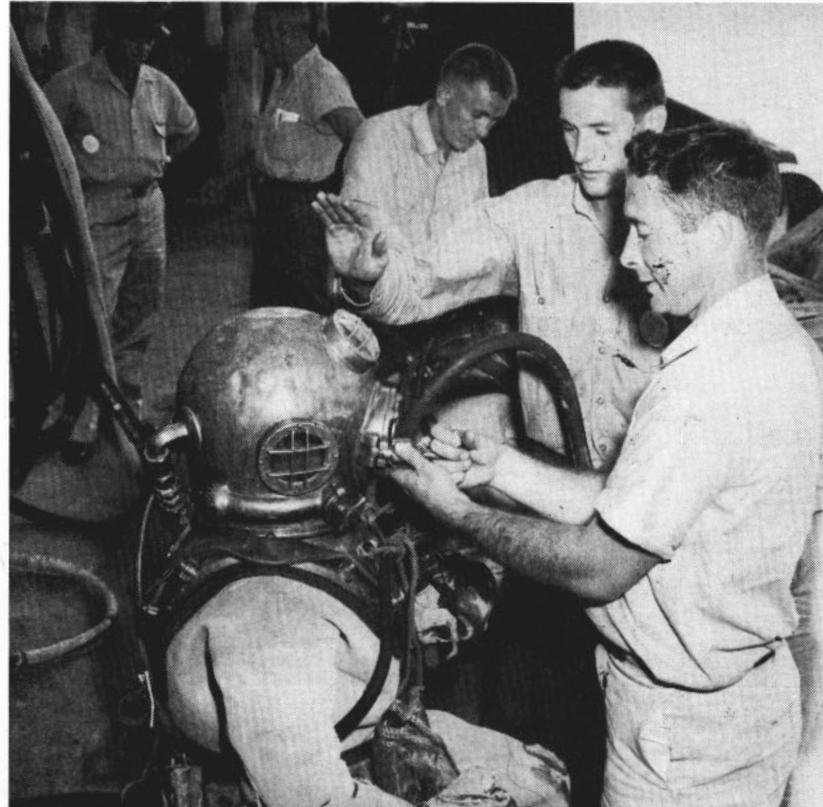
Since you want to become a deep sea diver, we'll assume that you want to "go for broke." That is, start from scratch and in 26 weeks graduate as a proficient, highly trained Diver First Class. To do this, you would attend the School for Deep Sea Divers in Washington, D.C.

The 26-week course of instruction for Divers First Class is a new course which combines the qualifications of the old Diver First Class and those formerly required by Salvage Divers. Just recently the Navy redesignated the various diver classifications. The peace-time designations of Salvage Diver and Deep Sea Diver will be gradually phased out and retained only as a mobilization category.

The 12-week school for enlisted Salvage Divers and the 21-week Deep Sea Diving Courses were dropped and a new 26-week course for Diver First Class was established. The initial class of 45 students taking this "all purpose" course started last June. Since then classes convened in August, October, December and February. Another class began this month, with additional classes scheduled to convene every two months thereafter (See BuPers Inst. 1500.25).

In line with this change, the School for Deep Sea Divers also conducts a seven-week Salvage Diving "cross-training" course to train

**BUTTONED UP**—Diving student receives signal to rise and head for the water below while preparing for training dive at Deep Sea Diving School.



# SCHOOL

Master Divers and Divers First Class to meet the revised Diver First Class qualification if you have not served on board an ARS/ARSD type salvage vessel for a minimum of one year. There's also a 13-week "cross-training" course in deep sea diving for Salvage Divers who are not graduates of the Deep Sea Diving School. Cross-training courses include Scuba familiarization.

**A**LL MASTER, Deep Sea, First Class and Salvage Divers are required to receive this cross-training before June 1962. If they fail to do so, they will lose their present diver qualification and be redesignated as a Diver Second Class.

In the past, all students had to be qualified Diver Second Class before they could attend the Salvage or Deep Sea Divers courses. For the new 26-week Diver First Class training, however, no previous diving experience is necessary.

Normally only rated BM, DC, EN, FP, GM, ME, MM, MN, TM, EM and HM can attend the school for Deep Sea Divers in Washington, D.C. However, requests for waivers to permit other petty officers to attend may be submitted to the Chief of Naval Personnel if their duties are closely related to diving duties.

There's a continuing need for divers in the Navy and plenty of room for new blood. Diving is an occupation that's well worth considering. It's a wide open field and has plenty to offer career Navymen who want to do something different, exciting and rewarding.

Don't ask for diving duty just to get out of your present assignment, or to get on a so-called gravy train. Diving is rough and rugged duty and you must be highly motivated for it. Most divers, regardless of their rank or rate, know what it means to work, and work hard. Diving duty or even a course of instruction at the diving school is no place for an individual who is afraid to work or hates to get his hands dirty. In addition to being required to produce a great deal of strenuous physical labor, divers are also required to be proficient seamen, welders and mechanics, as well as specialists in their own particular rating. If you don't think so, just ask any Navy-



**SUBJECT MATTER**—Navy diving students soon become familiar with their watery medium. Here, diving tank's surface is churned by bubbles from diver.

man who wears the diver insignie (a deep sea diving helmet) on his right sleeve. Better still, just watch any one of them go about their duties during a diving operation.

Future divers get their first taste of work, if they don't already know what it is, shortly after reporting to diving school. From the day they begin their training until they finish it six months later, they are constantly on the go. They have eight 50-minute periods of training daily. And training in this case, is not limited to classroom instruction. There's plenty of hard work—both mental and physical—during the six months of training, and there's no "fluffing off." All diving students are required to maintain a 3.0 average or else be dropped from the school.

**D**URING THE FIRST few days at the school, the students—like those at practically any other school—must register, receive manuals, study handouts and other materials needed at the school. When this is completed, the future divers are briefed on the mission, purpose and regulations of the school. Then, they are told what is expected of them dur-

ing their training, where they stand in regard to student-instructor relations and are briefed on the various needs for divers in the Fleet.

After this preview of what's in store for them, the students are given a thorough physical examination—a preliminary one by a Hospital Corpsman, and then a complete medical examination by a qualified Diving Medical Officer. After this, the students enter the igloo for a recompression chamber run in which they go down to the equivalent of 112 feet. They return to the 60-foot level where they remain for 30 minutes. During the half-hour spent at the 60-foot level, the students breathe pure oxygen in an effort to determine if they are susceptible to oxygen poisoning. At this point, any student who does not have the ability to withstand pressure or cannot pass the oxygen tolerance test is dropped from the school.

Those who qualify journey to the Naval Receiving Station on the opposite bank of the Anacostia River for a swimming qualification test. All diving students who are not first class swimmers must take additional swimming until they qualify.



CLASSROOMS, dry and wet, teach prospective underwater men diving techniques. *Left:* Sailor enters diving barge. *Rt:* Lesson below begins.

With these essentials out of the way, the students now get into the work for which they came to the school. They start with five periods devoted to the nomenclature, functions and operation of all parts of the standard deep sea and light-weight diving outfits and Scuba. The Navy uses several different types of diving equipment depending upon the circumstances and the job to be done.

To a considerable extent, diving has been thought of primarily in terms of depth—shallow water and deep sea. These two terms have been used so frequently that the whole subject of diving has unconsciously been divided into these two categories.

**S**HALLOW WATER DIVING literally means diving in less than 36 feet of water, while deep sea diving takes in everything in excess of 36 feet. This distinction has led many persons to consider depth to be the primary consideration in diving. Strictly speaking, in terms of diving where the only consideration is descending to some depth and returning to the surface, depth is the primary consideration. However, diving must be associated with accomplishing particular tasks under varying conditions. The type of work to be undertaken, location of the work, the extent of the operation, and the climatic conditions, as well as the depth, are the determining factors in deciding what person will make the dive, the type of diving equipment to be used and

the method of accomplishing the task.

The Navy's diving equipment is divided into two classes—Deep Sea Diving and Shallow Water Diving outfits. All of this gear is further classified as "surface-supplied" gear.

As the name implies, surface-supplied diving gear is supplied with air or some other breathing medium from the surface by a hose. This type of gear is used mainly where the diver's work is confined to a rather small area and where stability rather than mobility is important. Great depths and other special conditions may also require use of surface-supplied rigs. The fact that air supply duration is not limited is a definite advantage of this type of equipment.

**T**HE NAVY'S STANDARD deep sea diving outfit consists of a helmet and watertight dress, weighted belt and shoes, supply hose and control valve, non-return valve, and a spring-loaded exhaust valve.

The 83-pound belt and the 35-pound shoes (17½ pounds each) overcome the positive buoyancy of the dress and helmet. (The helmet weighs 54 pounds and the dress 18½, but when filled with air, they become buoyant.) The hose supplies the air to the diver, and he controls the quantity with the control valve. The non-return valve prevents the escape of air from the dress back up the hose if the supply pressure drops because the hose is ruptured or any other accident occurs. The exhaust valve is adjustable and

maintains the desired pressure in the suit.

The deep sea outfit has been used for a considerable number of years with remarkable success. In addition to all submarine rescue and salvage work undertaken in peacetime, almost all salvage work of any extent undertaken during World War II was accomplished using this type of equipment.

Designed for extensive rugged diving work, the deep sea diving outfit provides the diver with the maximum physical protection. The general types of work that call for the use of deep sea diving equipment include:

- *Submarine Salvage*—the initial inspection, handling the rescue chamber, placing slings under the stricken sub for pontoons, handling pontoons, and attaching hoses for blowing and venting.

- *Ship Salvage*—internal inspection, internal repairs, installation of large patches on ship hulls, and construction of cofferdams.

- *Harbor Work*—where visibility is poor, working around stone walls, pilings, or where there may be sharp projections.

- *General*—diving to depth requiring decompression, and working in heavy tideways.

These are merely illustrations of the type of work undertaken using the deep sea diving outfit. They are not intended to be all inclusive or specific. In addition, there are many diving operations that involve all the above examples which are undertaken in shallow depths but require the use of the rugged deep sea equipment regardless of the depth at which the work is being done.

The Navy uses three different types of deep sea diving outfits. They are simply referred to as outfits No. 1, No. 2, and No. 3. The No. 1 outfit is a heavy-duty outfit and contains all the material required for two divers plus additional spares to keep the outfit in repair for approximately one year. Diving outfit No. 2 is similar to the No. 1 unit, except that it is provided with only one helmet. This equipment is assigned to all "diving-type" ships. They include ANs, ARSs, ARSDs, ATFs, ASRs, ADs, ASs, ARs, and AVs. The mission of each of these types requires deep sea diving or underwater salvage operations. Each also has an allowance for rated divers.

The No. 3 outfit is a special deep sea diving outfit issued only to submarine rescue vessels. This outfit is basically the same as the No. 1 and 2 outfits but it has a helmet that has been modified to include a means of converting a helium-oxygen mixture by recirculating it through a carbon dioxide absorbent.

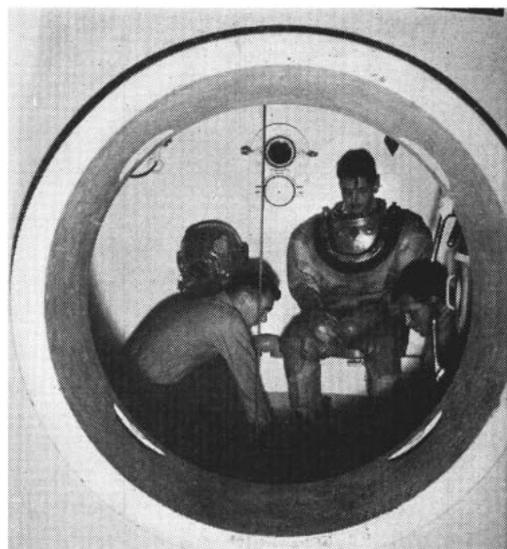
The hydrogen-oxygen outfit is needed to undertake the deep diving necessary to rescue men from sunken submarines and salvaging the stricken submarine.

**T**HE LIGHTWEIGHT DIVING OUTFIT (LWT) consists of a dress, mask, hose, belt, shoes, control and non-return valves. Its essential part is the full-face mask. This is supplied with air from the surface through a hose. A non-return valve and control valve are mounted on the right side of the mask, and an exhaust valve is provided on the left side. This mask can be used alone if desired, allowing the diver almost as much freedom, within limits, as with self-contained apparatus.

A light, flexible dress is provided for use with the mask when desired. Since air enters and exhausts directly from the mask without entering the dress, there is no excess of buoyancy with this rig. The weights provided can therefore be lighter than those used with the deep sea rig. The weights used with the LWT outfit are equipped with a quick release fastener to permit them to be dropped rapidly in the event of an emergency. The lightweight mask, belt and shoes weigh only 85 pounds compared to 172 for the deep sea diver's outfit.

The lightweight outfit can be used to accomplish a considerable number of jobs where the working and diving conditions are not severe and access to the work is relatively unrestricted. It's ideal for jobs such as inspection, searching, clearing lines and for minor external ship repairs. The LWT outfit can be used up to a depth of 60 feet—the safe limit of the compressor furnished with this outfit.

The standard lightweight diving outfit contains sufficient equipment for two divers and spares to maintain the outfit in repair for a reasonable length of time. This outfit is furnished to ARDs and ARGs, as well as to all of the "diving-type" ships listed above. Non-diving ships such as AGBs, AGs, ARCs, ARLs, LSDs, and LSTs (when assigned to mine



**INNER SANCTUM**—Theoretical dives in recompression chamber (right) simulate conditions up to 200 and 300 ft. Left: Breast plate is secured to suit.

warfare operations) also have an allowance for a Diver Second Class and carry LWT outfits aboard. In addition, about 35 different types of non-diving ships—ranging from coastal minesweepers to all destroyer types, and from cargo ships to carriers—are each assigned an allowance of one special lightweight suit (LWT special) but do not have allowances for qualified divers.

**A**FTER LEARNING ALL the ins and outs of the various types of diving suits (this includes testing and maintenance of all standard diving gear) the students are ready to tackle deep sea diving and procedures.

This is, perhaps, the most important part of the training that the student divers receive as it is during this phase that they get their first basic instruction in diving techniques. This training begins with three periods of lectures: Diving signals and communications; tending the diver; dressing and undressing the diver; the procedures for descent; working on the bottom; the procedures for ascent; log- and record-keeping and safety precautions.

Strict safety rules are set down in school regulations, diving manuals and other directives and all students, and instructors as well, are required to practice these safety regulations.

After being lectured on diving techniques and procedures, the students observe training films to see how these things are done. Then

they practice dressing and undressing the diver. This training develops teamwork among the diving tenders and develops proper standardization of dressing methods.

With all these factors under their belts, the students then go to the school's shallow water tanks where they make their first dive. Here they practice the diving techniques they learned in the classroom. On their first dive, the student divers practice the various hand signals, learn how to manipulate all the valves on the helmet, and practice all of the other basic techniques and procedures.

After this initial familiarization dive, they make a series of working dives during which they do pipe-fitting, knot-tying and flange assembly. When they master these simple problems in the deep sea diving outfit, they go through a similar routine with the lightweight diving suit.

After this practical training the students again return to the classroom for a series of lectures and movies on diving physics and physiology. This phase of training acquaints the students with the physics of air and water pressure and the effects they have on the human body. Here, they learn the various methods of decompression—stage, regular and surface—and receive training in the practical application of the standard diving recompression tables. To do this, they make theoretical dives in the recompression chamber which simulate depths up to 200 and 300 feet.



**SEA MONSTER**—Diver is helped into his protective rubber suit while learning underwater ways.

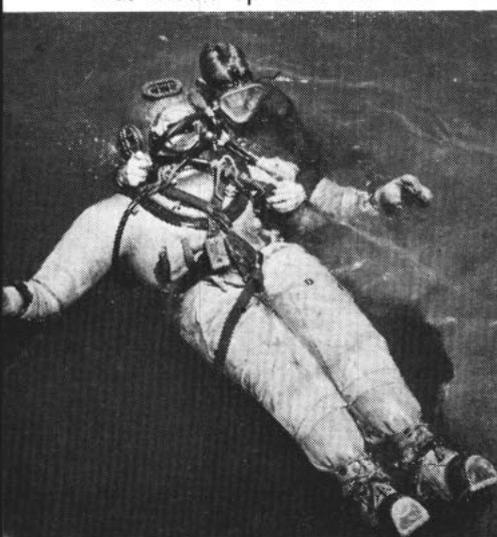
Medical aspects of diving and the treatment of diver's diseases and injuries are next on the agenda for the diving students.

All deep sea divers are also required to know how to use all types of diving equipment. Thus, the instruction at the school takes in the use of self-contained as well as surface-supplied diving gear.

**S**CUBA TRAINING is one of the major stumbling blocks at the school. About 20 per cent of those who are dropped from the school do so because they fail to meet the Scuba qualifications. These students are not in tip-top physical condition and aren't good swimmers. (If you are planning to attend the school for deep sea divers, it would be to your advantage to brush up on your swimming before you report.)

When this Scuba training is completed, the students get into the various techniques of helium-oxygen diving. As said earlier, helium-oxy-

**HELPING HAND** — Using shallow-water gear diver helps student who has blown up from too much air.



gen is used for dives at extreme depths. When air alone is used, there is a limit on the depth to which a diver can descend and still maintain his mental control. To enable divers to attain greater depths, it is necessary to substitute a synthetic breathing medium for air.

After years of extensive research, the Navy's Experimental Diving Unit came up with a helium-oxygen mixture that proved to be the best substitute for ordinary air. Through use of helium-oxygen under pressure, divers are more mentally alert than when breathing normal air. The sense of depth commonly experienced when breathing air is greatly reduced. When using helium-oxygen, divers can work considerably harder and for longer periods. The advantages of helium-oxygen mixture over that of normal air are effective only at depths greater than 150 feet.

Since the helium-oxygen technique is entirely different from air diving and more complicated, a greater percentage of the school's curriculum is devoted to helium-oxygen diving.

Other training at the school includes shop and underwater welding, underwater cutting, submarine rescue and salvage, ASR and ARS seamanship, ship salvage projects, use of the submarine rescue chamber and underwater demolition. When this training is completed, each of the students is designated as Diver First Class and is normally ordered to duty aboard a diving-type ship.

CDR George H. Mahoney, USN, a veteran submariner and deep sea diver, commands the School for Deep Sea Divers and the Experimental Diving Unit. There are 10 other officers on the staff. The school also has 45 enlisted men assigned to its staff.

In addition to the 26-week Diver First Class course and the cross-training described earlier, the diving school conducts the following courses for enlisted personnel:

- **Medical Deep Sea Diving Technicians**—This 28-week course convenes every two months and is available to rated Hospital Corpsmen. It is the same as the 26-week Diver First Class Course but includes two additional weeks of training in analyzing gas mixtures.

- **Diver Second Class** — Classes convene in January, March, May, August and September. This is the same six-week course conducted at

activities within each of the naval districts except the 4th, 9th and 15th; at COMNAVPAC; aboard USS Luzon (ARG-2) and all AD, AR, ARH, ASR, AS, ARS and ARSD type ships.

- **Helium-Oxygen Refresher** — As the name implies, this two-week refresher course in helium-oxygen diving is for Deep Sea Diving Officers, Diving Medical Officers, Master Divers, Diver First Class and Medical Deep Sea Diving Technicians who have not been working with helium-oxygen.

- **Diver Requalification**—This two weeks of training is for those divers assigned to activities that do not have facilities in which they can requalify.

The school also conducts the following officer courses:

- **Diving Officer**—This is a 26-week course, similar to that given for Diver First Class. It convenes every two months and is open to line officers without previous diving experience.

- **Diving Officer**—This is a 10-week course that also convenes every two months. Officers ordered to this training are either prospective commanding or executive officers of submarine rescue vessels.

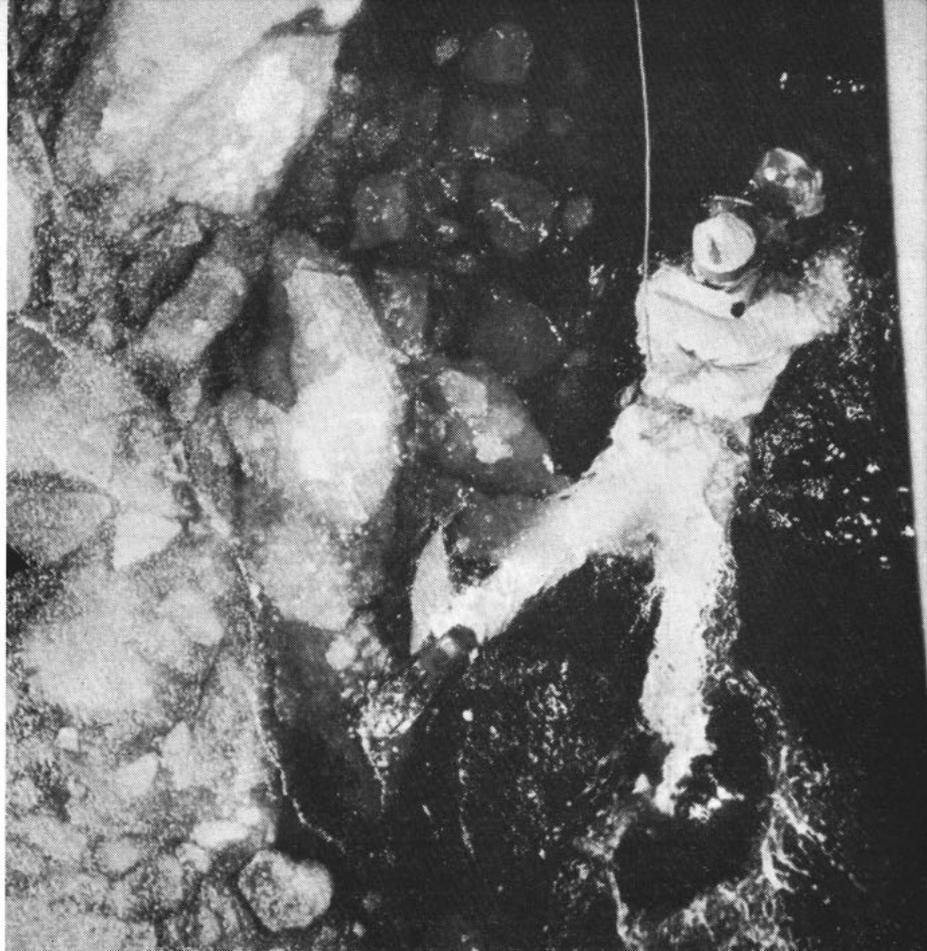
- **Salvage Officers**—This is a 16-week course for line officers who have not had any previous diving experience. (ARS, ARSD type ships).

- **Salvage Officer** — Prospective commanding and executive officers of ARSs and other ships whose mission includes salvage, and EOD officers, attend this five-week course. No previous diving training is required and officers do not have to be volunteers to attend. Classes convene every Monday.

- **Engineering Duty Officers**—This is a special five-week course conducted at the request of the Bureau of Ships, to qualify selected Engineering Duty Officers in ship salvage and diving techniques.

- **Medical Officers**—This is an eight-week course for submarine medical officers. It convenes in April and October each year. The school also conducts a two-week course in August for medical officers being assigned to activities that have recompression chambers.

Together these courses and instructors who run them play a big part in preparing the Navyman for many of his important jobs underseas. —H. George Baker, JOC, USN.



ICE GOING—Skin diver LCDR H. R. Walker takes camera into Antarctic water for picture of *Glacier's* screws.

## Antarctic Skin Diver

**A**N UNDERSEAS NAVY enthusiast, LCDR H. R. Walker, USN, can tell you first-hand that there's quite a difference between skin diving off Florida and the 29-degree waters of the Antarctic.

He became the first man to attempt skin diving in the freezing waters of the Antarctic when he volunteered to photograph the propellers of *USS Glacier* (AGB 4). The photographs were needed to determine the effects of heavily congested ice on a new type propeller installed on the Navy icebreaker.

*Glacier's* unique 28-ton propeller

has a diameter of 17 feet, is constructed of a nickel-bronze alloy and allows for more pliability than the brittle metal used in conventional propellers on other icebreakers.

After 20 minutes in the freezing water, LCDR Walker surfaced, discarded his snorkle apparatus and reported the propellers were in excellent condition—also that his diving suit kept him warm enough to stay submerged another 30 minutes. He further remarked that he preferred diving at Coral Gables rather than the frigid waters of McMurdo Sound. There's no accounting for taste.

COLD DRINK—Dressed for cold, LCDR Walker dons mask and enters icy water.



# LETTERS TO THE EDITOR

## Ocean Tug Records

SIR: In the December 1958 issue of ALL HANDS you carried CDR R. F. Gill's letter reporting the shakedown cruise of *uss Chetco* (ATO 166) from Galveston, Tex., to Brisbane, Australia, a total distance of about 9500 miles of which one leg was 7200 miles long and took 65 consecutive days.

As an ex-tug and salvage ship skipper, I cannot top the 7200-mile leg or 65 consecutive days underway with tow. However, I can offer a new target of 9995 miles for a single tandem tow of three barges, also on a shakedown cruise.

In addition to the total distance for one tow, I would like to put up an additional target for tug skippers (or ex-tug skippers) to take a pot shot at. That is, the total number of tows during a single tour in the same ship.

On 21 Jul 1944, *uss Wateree* (ATA 174) (then known by ATA 174 only) was commissioned at Orange, Tex. After shakedown training she proceeded to New York for her first tow—a tandem tow of three 220-foot wooden-hull barges. These barges were designed with conventional ship bow and stern with high sides, 25 feet from keel to main deck, and equipped with a rudder. Berthing facilities were provided for a crew of six men. Cargo in each barge consisted of two LCMs

### Nimitz Signed It

SIR: Your quiz in the October 1958 issue was tops, but the answer you have listed for question number 60 doesn't stack up with what I remember.

I recall listening to the Japanese surrender ceremony on the radio while stationed at Pearl Harbor. I feel certain that General Douglas MacArthur signed the formal surrender.

Is my memory slipping?—D. S. S., CDR, USNR.

• *Your memory is good, but you're not reading so well. Douglas MacArthur did sign a surrender document on board *uss Missouri* (BB 63) in Tokyo Bay, but it was for the Allied Powers. Fleet Admiral Chester W. Nimitz signed for the United States.*

Question number 60 asked for the person who signed "the formal surrender of the Japanese Imperial Government on board *Missouri* as representative for the United States." And that was Admiral Nimitz.—Ed.

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

deck-loaded with 2500 drums of lube oil in the holds.

We departed New York with tow on 8 Sep 1944, arriving at Eniwetok on 29 Dec 1944. Brief stops were made at Mayport, Fla., (for hurricane evasion), San Diego and San Pedro, Calif., and Pearl Harbor. The total distance reported by the ship's navigator was 9995 miles. It is interesting to note that the first leg, New York to the Canal Zone, was made by actual tandem tow using 1200 feet of 12-inch manila hawser between tows. The remainder of the trip was made with the standard conventional Christmas tree rig of 600 feet of one-and-five-eighths inch wire rope between tows.

From 8 Sep 1944 until decommissioned 28 months later, on 15 Jan 1947, ATA 174 made a total of 77 tows, moving 128 ships and craft (does not include target sled towing) without the loss of a single tow, steaming a total distance of 61,384 miles; 40,447 miles with tow and 20,937 without tow. When the ship was decommissioned, the original tow wire, slushed down many times, was still in service.

My three-year tour in *uss Pinola* (ATA 206), 1949 to 1952, devoted almost exclusively to target towing, would probably beat the above 77 tows, but, for my lack of record keeping, cannot be reported.—R. W. Taylor, LCDR, USN.

• *As we said in the reply to CDR Gill's letter, he could rest assured that other seagoing statisticians would let us know if *Chetco* takes the cake.*

*With these outstanding records turned in by tugs, let's see if we know just where we stand.*

*uss Penobscot* (ATA 188) claims a steaming record of 26,970 miles in 11 months.

*uss Salish* (ATA 187) brings out the fact that in a single month it sailed 4870 nautical miles—then brought in a ringer by stating that by adding backing and filling, it boosted this to 7152 engine miles. This was further emphasized by the statement that she sailed 19,488 nautical miles in one seven-month period.

*uss Yuma* (AFT 94) tossed her own

record into the hopper. She claims towing 105 times her own weight (137,768 tons of shipping) more than half-way around the world (11,967 miles) in one five-and-a-half month period.

*uss Chetco* (ATO 166) mentions the fact that she took three tows 9500 miles which required 84 days underway. One leg of this journey (Panama to Noumea), a 7200-mile jaunt, was made non-stop in 65 days.

*uss Wateree* (ATA 174)—the latest record—claims a tandem tow of three barges 9995 miles in 113 days.

*You want us to settle the little matter of which did what the best? Not on your life. Besides, someone else will be sending in a "new" record one of these fine days that will most likely top them all.*

*We would, however, like to doff our hats to these little ships with their great power and stability, and to the expert seamanship that it takes to handle them.*

*For more on small ships see p.30.—Ed.*

## Right Joke, Wrong Credit

SIR: On page 53 of the December issue of ALL HANDS, a cartoon appeared which was credited to F. Mercado, SKSN.

I drew that cartoon; if you look real hard you can see my name printed in the lower left hand corner. I'd appreciate it if you would clear up this point.—David J. Majchrzak, SN, USN.

• *Sorry about that, but apparently the man that handles cartoons enjoyed yours so much that he failed to notice the name on the front.—Ed.*

## Bronze Star Medal

SIR: I have heard that persons awarded the Bronze Star Medal for heroism during wartime receive an extra ten per cent of their pay upon transfer to the Fleet Reserve. Is this true or not? If so, is the 10 per cent figured on basic or retainer pay?—I.M.M., BM1, USN.

• *The award of a Bronze Star Medal with Combat Distinguishing Device does not automatically establish eligibility for the 10 per cent increase in retainer pay. Determination as to whether the award constitutes "extraordinary heroism" in accordance with the law which authorized such increase, is made in each case by the Secretary of the Navy.*

*If granted, the 10 per cent is figured on retainer, not basic pay.—Ed.*

## Name That Destroyer

SIR: On page two of the December 1958 issue of ALL HANDS is an article entitled "Duty with DESRON Eight." Appropriately enough (in so far as we are concerned) on the same page is a photo of the four ships of DESDIV 262 in one of their customarily perfect line-of-bearing formations.

Whereas we do not wish to detract from the luster of the "Eight Bailleurs," nonetheless, we do consider the old adage: "Credit where credit is due" is applicable. We would appreciate recognition of the four destroyers shown in the photo—Wardroom of *uss Charles P. Cecil* (DDR 835) and Radio Crew of *uss O'Hare* (DDR 889).

• *We checked with an old (very old) destroyer man on the staff who leaned on his cane and in a quavering voice said, "In the Old Navy, the actions performed by the destroyers spoke for themselves. They needed no recognition."*

*We assured him that this was the "New Navy" (he just shook his head and muttered something), but we asked him to name the destroyers shown on page two of the December issue—from left to right, are: *uss Stickell* (DDR 888), *Cecil* (DDR 835), *Corry* (DDR 817) and *O'Hare* (DDR 889).—Ed.*

## Current Time in Rate

SIR: Two questions have caused many heated discussions in the first class quarters aboard this ship. Would you straighten us out?

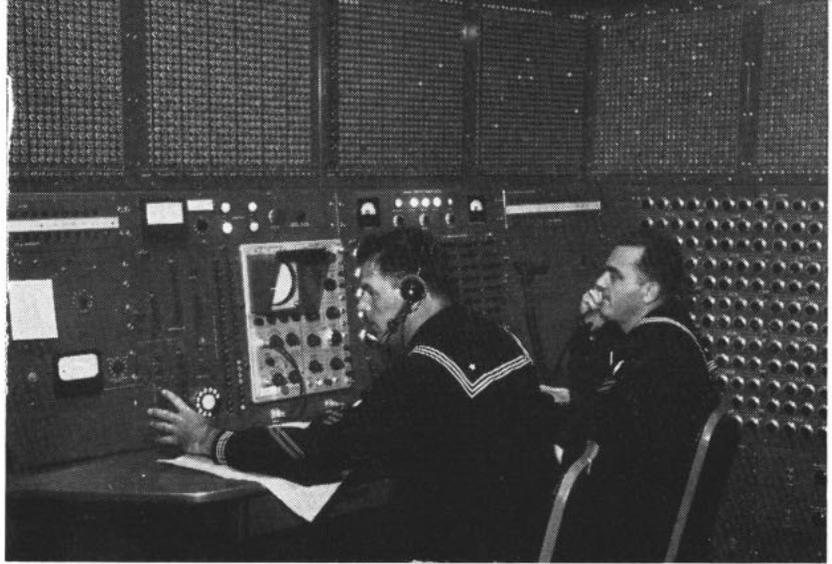
Here's the situation:

(1) A man was rated PO1 in November 1955. In February 1958 he was reduced to PO2 at captain's mast as Non-Judicial Punishment. At the request of his present commanding officer, the Bureau reinstated him as PO1 in October 1958. When is he eligible to take the test for CPO?

(2) A CPO, who was rated in November 1944, was reduced to PO1 in April 1958. When can he take the test for CPO?—J. M. P., YN1, USN.

• *The question here seems to be: does all time served in a rate count for advancement purposes, or does current consecutive time in rate only count? The answer is current consecutive time. According to BuPers Inst. 1430.7C, previous time in present or higher pay grade does not necessarily establish present eligibility for advancement.*

*At present, a PO1 must have three years in grade before he can be advanced to CPO. Since your first man was demoted to PO2 and then reinstated to PO1 in October 1958, that is his present date of rate. This means he will be eligible for advancement in October 1961 and can take the Navy-wide examination in February 1962. (CPO examinations are given only once a year.)*



IT'S N.E.W.S.—Whitehat experts man controls of Navy's Electronic Warfare Simulator at Naval War College. NEWS can simulate naval battle conditions.

*The same thing is true of the CPO who was busted. He attained his present rate in April 1958; adding three years makes it April 1961. He would therefore be eligible to take the service-wide examination in February 1961, for promotion after April.—Ed.*

## First Twin-Jet Fighter

SIR: I noticed the picture of the F4H-1 on page 41 of your November 1958 issue. I believe the caption is wrong in stating that the F4H-1 is Navy's first two-seat twin-jet all-weather fighter.

The Navy had one other two-seat, twin-jet all-weather fighter, the Douglas F3D-1 and 2. I flew these aircraft in 1953 at the Marine Corps Air Station, Cherry Point, N.C. During the same period they were being flown at the Naval Air Station, Jacksonville, Fla.

Being an ex-Navy man I still read and enjoy your publication, but since I am now in the Marine Corps, I especially enjoyed your article "Here Come the Marines."—R. L. Duvall, CAPT, USMC.

• *The word supersonic is missing from the F4H-1 outline. We're not quite sure how it got away, but it's gone. The statement as it stands is wrong, as you pointed out.*

*The outline for the F4H-1 should have read "Navy's first supersonic two-seat, twin-jet all-weather fighter." The F3D-1 and 2 were, as you described, also two-seat, twin-jet all-weather fighters.*

*By the way, if you happen to see a misguided gremlin with the word supersonic tucked away, please set him straight for us.—Ed.*



ICE WATER—Fleet tug *USS Nipmuc* (ATF 157) passes floating berg off coast of Greenland while working with MSTs sea lift of supplies to Arctic bases.

## 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 Nevada* (BB 36)—The sixth annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., on 24 October. For additional details, write to Darwin D. Stilwell, 1128 Temple Ave., Long Beach, Calif.

• *uss Oklahoma* (BB 37)—World War I crew members will hold a reunion at the Traymore Hotel, Atlantic City, N. J., on 2 and 3 May. For further information, write to Edward H. Lutz, 673 Lindley Rd., Glenside, Pa.

• *38th Seabees*—The first reunion of World War II members of the 38th Seabees will be held at the Commodore Perry Hotel, Toledo, Ohio, on 11 and 12 August. Write to George A. Green, 1926 Standard Building, Cleveland 13, Ohio, for further information.

• *58th Seabees*—The 13th annual reunion will be held at the Statler-Hilton Hotel, Buffalo, N. Y., on 17, 18 and 19 July. For more details, write to Thomas Sapio, 169 Leslie St., Buffalo, N. Y.

• *uss Goodrich* (DDR 831)—All members who served on board from 1953 to 1956 and who are interested in holding a reunion in New England may write to William Sarboukh, Jr., 106 Cherry St., South Bound Brook, N. J.

• *uss Tide* (AM 125)—All who served on board, who desire a reunion in the Midwest next summer, may write to G. Mike Welch, 1970 South Milwaukee, Denver 10, Colo.

• *uss Ancon* (AGC 4)—The 12th reunion will be held in Boston, Mass., on 30 May. For further information, write to Peter Stenberg, 329½ Freeport St., Dorchester, Mass.

• *Commanding Officers, Destroyer Escorts, WW II*—The 10th annual reunion will be held at the New York Yacht Club, New York City, on 23 April. For details, write to Keith M. Army, 2 East 34th St., New York 16, N. Y.

• *80th Seabees*—The 5th reunion will be held on 5 September in New York City. For more information, write to Gilbert S. Hampton, 60 Stratford Pl., Newark 8, N. J.

• *Submarine Veterans of World War II*—The 5th reunion will be held at the Browns Palace Hotel, Denver, Colo., 13-16 August. Additional details may be obtained from Ernst T. Rosing, 1409 S. East Ave., Berwyn, Ill.

• *uss Bannock* (ATF 81)—All who served on board during World War II and who are interested in holding a reunion may write to Bob Craft, 1026 South Adams, Fort Worth 4, Texas.

• *uss LST 129*—All who served on board from April 1944 to February 1945 who are interested in holding a reunion may write to Frank Hatch, 1809 Harvard Rd., Richmond 29, Va.

## Eligibility for Medals

SIR: Can you tell me where and how I could get information regarding awards of medals and citations? My primary interest concerns certain actions involving *uss Boise* (CL 47). For instance, was she awarded citations for participating in any of the following: (1) Invasion of Leyte Gulf, 20 Oct 1944; (2) Battle of Surigao Strait, 25 Oct 1944; (3) Invasion of Mindoro, 15 Dec 1944?

I would also like to know if this ship was part of Task Unit 70.1.4 during the period 15-19 Dec 1944.—W. F. D., CHGUN, USN (Ret.).

• *Anyone who served in uss Boise* (CL 47) during the periods 13 Oct-29 Nov 1944, 12-18 Dec 1944, 4-18 Jan 1945 and 14-28 Feb 1945 is entitled to wear the Philippine Republic Presidential Unit Badge. Since you were in this ship during these times, you are eligible to wear the ribbon which consists of a ribbon bar only. It is not stocked or furnished by the Navy, but may be purchased in military supply stores.

*Boise did not earn any other citations*

*while you were attached. During the period 15-19 Dec 1944, she was steaming in company with Task Group 77.3. However, we have no record that she was a part of Task Unit 70.1.4.*

*If you figure that you are eligible for any medals or awards, you may submit a request via your Commandant, to the Chief of Naval Personnel (Attn: Pers E24).—ED.*

## Divers Distinguishing Marks

SIR: I have been asked a question many times by both naval and civilian personnel that I cannot answer. Maybe you can help.

As you know, all qualified Navy deep sea divers wear an emblem on their uniform showing that they are a Master, First or Second Class Diver. Why don't Scuba divers or UDT personnel have a distinguishing patch? I feel that a qualified Scuba man is as important as a deep sea diver and should be shown some recognition. How do you feel about this? — Will Jacobs, Hartford, Conn.

• *That's a good question. Now here's*

*the scoop on divers' sleeve patches.*

*All qualified deep sea divers are trained to use all types of diving equipment including the self-contained breathing apparatus used by the free swimmer or Scuba diver. But Scuba divers are not qualified or trained in the use of surface supplied or deep sea diving gear.*

*All graduates of the Navy's Underwater Swimmers School at Key West, Fla., are designated Scuba divers. However, upon completion of the school, the majority of them go on to EOD (Explosive Ordnance Disposal) or UDT (Underwater Demolition Team) training.*

*When they complete this more advanced and highly specialized training, they drop their basic Scuba designator in favor of the higher qualifications and designations.*

*Although the Navy uses Scuba divers quite extensively, there's only a limited number of billets for Scuba divers. When Scuba diving is required and authorized, it is generally done by qualified deep sea divers, explosive ordnance disposal technicians and underwater demolition men.*

*EOD technicians, who are qualified Scuba as well as Divers Second Class, are authorized to wear an EOD distinguishing mark on their right sleeve. However, this mark does not indicate that the individual is a qualified diver. It consists of a mine superimposed on a crossed torpedo that points down to the right, and a bomb that points down to the left.*

*As yet, UDT personnel, who are also qualified Scuba divers, do not have an authorized distinguishing mark.—Ed.*

## Third Salvo on Hashmarks

SIR: I have read the letter to the Editor from R.T.S., BMC, USN, which appeared some time back (in the September 1958 issue). I must say, I was surprised to see the "second salvo," regarding hashmarks, come from a Boatswain's Mate.

I think if the hashmarks were cut down to two inches and worn horizontally, it would just be the first step to extinction.

This happened in the Air Force. Besides that, there's the added expense of sewing on new ones.

The hashmarks we now wear make a career man's uniform look sharp, and I for one am looking forward to sewing on my first one in about 16 months. The present hashmarks are traditional, and I'm for tradition.

Today's sailor wears the best looking uniform on liberty, so why change it? I feel sure that many other sailors in this man's Navy will agree with me.

I know that Navymen sew on one hashmark after another with great pride. Let's not take that away from the career man!—C. B. L., MU3, USN.

## On Changing the Uniform

SIR: In answer to your request, "What's the reaction in the Fleet?" on suggested uniform changes from letters to the Editor in the September 1958 issue of ALL HANDS, I think the BMC had some very good ideas and I fully agree with him.

But as I am only a lowly YN3, my main concern is the uniform I have to wear—those old traditional 100 per cent wool melton cloth "snowsuits." When is the Navy going to make use of the new synthetic materials now under development? I think we would even be satisfied with the old traditional cut and design of the uniform if they brought in some cooler material for a summer uniform. I would like to see a new blue summer uniform adopted, made out of a cool material and do away with the impractical whites.

The present blues are fine as a winter uniform or where climate conditions call for 100 per cent wool. But, take a place like sunny San Diego, where you have to wear blues. They just don't go with an 88-degree temperature or in a warm office. I think the Navy should have a new motto—"Practical before Traditional." — H.E.K., YN3, USN.

SIR: Why can't they do a little changing to the enlisted men's uniform below chief? Enlisted men could have the same type uniform as the CPO. I'm sure that the better part of the Fleet would go along with that, too. (Anyway the whitehats would.)

The other armed forces (Army, Air Force, Marines) have the same uniform from the very bottom to the very top (with exceptions of the rank insignia). Why should we be so different?

Believe me, I am proud of the whitehat's uniform, but not because of the way it is made. If you say we have to stick with tradition, then why aren't we going to sea in wooden ships?—G.H.H., YN2, usn.

SIR: In reading the article of BMC R.T.S. on suggestions on uniform changes I became irked at the thought of even thinking about a single-breasted suit of officers' and chiefs' blues. I suggest that if R.T.S. has trouble with the heat from the over flap of extra material, maybe a reduction in weight would help. If I'm hitting a sore spot, I'm sorry.

The average CPO after he has been in rate a while develops the spare tire—riding a bar stool at the CPO club is not enough activity to keep this down.

As for the markings on the uniform, the more colorful they are the better. When Navymen get away from the coast they get away from their uniform too. When you get away from the two coasts and other Navy towns, the majority of the civilian populace don't even know a CPO when they see one. Instead of a uniform change of

any kind I would suggest doing away with civilian clothing for Navymen while on liberty and leave.

I believe that a man, after serving 12 years, would be proud to wear his uniform all the time instead of just on board during working hours. The red and gold hashmarks add color to the uniform and would look nice on both sleeves if it weren't for the expense.

As for griping about uniforms, why not do away with the CPO whites since they do resemble just what has been said about them many times—an ice cream vendor's uniform. Not only that, but for as little as they are worn they take up a lot of valuable locker space.

In 17 years' service I have still to wear them ashore. My whites have been used for inspections only. It is my personal opinion that this particular uniform is spare gear and thousands of CPOs would be more than happy to see it go. As for being cool, the tropical worsted khakis being made today are just as cool or cooler. I guess tradition will win out though.—D.A.A., EMC(SS), USN.

• And all we asked for were comments on the letter from R.T.S. on his suggestion about hashmarks.

The Navy is always glad to receive constructive suggestions for changing uniforms and is not averse to changing the uniform whenever a change is desirable and warranted. On the other hand, the Navy has always been conservative in matters of uniform and leans toward evolution rather than revolution.

You can understand the reasons for this if you consider the number of people involved and the supply problems

connected with outfitting every man with a complete set of clothing. For example, considering the present stock level of the undress white uniform, it would be uneconomical to change it radically at this time. The Navy is investigating the possibilities of adopting a wash-and-wear type synthetic fabric for use in the whites.

One of the primary reasons for the different uniform for Navymen below CPO is lack of storage space afloat.

Remember also, there have been many proposals and suggestions for changing the enlisted man's uniform over the past 15 years but the major reaction—by the men in the Fleet—continues in favor of a "no change."

In regard to the above letter from D.A.A., EMC(SS), the comments about the Navy uniform are quite pertinent and are appreciated by those in the Bureau who review recommendations concerning uniforms. About the only thing we can suggest is submit your views officially on CPO whites.—Ed.

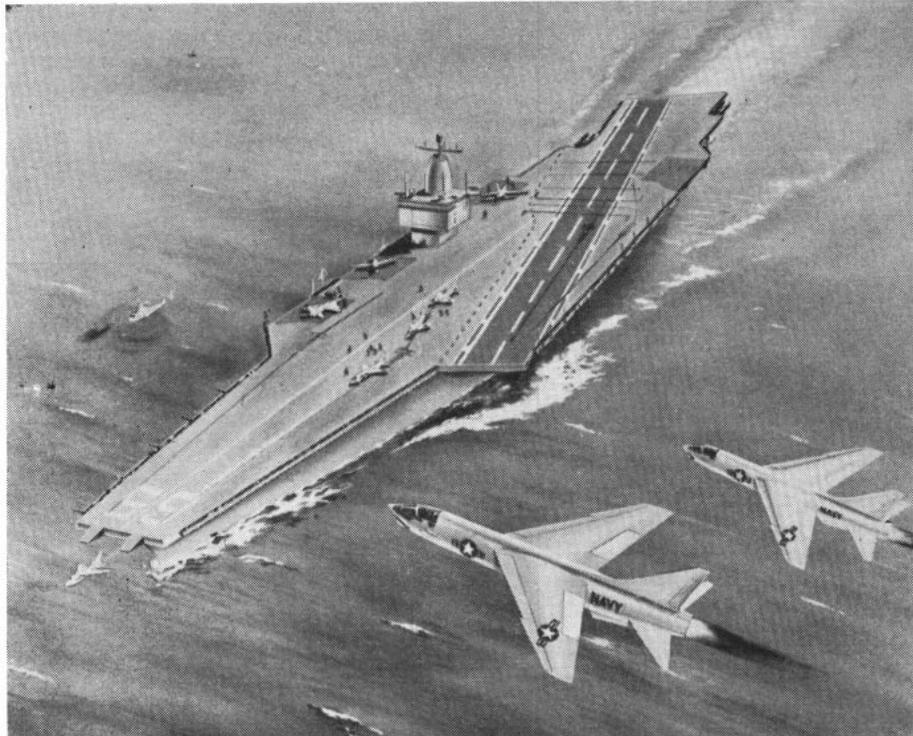
## Harry Lee, Ex-Navy

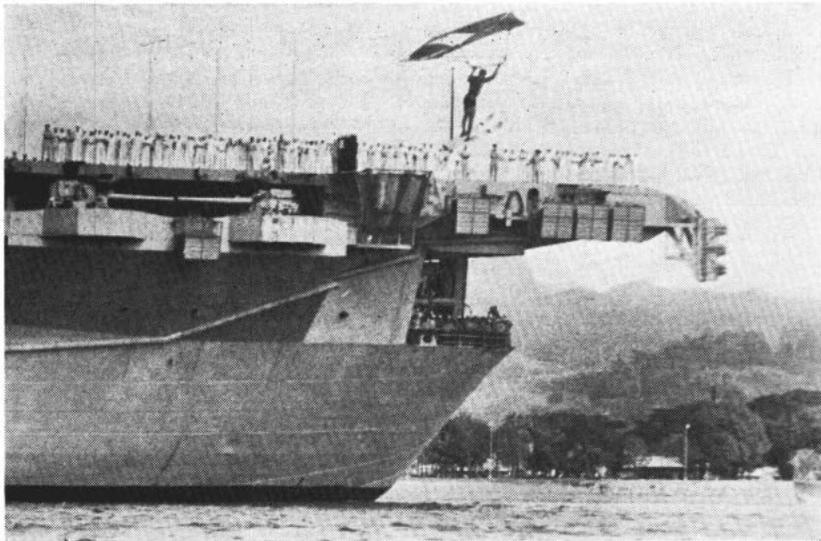
SIR: Your history of uss *Harry Lee* (APA 10), which appeared in the December issue, ended with her being decommissioned on 9 May 1946. Although this was the end of her Navy career, it was not the end of her active life.

Some time after she was decommissioned, she was sold to Turkey and was operated in the Mediterranean by that country's merchant marine. Although I haven't seen her for some time, she may still be in use today.—CAPT E. B. Ellis, USNR.

• Thanks for the added bit of information that brings the history of *Harry Lee* almost up to date.—Ed.

ATOM BURNER—Navy's first nuclear-powered aircraft carrier *Enterprise*, CVA(N) 65, is shown in artist's drawing. She is due for launching in June '60.





HIGH AS A KITE—Water skier using kite for lift seems about to land on deck of USS Bennington (CVA 20) during USO show held for crew in Subic Bay.

**Anyone Mention CO Order Book?**

SIR: In your comments following the letters on pages 29 and 30 of the November issue, you point up a problem by asking, "What does a personnel man do, anyway?"

That same question could apply to any rating and you would be correct in stating that a man might go through a 20-year career and still not encounter all the details of his particular rating.

However, you didn't make the point that when a man goes to a new command, where he may encounter details concerning his rating with which he may not previously have been familiar, it is the responsibility of his seniors—from his skipper on down—to break him in properly. In the case of the personnel man M. D. H., (August 1958, p. 25), either his executive officer or personnel officer was indicted for this omission simply because M. D. H. found it necessary to write the letter. A command is not instructing its personnel properly if an individual feels the need to write all the way to headquarters for the answer to a question as simple as the one which appeared.

In addition, I question your implication that use of a CO Order Book would be of primary concern to a DK. This definitely was not so in my own experience as exec and commanding officer of small LSTs that had no disbursing officer or disbursing clerk.

The process of assigning a CO Order Number is of primary concern to the personnel officer and the men who work for him. They handle the many administrative chores for the CO in keeping personnel records up to date, only one of which is the assignment of CO Order Numbers to those service record pages and other forms which require such numbers.—D. L. Cooke, LT, USN.

SIR: I was amused by your comments in the November issue concerning the CO's Order Book. However, your final comment on page 30 was way out in left field. You wrote in part: "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?" I am sure your comment was meant to be facetious, for I am also sure that you are familiar with BuPers Inst. 1085.44 of 17 Jan 1958 on the subject of maintenance and accuracy of service records.

The Navy Error Detection and Reduction Program was established in 1955. Included in this program is the procedure for on-site examination of military pay records by Navy Regional Accounts Offices.

This procedure is more than an audit of pay records and disbursing offices in that the examiners include a look-see at the related records maintained by personnel offices. Without going into details of such an examination, let me say that the results have been startling and revealing.

Statistics published by NavCompt based on on-site examination of 22,597

**Thanks All Around**

SIR: As a result of a story in ALL HANDS about the MSTSO-supported Mi Ae Orphanage in Pusan, Korea, generous contributions of rice and clothing have been received. The children are most grateful.

Thank you.—F. D. Fane, CDR, USNR, MSTs Office, Pusan.

• *Thanks, yourself—besides being a worthy cause, it made a good story.*—ED.

pay records at 140 stations during the period 1 Jul-31 Dec 1957 show that of the 1866 errors, 351 were the responsibility of disbursing offices, and 1451 were caused by personnel offices. During the period 1 Jan-30 Jun 1958, on-site examinations of 23,427 pay records at 146 stations discovered 2077 errors of which 352 were caused by disbursing and 1660 were the responsibility of personnel offices.

It is interesting to note that the errors traced back to personnel average about two underpayments to each overpayment. Many of these underpayments are caused by failure of the personnel office to prepare and send to disbursing an appropriate CO Order.

"What has a personnel man to do with disbursing?" I would say that the next time your pay is short, the chances are about nine to one that some personnel man was responsible, and if your pay is right a personnel man can take a share of the credit.—G. W. Netts, CDR, SC, USN.

• *We're beginning to get the full picture.* Thanks.—ED.

**Personnel Man Speaks Up**

SIR: I have been a reader of ALL HANDS since its birth and have never seen fit to question any of the remarks the editorial staff has made about letters to the editor. But—I can contain myself no longer!

I refer to your closing statement about the group of letters in the November 1958 issue headed "Comments on the CO's Order Book Stir Up Hornet's Nest"—and in particular—to the question in the final paragraph, "What does a personnel man do, anyway?"

Boy! If that doesn't have all the personnel men in the Navy after your scalps, then the PNs are not worth their salt. If you, who are in the Bureau, don't know, all of us, who beat our brains out and grow ulcers keeping the records and taking care of all sorts of details, might just as well burn the *BuPers Manual* and PAMI Instructions, pick up our typewriters and jump over the side.

For your edification, here are a few of the major and indispensable items which would be hard to come by if the personnel men failed to carry out their duties:

PAY—Without orders to Disbursing Officers prepared by the PNs (with numbers recorded in the CO's Order Book) there would be none.

CHOW—Without a ration count tallied by personnel men and furnished to commissary officers to show how many men must be fed, there would be none.

PERSONNEL DIARIES—Without these records, prepared by PNs, there would be no use for:

BUPERS—Which needs a constant flow of information prepared by per-

sonnel men. Without this, you might all close up shop.

PERSONNEL—If they aren't important enough to keep records on, who needs them?

THE U. S. NAVY—Without personnel there wouldn't be one.

So, you wanted to know what a personnel man does, huh? If the foregoing doesn't make you hide your head, the following should:

The personnel man deals in the most valuable commodity in the world—manpower. And, he is a technician in one of the most modern of business sciences—personnel management.

Oh, yes—you and the rest of the diehards will say, "The yeoman used to do all that."

Sure he did! He used to perform SK duties too, and the SK used to perform DK duties, and the DK used to—on and on, ad infinitum.

I think I'll retire—H. I. Hanna, CHSCLK, W-4, USN.

SM: I didn't mind the criticism about a personnel man not knowing what a CO Order Book is, since it's quite possible, as you say, for a PN to go through his entire naval career without ever seeing one. The thing that got me about all this was that you, in your summary of all those letters, ended up reading off the personnel man.

If you will take a good look at all the letters you published, you will see they were all submitted by yeomen, and not personnel men.

And, so far as old salty goes—he's the one who said, "Among the old timers, before there were any personnel men . . . ."—we would like to remind him that a lot of us PNs were once yeomen.

If I were in the YN's shoes, I wouldn't be so fast to criticize such a small mistake.



DOUBLE HEADER—Two new missile frigates, USS Coontz (DLG 9) and USS King (DLG 10), stand together while readied for launching in Puget Sound.

I have 15 years plus in the Navy, and nine and one-half of them on board DDs, DEs and CVs. I have seen many yeomen and personnel men—second class and above—who have reported for duty knowing a lot less than our PN2, who wrote the original letter about the CO's Order Book and received all the blasting.

I would also like to inform the yeomen that there is no billet on DEs (our ship is a converted DE) for a PN1 yet you will find throughout the Navy that PN1s are filling this billet for the yeomen.

Advancement in the lower pay grades of our rating is rapid, so it is not

unusual for a man to make second without ever being off the same job. I have yet to see any examination for advancement in rating that asked the question, "What is a CO order book?" or, "Who maintains the CO order book"—H. J. James, PN1, USN.

• *Somebody out there doesn't love us.*

*In a forthcoming issue, you will find an article which proves that we really do know something about personnel men. If you think we're going to give you more of an answer than that, you're giving us more credit for fearless journalism than we deserve.—Ed.*

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# DEs and DERs: Navy's

ONE OF THE MOST important new ship types to come out of World War II was the versatile DE.

Smaller and simpler than a regular destroyer, the DE was mass-produced by wartime shipyards to serve as a convoy escort in place of the full-sized destroyers which were badly needed elsewhere—hence her official name, escort vessel, and her classification in the patrol ship category along with sub-chasers and the like. In spite of the name and classification, however, DE sailors consider themselves destroyermen—and rightly so.

Nowadays, DEs and DERs (DEs which have been converted into radar picket ships) have the patrol ship classification practically all to themselves. About the only other ships in that category still active are a mere handful of PCs (173-foot submarine chasers) and PCERSs (180-foot rescue escorts), which are being used in experimental work, or as Reserve training ships. Gone—to the mothball Fleet, foreign navies or the scrap heap—are almost all of the hundreds of PCEs (180-foot escorts), PCSs (136-foot submarine chasers), PFs (patrol escorts), PGMs (motor gunboats), PRs (river gunboats), PYs (yachts) and SCs (110-foot submarine chasers) which were an important part of the Fleet not too many years ago.

Most of them went out of active service soon after World War II, but there were a number of PFs and PCEs (180-foot escorts used as control ships in amphibious operations) which saw action in Korea before they were sidelined.

With DEs the story is different. New classes are being built, and quite a few of the World War II models are still around to carry on the same sort of valuable service they began performing for the Navy during the war.

Altogether, more than 400 wartime DEs were commissioned, and it didn't take them long to prove their worth, not only in convoy work, but also in many other fields. As members of hunter-killer groups they helped the Navy to launch its offensive against enemy submarines in the Atlantic. They served as plane guards for aircraft carriers. They helped to soften up enemy-held beaches for invasion. And, with a deckhouse amidships for troop quarters and the addition of gear for stowing and handling small landing craft, they became high-speed transports (APDs). In short, they made themselves useful in all sorts of situations.

For instance, consider *uss John C. Butler* (DE 339) on 20 May 1945, when kamikaze planes were staging one of their suicide attacks during the Okinawa campaign.

The ship was alone on a screening station off Ie

Shima when the alert was called. Shortly, 10 enemy planes had singled her out as a likely target, and the DE found herself in the midst of a fight for life.

Her guns stopped two of the attackers before they could even dive. She got a third, which came down in flames, clipped a radio antenna and crashed nearby. Her fourth victim, already flaming, was blown up as it tried to bank into the ship. Then, she downed a fifth plane which crashed almost on top of her. It sheared off some of the DE's radar antennas and showered the ship with water and bits of wreckage when it crashed. A sixth plane retreated, leaving a trail of smoke behind it, and the rest were driven off by Marine Corps planes.

When the excitement had died down, the tough little ship discovered that she had scored five kills in just 13 minutes and that she had come through the attack without receiving any serious damage.

One of the best-known DE exploits of the war was that of *uss Pillsbury* (now DER 133), whose boarding party captured the German submarine *U-505* off French West Africa on 4 Jun 1944. This was the Navy's first successful boarding and capture of an enemy man-of-war on the high seas since 1815. After her adventure, *Pillsbury* had the honor (and the chore) of towing the prize more than 2500 miles back to a stateside port.

The World War II DEs could be sorted into two main categories—one short-hulled (289 feet) and the other long-hulled (306-feet).

The short-hulled DEs came from what was originally a British design. They had a standard displacement of about 1150 tons, diesel electric propulsion, a top speed of around 20 knots, a range in the neighborhood of 6600 miles, no torpedo tubes and three 3-inch/50 dual-purpose guns.

In the long-hulled category, there were variations in power plants and design but the ships still had

some things in common. In one assortment of them standard displacement was between 1200 and 1450 tons. Their machinery was either diesel, diesel electric or turbo-electric. They could do about 21 knots, and they had a range of around 6000 miles. These ships were equipped with three 21-inch torpedo tubes and three 3-inch/50 dual-purpose guns.

Ships in a second long-hulled group displaced about 1275 tons (standard), had geared steam turbines, could do around 24 knots and had a range of some 6000 miles. They packed a considerable punch in their three 21-inch torpedo tubes and two 5-inch/38 dual-purpose guns.

Ships in both the long- and short-hulled categories carried several 40mm and 20mm machine guns, plus eight or nine single and one multiple hedgehog.



USS John Willis (DE 1027)

# Bantamweight Champs

The short-hulled DEs were sold out of the Navy after the war, and a good many of the long-hulled ones went into mothballs, to stand by until they were needed again. That time wasn't long in coming.

In 1950 the Navy began to bring DEs out of their peaceful nesting places for conversion to the floating radar sets called DERs which are now outposts of our Continental Air Defense system.

While undergoing conversion, the ships' combat information centers were enlarged to handle increased information from air-search, height-finder and surface-search radar. More communications equipment was installed to handle the voice radio and ship-to-shore communications so necessary to an effective warning system.

Much of this gear was put into spaces which had been used for messing and berthing when the ships were strictly DEs. This meant that the center portion of the main deck had to be enclosed and a superstructure added to provide new spaces for these purposes.

The modifications added to the escort's displacement, bringing the DER's weight almost up to that of a pre-World War II destroyer. Prefabricated aluminum was used in all alterations in an effort to keep the added top-weight to a minimum. Even the tripod mast for the radar antennas, and the huge deckhouse, were constructed of aluminum. Yet, more than 60 tons of pig iron had to be placed in the bilges and voids as ballast to offset the added topside weight.

The enlarged CIC and added electronic and communications gear weren't the only improvements. To make the ships more livable, there were such welcome items as: soft, eye-pleasing colors for compartments; fluorescent lighting; tiled decks; air conditioning; and individual bunk lights.

About the same time the DER program was getting into full swing, the Navy began placing orders for a batch of ships which were really something brand new in the DE line—ships like *uss Dealey* (DE 1006) and *Courtney* (DE 1021). Since 1954, 13 of these ships have been commissioned. They have attracted considerable attention in naval circles.

Their all-aluminum superstructure saves a good deal of weight. They have a low silhouette which makes it difficult for submarines to detect them visually, and their new hull design permits high-speed running under sea conditions which would be a considerable handicap to the DEs of World War II vintage. Their detection

devices and armament are the latest in defensive and offensive ASW gear. Their habitability items include modern lighting, air conditioning in all vital control spaces and many other conveniences for the crew.

The *Dealey* and *Courtney* class DEs are both powered by steam turbines which develop 20,000 shaft horsepower. Their single screws move them along at a rated speed of 25 knots.

Until the *Dealey* and *Courtney* classes came along, DEs had been considered too slow to serve in modern hunter-killer groups or the ASW defenses of fast carrier task forces. Now, however, the modern destroyer escorts are able to handle those jobs so well that they are serving regular tours with the Sixth Fleet in the Mediterranean for the first time since immediately after World War II.

In addition to the *Dealey* and *Courtney* class DEs, another brand new class in the DE picture is that of *uss Claud Jones* (DE 1033), which was commissioned in February of this year. *Claud Jones* is the lead ship of a new four-ship series of diesel-driven antisubmarine escort vessels. As the first of her class, she has such new features as a unique upper deck arrangement, aluminum masts and deckhouse and the latest in electronic detection equipment. All of the ships in the series will be fitted out to serve as flagships for division commanders.

Though their ships may be more up-to-date, the men who sail the latest DEs still have the same "old-fashioned" esprit de corps which helped to make the World War II DEs a success. A good example of that spirit is a poem which *uss Joseph K. Taussig* wrote to Com-Sixth Flt when she was preparing to return to Newport, R. I., after her first tour in the Med.

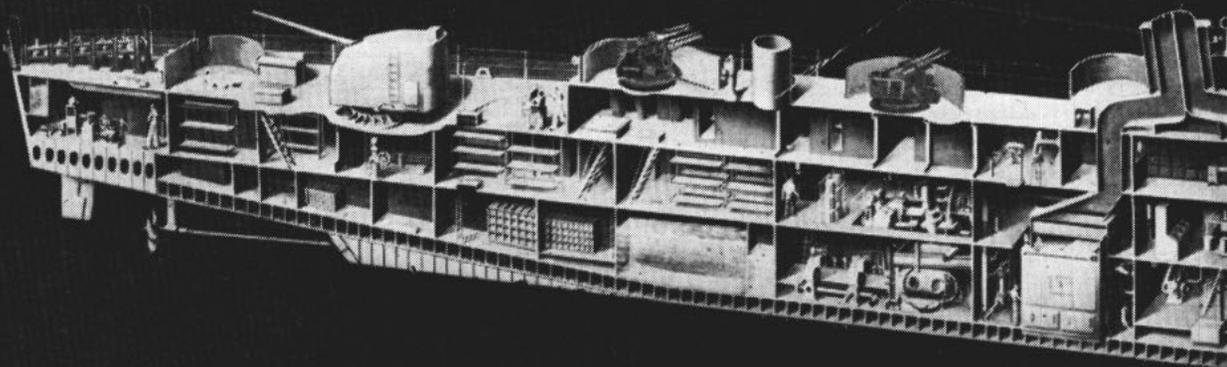
The DEs have earned quite a name for themselves everywhere you meet the U.S. Fleet.



USS Snowden (DE 246)

*From the peaceful shores of Southern France,  
Where bikinis held our lingering glance;  
We sail for home and those so dear,  
Only to return, perhaps next year.  
Though our task was big and our numbers few,  
We gave a boost to the words, 'can do';  
We did our job in seaman style,  
We've proved our worth—we're versatile.  
From "Send the destroyers," the slogan will read,  
"Send us more of that newer breed—  
Of Destroyers referred to as DE,  
Like Dealey, Lester and JKT."*

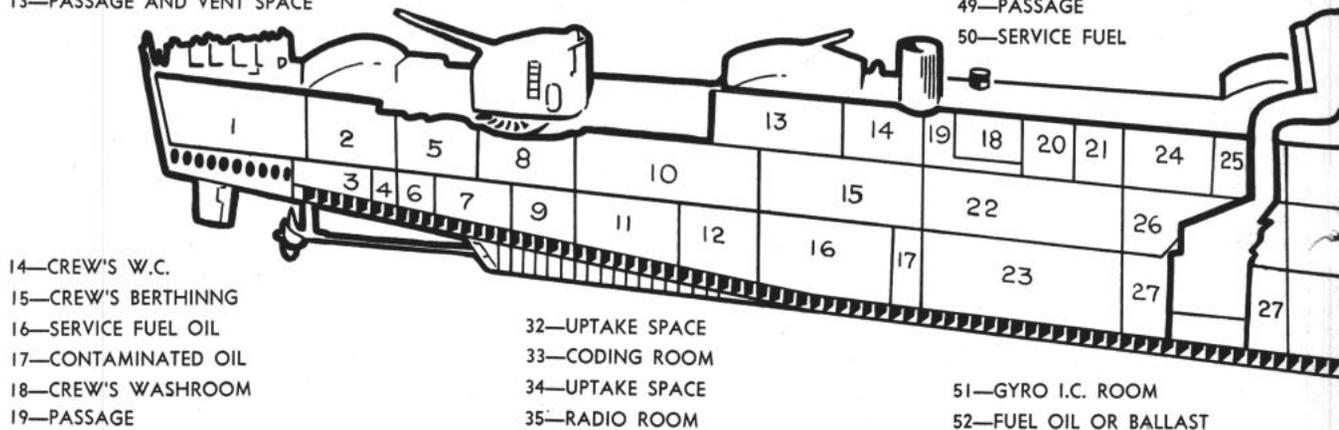
—Jerry Wolff.



- 1—STEERING GEAR ROOM
- 2—CREW'S BERTHING
- 3—40MM AMMUNITION MAGAZINE
- 4—PASSAGE
- 5—CREW'S BERTHING
- 6—DEPTH CHARGE PISTOL STOWAGE
- 7—STOREROOM
- 8—AMMUNITION HANDLING ROOM
- 9—STOREROOM
- 10—CREW'S BERTHING
- 11—STOREROOM
- 12—40MM AMMUNITION
- 13—PASSAGE AND VENT SPACE

- 20—PASSAGE
- 21—PASSAGE
- 22—AFT ENGINEROOM
- 23—AFT ENGINEROOM
- 24—GENERAL WORKSHOP
- 25—UPTAKE SPACE
- 26—AFT FIREROOM
- 27—AFT FIREROOM
- 28—SHIP'S ENGINEER'S OFFICE
- 29—VENT
- 30—FORWARD ENGINEROOM
- 31—FORWARD ENGINEROOM

- 36—GALLEY
- 37—FORWARD FIREROOM
- 38—FORWARD FIREROOM
- 39—PILOT HOUSE
- 40—PASSAGE
- 41—RIFLE AND PISTOL LOCKER
- 42—CAPTAIN'S BATH
- 43—PANTRY
- 44—SCULLERY
- 45—SERVICE FUEL OIL
- 47—WARDROOM MESSROOM
- 48—CREW'S MESSING AND BERTHING
- 49—PASSAGE
- 50—SERVICE FUEL



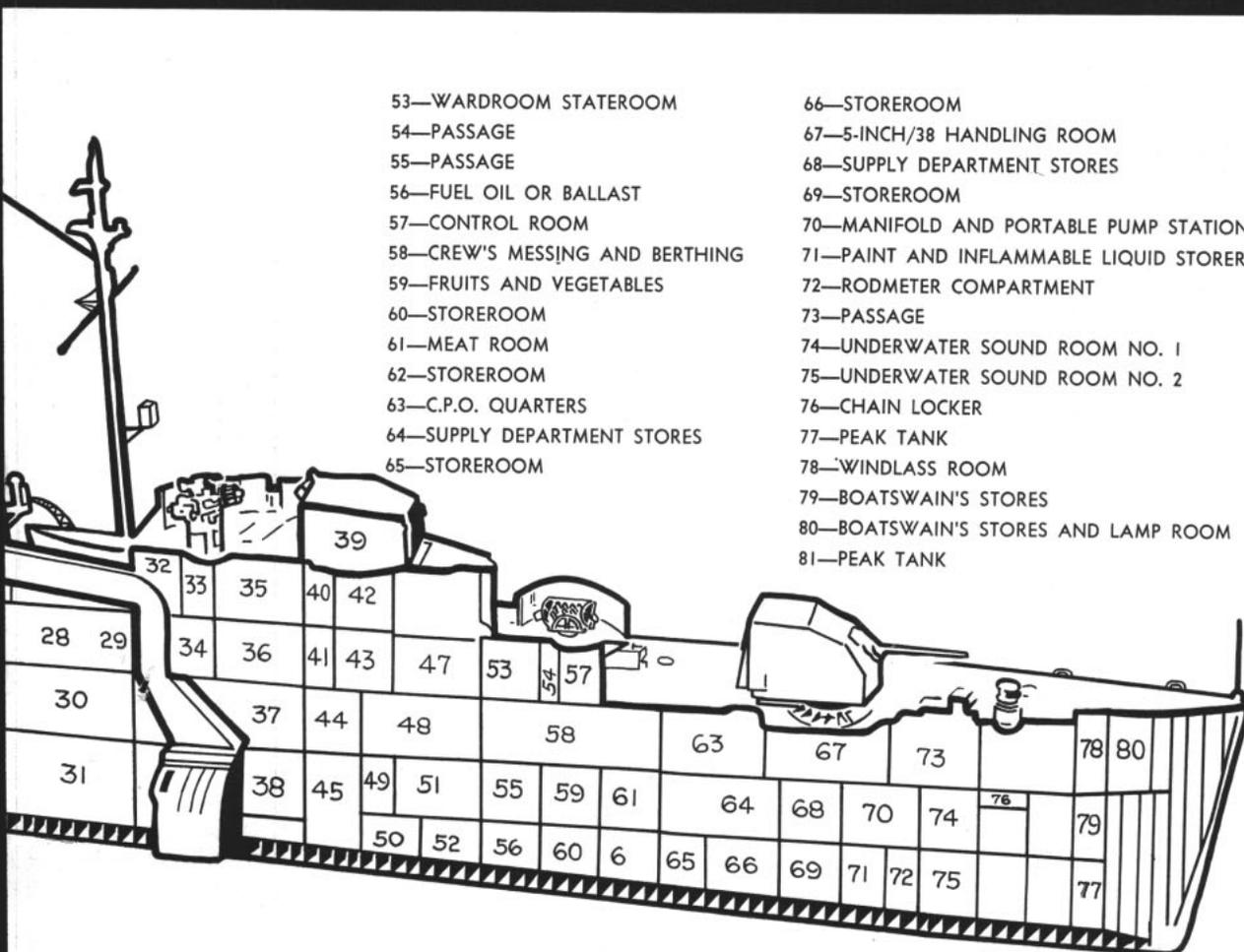
- 14—CREW'S W.C.
- 15—CREW'S BERTHING
- 16—SERVICE FUEL OIL
- 17—CONTAMINATED OIL
- 18—CREW'S WASHROOM
- 19—PASSAGE

- 32—UPTAKE SPACE
- 33—CODING ROOM
- 34—UPTAKE SPACE
- 35—RADIO ROOM

- 51—GYRO I.C. ROOM
- 52—FUEL OIL OR BALLAST

# Patrol Ship

## TYPICAL DE - Escort Vessel



- 53—WARDROOM STATEROOM
- 54—PASSAGE
- 55—PASSAGE
- 56—FUEL OIL OR BALLAST
- 57—CONTROL ROOM
- 58—CREW'S MESSING AND BERTHING
- 59—FRUITS AND VEGETABLES
- 60—STOREROOM
- 61—MEAT ROOM
- 62—STOREROOM
- 63—C.P.O. QUARTERS
- 64—SUPPLY DEPARTMENT STORES
- 65—STOREROOM
- 66—STOREROOM
- 67—5-INCH/38 HANDLING ROOM
- 68—SUPPLY DEPARTMENT STORES
- 69—STOREROOM
- 70—MANIFOLD AND PORTABLE PUMP STATION
- 71—PAINT AND INFLAMMABLE LIQUID STOREROOM
- 72—RODMETER COMPARTMENT
- 73—PASSAGE
- 74—UNDERWATER SOUND ROOM NO. 1
- 75—UNDERWATER SOUND ROOM NO. 2
- 76—CHAIN LOCKER
- 77—PEAK TANK
- 78—WINDLASS ROOM
- 79—BOATSWAIN'S STORES
- 80—BOATSWAIN'S STORES AND LAMP ROOM
- 81—PEAK TANK

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



FUN TO COME—Crew members of *USS Mount McKinley* (AGC 7) 'man the rails' with happy thoughts of stateside liberty on return from tour of duty.

## Navy Chapel at the South Pole

Early this year the Deep Freeze IV contingent at Scott-Amundsen Station at the geographic South Pole dedicated a new permanent chapel.

The 16-by-16-foot gabled-roof chapel is 10 and one-half feet high and has a steeple and cross on the front. Inside, at the rear, is a platform one foot high, three feet deep and six feet across, bounded by a one-foot high railing.

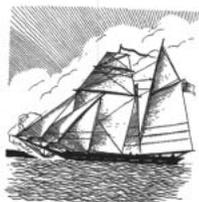
An altar is set in the wall behind the platform. A kneel board is located around the rear platform for receiving communion. Behind the altar the wall is of stained mahogany. White canvas, four feet high

trimmed with blue cloth, covers the other three walls. Open natural wood rafters make up the ceiling. A simulated window of green corrugated fabric glass with a religious painting, lighted from behind, is located on either side of the entrance.

With no chaplain available in their complete isolation, the 17 men take turns each Sunday to give sermons on their own faith. Each of the major religions, Protestantism, Catholicism, Judaism, and Buddhism, is represented by at least one member of the group.

A sign has been placed over the entrance, "The Chapel of Our Faith, South Pole. Built by the men of Deep Freeze IV, January, 1959."

## YESTERDAY'S NAVY



On 2 Apr 1781 *uss Alliance* captured the British privateers *Mars* and *Minerva* off the coast of France. On 3 Apr 1862 a landing party from *uss Mercedita* and *Sagamore* captured the town of Apalachicola, Fla. On 6 Apr 1917 the U.S. officially entered World War I. On 16 Apr 1945 *uss Frost* (DE 144) and *Stanton* (DE 247) sank two German subs in the North Atlantic. On 18 Apr 1847 an expeditionary force of almost 1500 Navymen and Marines under *COMO Mathew C. Perry* captured three forts at Tuxpan, Mexico, seizing a considerable quantity of ordnance and other stores.

## Plans for Seamaster Squadron

The *Seamaster* jet seaplane program will be closed when the Navy has received 14 of the big P6Ms from the manufacturer.

The 14-plane total will give the Navy six P6M-1s and eight P6M-2s. The P6M-1s will be used for training and other purposes. The later model planes will be used to equip an operating squadron.

With this squadron the Navy will explore the potential of the 600-mile-per hour aircraft for mine-laying, reconnaissance, air refueling and attack against sea and land targets.

The *Seamaster* represents a new concept in naval aviation. It is able to operate from any place where the water is reasonably smooth, it gives high-speed performance at low altitude and it has a very long range.

Originally, the *Seamaster* program called for construction of 24 P6Ms. However, in the light of changing concepts and new developments in naval warfare, the Navy has decided that the lesser number will be enough for its purposes.

## More Marlins for ASW

The Navy has awarded a \$23-million contract for the production of P5M-2 *Marlin* antisubmarine seaplanes equipped with a new submarine detection system.

These P5Ms—with their new far reaching and highly sensitive detection systems—will allow detection of enemy subs over far greater ranges than is at present possible in existing Navy patrol planes.

The gull-winged twin-engine *Marlins* will be capable of conducting a 12-hour patrol while on ASW duty. They can be deployed to waterbase sites with mobile seaplane tenders providing support.

Earlier models of the P5M-2 have been in Fleet service since 1954. They were used to develop techniques of refueling seaplanes in secret rendezvous with submarines. These tests proved the feasibility of providing present and future seaplanes with this unique means of refueling on far flung combat missions.

The P5M-2 is about 100 feet long. Its long-hull afterbody provides increased control during rough-water landings and take-offs. Hydroflaps are installed on both sides of the hull afterbody which act as a brake when opened together, or as a rudder when operated separately.

These new ASW planes have a wing span of 118 feet. They weigh about 33 tons and have a range of 2500 nautical miles. They will carry a crew of ten.

### Working at a New Stand

Ships of Cruiser-Destroyer Force, Pacific Fleet, deployed to the Western Pacific, are now being serviced by a new floating service station. The service station is *uss Dixie* (AD 14) which recently relieved *uss Piedmont* (AD 17) in the Far East. This is *Dixie's* sixth tour of duty in the Far East since the beginning of the Korean conflict.

*Dixie* crewmen believe and try to live up to the ship's motto, "What the *Dixie* makes, makes the *Dixie*." During the recent crisis in Lebanon, for example, a destroyer division was readied for sea in 24 hours.

No job seems to stagger *Dixie* repairmen. Although most of the job orders (usually about 100) submitted during a DD's two-week tender availability are routine, *Dixie* occasionally is handed a real tough job. Last October, for example, *Dixie's* divers lifted and tightened a rudder on the destroyer *uss Rogers* (DDR 876). The job was accomplished in five days.

The primary function of *Dixie* is to overhaul and replenish ships assigned to her, but while alongside, destroyer personnel often take advantage of many lesser services the big ship has to offer. These include small stores, a soda fountain, dental and medical facilities, a library, chaplain's office, postal facilities, watch repair shop, cobbler shop, liberty boats, and some other everyday pleasures not always available in destroyers.

More than 75 different shops aboard stock 60,000 items which are valued at one and a half million dollars, give or take a few thousand. The three machine shops and the valve repair shops which keep a destroyer's engineering plants in good condition are busiest. Blacksmith, canvas, sheet metal, welding, boiler, electrical, electronic, and ordnance shops also turn to.

Many of the shops do work not indicated in the title. The canvas shop, for instance, concerned itself in the old days with rigging canvas for sailing ships. Today *Dixie* doesn't make many sails, but the shop does keep busy working with upholstery, gun covers and other heavy materials.

In her last assignment *Dixie* worked primarily with destroyers. Overseas, however, she will service almost any type ship that comes alongside. She may even feed and berth transients as receiving ships once did.

*Dixie* will soon be 20 years old. She was built in 1939 and commissioned in April 1940, the first tender of her class. She served in the South Pacific during World War II and during the Korean conflict bombarded the North Korean coast with her five-inch guns.

### Non-Stop to the Antarctic

The icebreaker *uss Edisto* (AGB 2) steamed 9335 miles non-stop—from Norfolk, Va., to Ellsworth Station, Antarctica—without refueling or taking on provisions. This was the first time in Deep Freeze history that such a feat had been accomplished.

*Edisto* departed from Norfolk in mid-December and arrived at Ellsworth Station on 1 February. She was delayed 10 days by a heavy ice-pack just 500 miles short of her destination.

The icebreaker remained at Ellsworth long enough to secure IGY activities and turn the station over to the Argentine government. When

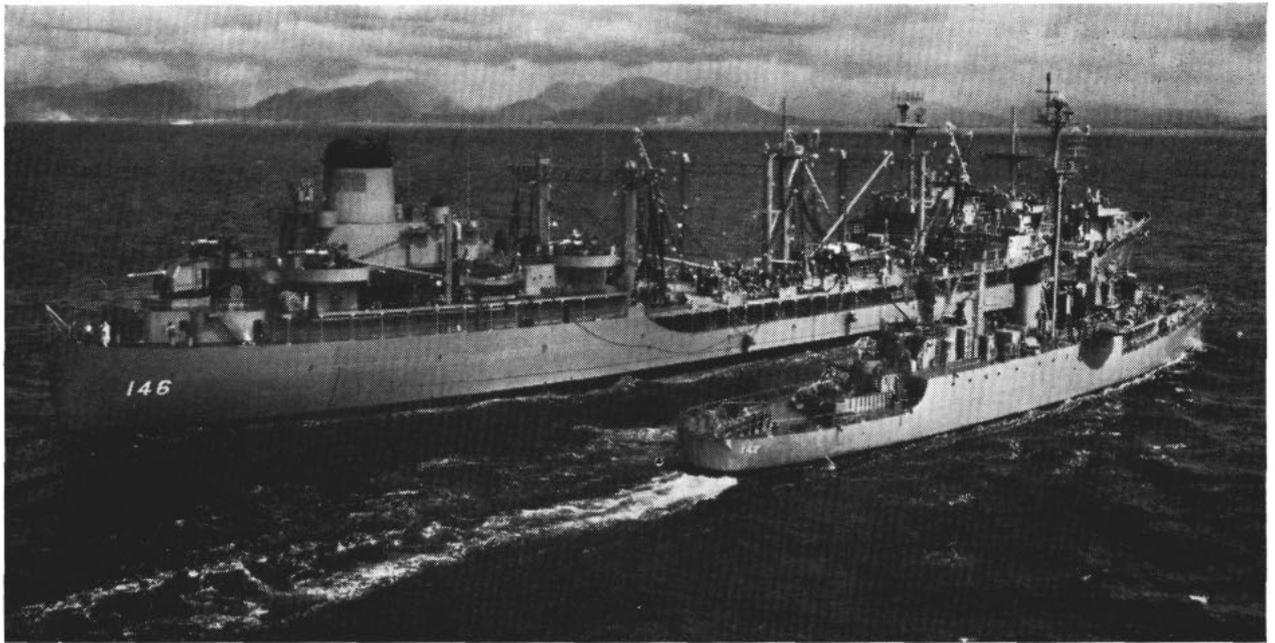
**PETROL PUMPER**—*USS Chukawan* (AO 100) made a pretty picture as she was photographed making her way through water of sunny Mediterranean Sea.



**SHIP'S MAST**—Crane at Pearl Harbor Naval Shipyard moves new mast into position on *USS Cogswell* (DD 651).

this task was completed she evacuated U. S. naval and scientific personnel who spent the last year there as observers in the IGY program. The wintering-over party was taken to Buenos Aires, Argentina, where they were flown back to the U. S.

Buenos Aires was the first port of call for the icebreaker after 60 days at sea during which she traveled over 12,000 miles in two stormy oceans.



SIDE BY SIDE—USS *Kawishiwi* (AO 146) pipes load of NSFO to USS *Fessenden* (DER 142) while in Hawaiian waters.

### Scrubbers for Subs

The Navy has ordered 21 "scrubbers" to be used in atomic submarines.

However, this doesn't mean that automation has come to compartment cleaning.

The scrubbers are devices which remove carbon dioxide from the air through a standard industrial process. In confined spaces they prevent suffocation from rebreathing exhaled carbon dioxide.

Twelve of the scrubbers are intended for use in *Polaris*-launching nuclear submarines now being built. The first four of these units are scheduled for delivery in June 1959, for installation in two new *Polaris* subs. Two units are installed in each of the nuclear craft.

All of the atomic submarines now in service already have scrubbers. They helped make it possible for USS *Seawolf*, SS(N) 575, to remain submerged for 60 days and for USS *Nautilus*, SS(N) 571, and *Skate*, SS(N) 578, to make their trips under the North Pole.

The compact stainless steel units are each capable of removing 15 pounds of carbon dioxide from the air per hour. This is enough to meet the needs of about 100 men. When the equipment is in operation, the air inside the sub passes through an absorber column where an absorbent removes carbon dioxide. In compressed form it is then expelled into the sea where it dissolves without

letting any telltale bubbles escape to the surface. Meanwhile, the absorbent is reactivated in a separate vessel so that it can be used again.

### Sailing LST

Shades of John Paul Jones! The days of sailing ships are not over.

USS *Rice County* (LST 1089), operating in PHIBPAC, made eyes pop at the Naval Station, San Diego, when she came into port under sail just one day late of her ETA.

The ship, returning from duty in the Western Pacific, was en route home when one of her engines failed. With no spare parts aboard, she tried to continue with only one engine. But the ship had a tendency to veer off and her speed dropped to six and one-half knots. With 1000 miles left to go, chances were that her homecoming would be delayed.

LCDR M. A. Smith, commanding officer, was determined that would not happen. He ordered a canvas hatch cover rigged as a sail. That was the answer. The sail held the ship straight and added one knot to her speed.

When Captain Smith arrived in port, he said, "We had favoring winds and seas on the quarter all the way. And I had a hundred men behind me to get the ship here."

Sounds like something that a skipper of any sailing ship might say, doesn't it? Or, it's a bit reminiscent of something that happened to the S.S. *Inchcliffe Castle*.

### Survival Lesson

Three sailors from PHIBLANT's USS *Hermitage* (LSD 34) were recently stranded in an open boat in 15-degree weather for nearly nine hours near Norfolk, Va. Their experience demonstrates one of the major rules of safety: they kept their heads. This enabled them to attract the attention of rescuers and withstand the cold until help came.

The ordeal started at 10:30 p.m. when the three men started on a routine trip from their ship to pier seven at the Naval Station in a 40-foot boat. Donato F. Maurino, SA, was the boat coxswain; Walter D. Jordan, SN, was engineer, and Glenn D. Riddle, SA, was the bowhook.

As they approached rocky breakers the boat's engine quit and the boat started to drift. The men continued to work on the motor as they drifted. "We got the engine started quite a few times, but it conked out each time," Maurino said. "After we passed the bridge (the Hampton Roads Bridge-Tunnel), we dropped anchor and waited," he added.

The only thing in the boat to signal with was the lifejackets. The three men tore up some of the extra lifejackets, saturated them with diesel fuel, set them afire, and waved them around feverishly on the end of the boat hook. "The Navy's about five lifejackets short now," Jordan said.

All Navy ships in the area had been on the lookout for the three men since 11:45 p.m. At 2:15 a.m.

a bridge-tunnel guard saw the boat and notified the Coast Guard. But nature and circumstances kept them stranded longer. The first patrol boat that started for the men developed rudder trouble. A second CG boat was forced to give up the rescue when it ran into heavy icing conditions near the naval base.

The men kept up their spirits during the cold night. "We just moved around to keep from getting cold," Jordan said, "but Riddle just seemed to keep going to sleep. We would call and yell at each other to keep from going to sleep."

At 7:00 a.m. a helicopter from NAS Norfolk was able to pick up the three. Jordan and Maurino were taken to the Dispensary at the Naval Air Station where they were treated for exposure and exhaustion. Riddle was taken to the Portsmouth Naval Hospital and treated for frostbite.

### Coming in for a Landing

One of the newest additions to the Atlantic Fleet's Amphibious Force—PHIBRON Ten—is engaged in a series of three training exercises which began in January and will extend until June.

These operations, dubbed *Brigadelex* (Brigade Landing Exercise), provide the newly formed amphibious squadron with training in the tactics and techniques of amphibious assault by troop-carrying helicopters. Each of the three exercises will be concluded with actual assault land-

ings at Vieques, Puerto Rico.

PHIBRON Ten is built around the interim amphibious assault ship *USS Boxer* (LPH-4). Other units of the squadron include four of the newest, fast LSDs.

The landing force during these exercises is made up from units of the 8th Provisional Marine Brigade. Tactical Air Control is provided by TACRON 22. These forces are being supported by underwater demolition swimmers.

### Leading the PAC

A MIDPAC-WESTPAC Leadership Field Team has been formed under COMSERVPAC to provide Field Team services to commands in the Pearl Harbor, Western Pacific and Far East areas. An extended visit to the Western Pacific and Far East began 30 January. It is anticipated that such visits will be made on a semi-annual basis.

The mission of the team is to assist the various commanders and individual commands in their leadership training programs.

The itinerary to be followed by the team will be coordinated by COMSERVPAC and furnished to interested commands. Those commands interested and requesting the services of the MIDPAC-WESTPAC team should inform COMSERVPAC with an information air mail copy to the Chief of Naval Personnel (Pers 12). Where team services are desired in the Pearl Harbor area,

requests should be made to COMSERVPAC without reference to the Chief of Naval Personnel.

### Navy Missile Plans

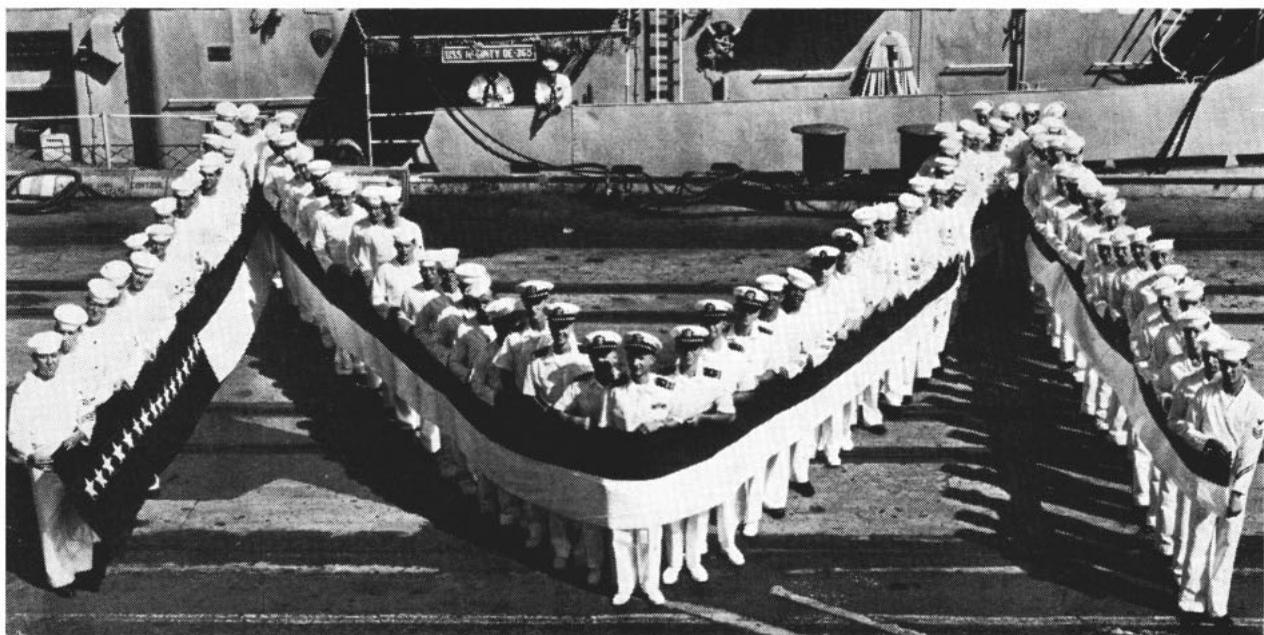
The Navy has cancelled its *Regulus II* missile program to pave the way for more advanced missiles. As a result, the Navy will apply the recoverable funds for newer weapon systems or ship and aircraft construction programs.

*Regulus II* could be armed with a nuclear warhead and was capable of hitting targets with precision accuracy more than 1000 nautical miles from its launching site. It was a jet-powered missile designed to be fired from submarines, surface ships or mobile land-launching platforms.

Although *Regulus II* is considered to be one of the most successful air-breathing missiles developed, the program is being terminated to provide the best balance in over-all Navy weapons systems within the resources available at present and for the foreseeable future.

In the light of changing technology in the missile field it is apparent that the *Polaris* Fleet Ballistic Missile now under development has greater growth potential in over-all military effectiveness than the *Regulus* air-breathing missile. By halting the *Regulus* program, the Navy plans to move as rapidly as possible with *Polaris* and other more advanced systems which go beyond the capabilities of *Regulus II*.

HEADED HOME—Crew of *USS McGinty* (DE 365) hold homeward Bound pennant as ship prepares to leave Pearl.



# SIDELINE STRATEGY

**N**AVYMEN who are underwater enthusiasts and students of the fine art of boxing have probably heard of "The Fighting Frogman."

This title belongs to Richard Allen, BM1, USN, who is an instructor at the Underwater Demolition Training School, U.S. Naval Amphibious Base, Coronado, Calif. If you read the story about frogmen in the March issue, you would know that UDT men must be in tip-top condition and tough. And that's just what the "Fighting Frogman" is.

This slugging heavyweight won the Golden Gloves lightweight crown for the past three years. In 1957 he copped the title with an injured hand.

Allen currently heads PHIBPAC's four-man boxing team and is hailed by his coach, veteran ring mentor Nick Milisalvich, BM1, USN—who

California boxing circles as the only fighter in that area who brings his own cheering section to the fight with him. Most of his fellow PHIBPAC frogmen turn out every time he goes into action and cheer him on to victory.

And that they did, as he went on to win San Diego's 1959 AAU heavyweight title. But you can't win 'em all, and Allen's luck ran out on Friday the 13th when he lost his light heavyweight title, a crown he held for four years, to a Marine during the 11th Naval District Boxing Championships.

• • •

When it comes to golf, Navy men at NAS Barbers Point are determined to establish some sort of a record—even without shooting any record-shattering scores.

During a recent Golf Field Day, the Airdale golfers had



has trained several other Golden Glove, AAU, All-Navy and All-Service champs—"as the most outstanding of his charges, past or present."

The Fighting Frogman is a career Navyman and a devoted family man. He has three daughters. Because of his family obligations Allen has no desire of becoming a professional boxer, although he has been approached several times on the matter. In regard to this, Allen says, "I consider a naval career as the best thing in the world for me and my family. Besides, I love UDT."

Allen is known in Southern

an all-time record turn-out when the largest field of Navy golfers converged on a single golf course in the Hawaiian Islands. One hundred and forty-four amateurs, from seaman to admiral, shucked uniforms and teamed into 36 foursomes for the contest.

Individual honors of the meet went to LCDR Frank Mihalck, USN, of NAS Barbers Point, and Fred Swope, AMC-AP, USN, of VU-1, who each fired a 73. Copping the individual low net honors was Ken Reynolds, YN1, USN, of COMBAPAC, who blasted 89-24-65 . . . HGB, JOC.

## AAU Boxers Go All-Navy

Navy and Marine Corps boxers turned San Diego's 1959 AAU Boxing Championship into an "All-Navy" tournament as they captured nine out of the 10 final events.

The three Navy and six Marine fistic stars had their hands raised in victory after working their way through the preliminary and semi-finals which saw the card of 116 narrowed down to the 20 finalists.

The Marines proved to be the mighty mites of the tournament by capturing the fly, bantam, feather, light, light welter and welterweight crowns. In so doing, the Marine Corps Recruit Depot won its second straight team championship in the big San Diego meet.

Navy battlers found the range as the weight classes got heavier. Thell Torrance from *uss Rochester* (CA 124) scored a major upset in decisioning popular Teddy Shores from MCRD for the light middleweight title. His victory, however, was no fluke as shown by his earlier success in knocking out the two opponents he faced en route to the finals.

Solomon Johnson, SH2, USN, demonstrated the class that won him the All-Navy crown last year by outpointing his opponent for the 178-pound title (light heavyweight) after scoring two TKOs in the prelims.

The "fighting frogman" Dick Allen, BM2, wearing the colors of PhibPac's stable, took over the heavyweight throne after a three-year lease on the light-heavy title. He encountered his hardest-hitting foe in the finals when he met 11ND champ Dick Pettigrew of NAAS Brown Field, but he was less prepared to cope with his semifinal adversary, the bear-hugging LT Bill Fackelman, a courageous and competent infighter from Camp Pendleton, whom he narrowly decided.

In winning his fourth title in as many years, Allen tied a record set in 1951 by Kirby Seals of NAS North Island, and duplicated by Ken Davis (MCRD and Camp Pendleton). Seals ruled the heavyweight division from 1948 thru '51, while Davis topped the featherweight class from '49 thru '52.

The 1959 AAU tourney drew over 161 entries. This mammoth field was trimmed to size in a 68-bout card that was staged in three rings at the Naval Training Center. The three-ring preliminary card ran for nine hours in disposing of 42 novice, 26

open and one impromptu match between two spectators at ringside who settled their difference of opinion with bare knuckles in a manner outside the Marquis of Queensberry code.

With the AAU light heavyweight title under his belt, Johnson then went on to win the 11ND middle-weight title.

### Sailor with Skis

Take a look at this record:

- One of the top five water skiers in the nation for the past five years.
- Western Regional Trick and Over-all Water Ski Champion for the past three years.
- Former world record holder in the aquatic ski jump.

These are but a few of the distinctions held by Walter W. Pallack, ADC, USN, of VR-8 based at NAS Moffett Field, Calif.

Chief Pallack became active in water skiing while stationed at Key West, Fla., in 1949. For several years this was simply a form of recreation for the 17-year Navy veteran, but in 1954 he began active competition in this exacting sport.

In his very first tournament at Cypress Gardens, Fla., he won second place in the slalom. Later the same year—still his first in competitive water skiing—Pallack glided off with second place honors in the ski-jumping division at the national championships.

Water skiing tourneys are divided into three events—the slalom, ski jump and trick skiing—and the over-all division which includes points scored in each of the three events.

In 1955, Chief Pallack won the National Trick and Over-all Championships, and, for a time, held the world record in the ski jump. He has never been out of the top three in either the jump or over-all divisions since 1955.

Although he did not compete in the Nationals in 1958, Pallack did enter six local and regional tournaments—winning first prize in the trick and over-all divisions in all six events. Possibly the highlight of his competitive career came at the Regional Championships in 1958, when in all three events, he scored 2957 out of a possible 3000 points.

The 42-year old athlete has over 60 trophies and between 15 to 20 sets of water skis that he has won at various tournaments all over the country the last four years.



PICNIC AT SEA—Cooks prepare deck dinner while at sea in Pacific waters.

### Fantail Barbecue—Minus the Mosquitoes

Navy men on board the Pacific Service Force oceanographic survey ship *USS Rehoboth* (AGS 50) regularly feature at sea what is usually only possible for landlubbers—picnics. With no ants.

During the long periods at sea surveying the ocean bottom, the ship features charcoal-broiled steaks, prepared and eaten outside in the ocean air.

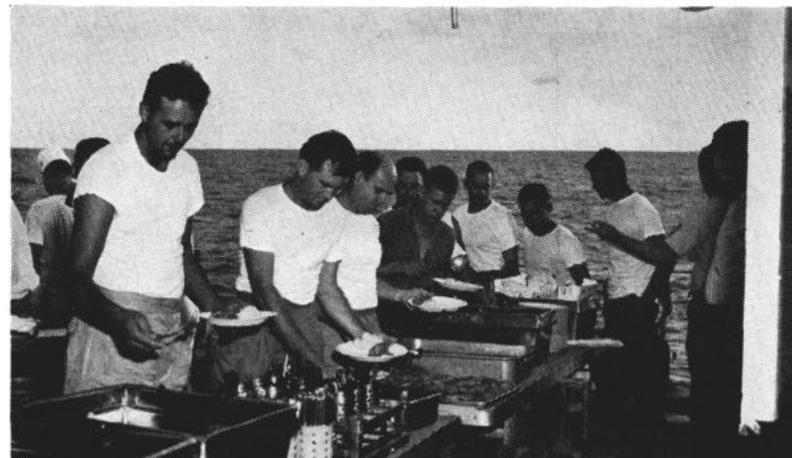
*Rehoboth's* barbecues are held on the ship's fantail instead of in the messhall.

In addition to fresh pineapple, potato salad, baked beans and other side dishes, crew members have

cold soda—colas, orangeade and root beer—provided from recreation funds.

The *Rehoboth* barbecue idea was suggested during an Enlisted Recreation Committee meeting. The idea is a winner, according to the 11 officers and 160 whitehats serving on board.

Crewmen fashioned the barbecue pits from discarded 50-gallon oil drums. Charcoal was purchased and brought aboard for the at-sea feasts. The cooks are also pleased. Not once has there been any food left to carry back from the fantail barbecue to the ship's galley.



NO ANTS HERE—After day of surveying ocean, crew of *USS Rehoboth* (AGS 50) line up topside for meal (at sea) of charcoal-broiled steaks.

# SERVICESCOPE

Brief news items about other branches of the armed services.

THE U.S. ARMY has developed a new cool-running radio tube that may be the forerunner of tubes which will outlast the equipment in which they are used. It has been described as the first major breakthrough in basic tube design in more than 30 years.

The radically new tube, developed jointly by the U.S. Army Signal Research and Development Laboratory, Fort Monmouth, N. J., and a civilian electric company, glows blue instead of red. It uses less than one-tenth the power of a standard hot cathode tube.

Extremely resistant to heat and atomic radiation, this tube is especially important in military equipment and must be able to withstand exposure to a nuclear blast or the searing heat in a missile nose-cone.

This cold cathode principle should be adaptable to almost all types of electron tubes, including TV screens, giant radar and transmitting tubes, as well as nearly all general-purpose tubes.

Ordinary tubes, ever since their invention, have required a red hot cathode element to generate needed electrons. In the new tube, however, the hot element is replaced by a cold cathode—a tiny nickel cylinder specially coated with porous magnesium oxide (chemically identical to dried milk of magnesia). Instead of heat, a high-voltage field causes the electron flow. This in turn produces the tube's blue glow.

The new tube also springs to life as soon as it is turned on. It doesn't have to warm up. The Army hopes this new development will lead to smaller walkie-talkies, and simpler design of communications gear.

★ ★ ★

DEVELOPMENT of a new airborne radar set now makes it possible to see sharp, bright images even in sunlight. The improvement over present sets is similar to modern TV sets over the one-eyed monsters that used to glare from the corner of a darkened room.

The airborne radar sets now in use require observers to use light-proof hoods during daylight operations. This assures that the image will be bright enough to allow maximum identification of objects. The new set requires



ARMY'S HIGH FLOATER—New shallow-draft amphibious resupply ship was developed through Army-Navy efforts.



YUM YUM—Air Force pilot inserts tube of food through face plate for chow during tests for flight into space.

no shield. The operator can adjust the cathode ray storage tube to his own preferred brightness.

The new set will soon be substituted for earlier radars used in many USAF troop-cargo and jet tanker aircraft.

★ ★ ★

AN EMERGENCY MEDICAL PACKET has been devised by the U. S. Army Medical Service for use in a mass casualty situation. Called Phase I Emergency Medical Treatment Unit, it is designed to meet conditions immediately following a military disaster.

The emergency packet, which contains 23 items, is designed for much more than first aid. It provides medical material for treatment of approximately 100 casualties for about 72 hours. The items included have been carefully selected, and training in their use will be carried out by all three services.

Design of the packet was based on the assumption that following a military disaster, no direct professional medical help may be expected. This would mean that casualties will either treat themselves or be cared for by other non-medical personnel.

The problems of mass casualty care are not necessarily confined to nuclear warfare, but can result from fires, floods, hurricanes and other civil disasters.

Packaged as one unit, the packet has nine component cartons: two master packs containing a synthetic plasma expander, surgical instruments and other items, fracture pack, burn and wound packs.

★ ★ ★

THE AIR FORCE is converting two B-47 *Stratojet* medium bombers into pilotless drone aircraft to be used for offensive and defensive test missions. The 100-ton jet bombers will take off, fly to the target, return and land, untouched by human hands.

Equipped with elaborate optical and electronic systems, the pilotless *Stratojets* will be used to measure and evaluate effectiveness of ground-to-air and air-to-air defense systems. Countermeasure systems can also jam ground radar and electronic missile-firing systems.

The first of the two prototypes, identified as QB-47 aircraft, should be delivered to the USAF's Air Research and Development Command this summer.

ARMY HELICOPTER PILOTS made nearly 300 landings on USS *Thetis Bay* (CVHA 1) during amphibious *Operation Rocky Shoals* off the coast of Central California.

The pilots, flying Army H-21 copters, were from the 57th Transportation Company. They carried troops of the 1st Battle Group, 12th Infantry, 4th Infantry Division. Both of their units are stationed at Fort Lewis, Washington.

Some of the pilots had never landed on or taken off from a ship before. However, in landings, cargo pickups and air discipline, they put on an impressive performance.

Three of the aircraft were launched after dark and two of them made night-time landings, even though their pilots had no previous carrier qualifications.

★ ★ ★

THE ARMY AND AIR FORCE teamed up during the last two weeks of February to conduct a major training operation in Panama.

"Exercise Banyan Tree" marked the first time that an airborne battle group was flown from the U. S. directly to a drop zone overseas. On arrival in Panama the airborne troops made an assault on "enemy aggressor forces."

Elements from the Strategic Army Corps and the Tactical Air Command were among more than 5000 Army and Air Force troops that took part in the two-week exercise.

A reinforced airborne battle group from the 82nd Airborne Division at Ft. Bragg, N. C., equipped with *Honest John* rockets, was the STRAC element in the maneuver.

Other Army units that participated included officers from Ft. Campbell, Ky., who acted as umpires, and a *Chopper John* rocket-launcher from the 377th Airborne Artillery. Aggressor forces were furnished by the 1st Battle Group, 20th Infantry of the Caribbean Army Forces.

The Tactical Air Command furnished 75 C-130 *Hercules* and C-123 *Provider* aircraft as troop carriers. Sewart AFB, Tenn., provided 37 of the *Hercules* transports used in the exercise.

In addition TAC had a composite air strike force consisting of F-100 tactical fighters, B-57 bombers and KB-50 tankers from the Ninth Air Force.

Units from Albrook and Howard AFBs in the Canal Zone also took part in the operation.

★ ★ ★

HIGH TEMPERATURE VAPOR is being tested at Wright-Patterson Air Force Base in Ohio as an element to replace oil as a lubricant for use in ball and roller bearings.

Hydrocarbon-air vapor, composed of film-forming agents, prevents abrasive metal oxides from forming on the bearings by continuously "filming" their rubbing surfaces. The film, in turn, combats welding and seizure of the bearings as they slide against a moving surface.

Bearings made of tool steel have been tested at speeds in excess of 10,000 RPMs and through temperature ranges of 100 to 900 degrees Fahrenheit. Early successes indicate that the vapor-lubricating method may offer certain advantages over liquid lubricants.



DERAILED—Train featuring 52-wheel drive is an Army overland cargo hauler that will track with precision.

THE ARMY HAS DEVELOPED a new, highly mobile communications center designed to direct its forces in combat.

The system can be carried by helicopter to remote destinations in hours rather than days, or can be set up in otherwise inaccessible locations. With its communications tentacles spread over hundreds of miles, urgent messages can be sent to distant outposts even when direct lines are broken or destroyed.

For quick transportation and added versatility, the center is made up of separate aluminum houses or shelters. Each is fully equipped and independent. These can be used separately, or quickly hooked together to fit any battle situation. Small centers for the front lines would have two or three shelters; larger headquarters could have as many as 24.

The new system, the first fully air transportable message center of its kind, is the result of 12 years of design and research. It was developed under the guidance of the U. S. Army Signal Research and Development Laboratory, Fort Monmouth, N. J.



MOON STRUCK—Air Force *Thor-Able* lunar probe missile stands on pad prior to taking 79,000-mile space trip.

FIRST

J. F. Melvin, HM1, USN



"During the C.O.'s absence, Chief, I'd appreciate having the men refer to me as the Old Man."

SECOND

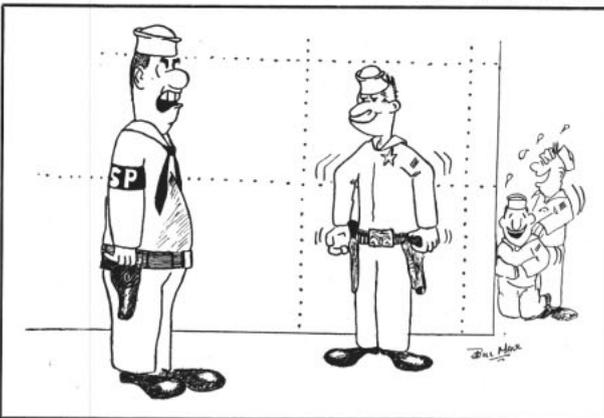
R. Varesi, ADAN, USN



"Finished with your smoking break yet?"

THIRD

W. R. Maul, CT1, USN



"Now cut that out!"

## All-Navy Winners

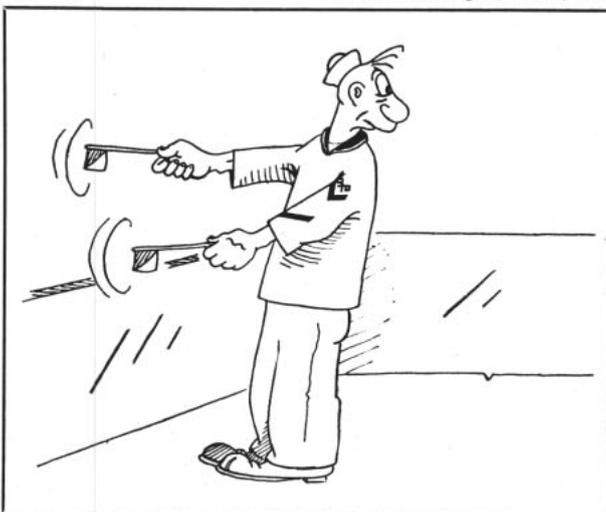
THE FOURTH ANNUAL All-Navy Cartoon Contest has been won by Joseph F. Melvin, HM1, from the U.S. Naval Reserve Training Center, Brooklyn, N. Y. For Melvin it was a boost up the ladder of success as a Navy funny man. In last year's contest he won fourth place. This year, besides moving to the top of the winner list, he also copped 2nd and 5th honorable mention in the contest.

Second place cartoon entered in the contest was submitted by Richard Varesi, ADAN, from VW-15 at NAS Patuxent River, Md. He also took 11th place honorable mention.

William R. Maul, CT1, hit with four different cartoons—more than any other entrant. He won 3rd place,

FOURTH

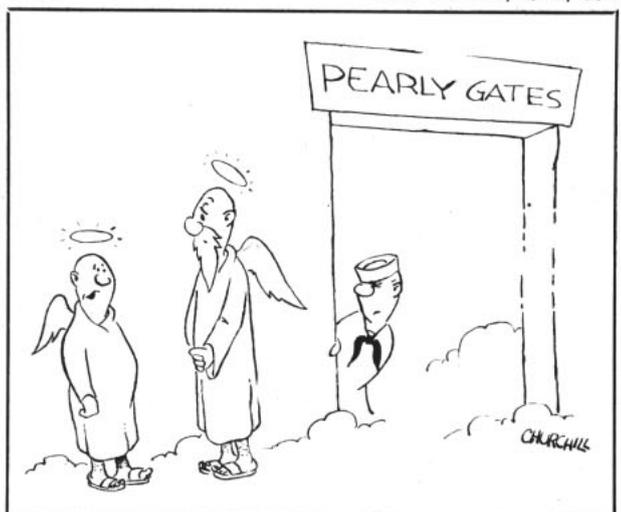
D. B. MacDougall, SMCS, USN



"I'm whispering."

FIFTH

D. S. Churchill, QM2, USN



"Aw, let him in — He'll want a transfer in two weeks, anyway."

plus 7th, 10th, and 15th honorable mention. For Maul, this was also a return to victorious grounds. In the second annual contest he won third place.

Fourth place honors went to Donald B. MacDougall, SMCS, from the Staff of the Commander Amphibious Squadron Six, U.S. Atlantic Fleet, and fifth to Donald S. Churchill, QM2, assigned on board *uss Spoonbill* (MSC 202).

All-Navy Championship Trophies furnished by the Chief of Naval Personnel will be presented to the first five winners by their commanding officers.

Fifteen cartoons were given honorable mention. Two multiple winners in the honorable mention field, besides the ones who also took trophies, were LT Billups E. Lodge, U.S. Fleet Air Defense Training Command, Dam Neck, Va., who took 1st, 13th, and 14th honorable mention, and Donald R. Stoner, PN3, U.S. Naval Air Reserve Training Unit, NAS Anacostia, D. C., who won 8th and 9th place honorable mention in the contest.

John E. Daniel, SFCA, *uss Daniel A. Joy* (DE 585), took 6th honorable mention; Donald D. Cole, PHG3, NAS Corpus Christi, Texas, 8th place; Joseph L. Wages, CS3, *uss Excel* (MSO 439), 9th place; and Jean E. Cornish, AT3, Wave, from NAS North Island, San Diego, Calif., 12th place.

Several points were noted by the five judges of this year's contest.

First of all, as a group the general quality of the cartoons was superior to those submitted in years past. Secondly, although dependents of active duty personnel were allowed to enter the competition, only a very few submitted work. None was selected as a winner. Thirdly, the number of multiple winners was prominent. Five men in the contest won with more than one cartoon.

To be entered in the competition, cartoons had to be on a Navy theme or background, be in good taste, and be suitable for general consumption. Besides this, cartoons were judged not only for their humor but for the artistic ability of the artist. Competition was so keen that the judges adopted a point system to select a winner.

Several hundred cartoons were entered in this year's contest. Many were very good and deserve recognition, but unfortunately only five trophies and 15 honorable mentions could be presented. As an added incentive to submit cartoons in future All-Navy cartoon contests, recognition will be given to good cartoons that were not given awards. Besides the five winners and first five honorable mention cartoons which appear here, the remainder of the honorable mentions, plus other runners-up, will be published in this, and future issues of ALL HANDS Magazine.

Winners' names will also be published in a forthcoming issue of the Special Services Newsletter.

#### FIRST HONORABLE MENTION

LT B. E. Lodge, USN



#### SECOND HONORABLE MENTION

J. F. Melvin, HM1, USN



"Yes, Dickson, it is unusual. However, the Navy Department insists on certain color schemes to maintain an over-all order of appearance."

#### FIFTH HONORABLE MENTION

J. F. Melvin, HM1, USN



"A horrible thought just crossed my mind . . . I forgot to bring the A.P.C.'s!"

#### FOURTH HONORABLE MENTION

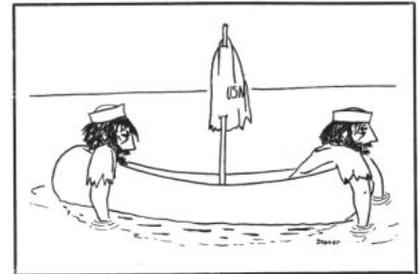
D. R. Stoner, PN3



"Bet you had to do some talking to keep it."

#### THIRD HONORABLE MENTION

D. R. Stoner, PN3



"Seven-eighths of the earth's surface covered with water and we have to cover every inch."

# THE WORD

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

• **ALL-NAVY, INTER-SERVICE EVENTS**—With the All-Navy basketball and telegraphic bowling tournaments out of the way, here's a run-down of upcoming All-Navy and Inter-Service events:

ALL-NAVY		
Photo Contest	May 1959	BuPers, Washington, D.C.
Tennis	20 Jul-2 Aug	NavSta., Newport, R. I.
Talent Contest	Contemplated Details	
Softball	3-6 Sept.	Unknown ComServLant, Norfolk, Va.
Golf	25-28 Sept.	NAS Pensacola, Fla.

Owing to budgetary limitations and because of the Pan American Games, there will be no All-Navy boxing or baseball playoffs this year. A Navy squad was selected to participate in the Inter-Service Championships held earlier this month at Ft. Benning, Ga. This squad will also represent the Navy in the Pan American Games. Similar plans are being made for other sports such as swimming, track and field, rowing, fencing and speed skating.

INTER-SERVICE		
Photo Contest	June 1959	Hosted by Marine Corps at Pentagon Bldg., Washington, D.C.
Tennis	11-15 Aug	Hosted by Marines at Quantico, Va.
Golf	6-9 Oct	Hosted by Navy at NAS Glenview, Ill.

The Pan American Games will be held in Chicago, 27 Aug—11 Sep 1959. Navymen who feel they possess the necessary ability, and desire to compete in their sports specialties, should apply for training and for

participation in these games in accordance with BuPers Inst. 1710.2.

• **AVIATION ELECTRONICS OFFICERS SCHOOL**—An advanced school for Aviation Electronics Officers has opened at NATTC Memphis.

This new school offers 52 weeks of advanced electronics training to selected limited duty and warrant officers. The Navy and Marine Corps officers attending this school receive advanced professional education "which will enable them to provide the working level and technical leadership required to obtain optimum performance from aviation electrical and electronic systems and equipment."

Staffed by graduates of the Naval Postgraduate School, civilian electronic specialists and selected chief petty officers and master sergeants, the school offers a curriculum equivalent to that given during the second and third years at a civilian engineering college.

• **UNIFORM CHANGES** — Three uniform changes, affecting chiefs, Waves and officers, have been approved by the Secretary of the Navy.

Male CPOs will be wearing metal rank insignia on their shirt collars by 1 July. The devices will be worn on both shirt collar points of the khaki, tropical white, tropical khaki, and blue flannel shirts.

The collar device is a miniature of the CPO garrison cap device which is to be of a size which could be fitted into a 15/16-inch circle. It will not be issued by the Navy and will not be stocked in the Navy Supply System. But it will be available at Navy Exchanges in the near future. Cost will be nominal.

Also adopted is a new women's summer uniform for wear by officers and enlisted personnel. It will be made of a light blue and white striped, corded dacron/cotton fabric consisting of a skirt and short-sleeve jacket with a garrison cap and hat cover to match.

The present gray seersucker dress will be discontinued when sufficient quantities of the new uniform become available.

The third change eliminates tan gloves for wear by officers with the Service Dress Khaki uniform.

• **WANT ATTACHE DUTY?** — If you have a good record, like responsibility, can work without close supervision, and can meet and get along well with others, there may be a billet for you in a Naval Attache office.

This is choice sea duty. You receive good station allowances, and sometimes, government quarters are furnished. Married men are not ordered to posts where dependents are prohibited, except when the prohibition occurs after orders have been issued. Concurrent travel is permitted to most posts, although it is desirable in some cases for you to precede your dependents so that you can arrange for housing.

Tours of duty are from two to three years, the shorter tours being for the more isolated posts. One-year extensions are obtainable if performance is satisfactory. Civilian clothes are worn on attache duty.

Requirements for this duty are tough, and anyone considering it should first make a frank appraisal of his own suitability. Men who have exhibited any weakness of character, have any record of disciplinary action, drink to excess, or are not well qualified in their rating should not apply. Because of the sensitive nature of the duties performed, and the close relationship with the foreign community, only persons with the strongest sense of responsibility and dedication are desired.



WHICH ONE IS THE TENTH MAN? Keep him in mind and pass this copy of ALL HANDS to him and eight others.

Before you request this duty, there are certain other requirements with which you should be familiar. You must:

- Be on sea duty and eligible for Seavey.
- Have no record of civil arrest.
- Be financially solvent. Indebtedness correspondence or any indication of non-payment of just debts is disqualifying.
- Have at least 36 months' obligated service at time of transfer (or agree to extend). If you have over 17 years' active service, you must agree to remain on active duty for three years.
- Be a U. S. citizen.
- Have no more than three dependents if a CPO; two, if PO1; one, if PO2; and none, if PO3 or below.

If you are eligible for Seavey, and want an attache billet, you must first request it on the Seavey card. A location of "anywhere" will increase the chances of selection and, although there are some locations to be preferred over others, it's all good duty. After the Seavey card request, follow up with NavPers 1339 (Rev. 56) which provides up-to-date information on your performance of duty and gives your commanding officer's opinion of your suitability.

On your request (NavPers 1339) you may list three choices of duty by country or area. You may indicate "anywhere," however, to signify that you will accept any billet of its kind, any place in the world. If "anywhere" doesn't appeal to you, indicate an area rather than a particular country and your chances of being selected for a billet will be greatly increased. Data on the number, age and location of your dependents is necessary. Additional information regarding the birthplace of your wife and parents will also be needed. Requests for attache duty are not acknowledged by the Bureau.

Men who are selected are ordered to Washington, D.C., for a period of special instruction (this sometimes includes language school) before going on to their new post.

For those who have had a tour of attache duty, this should be no deterrent to re-application. You will not be sent to the same post, and your previous experience will neither help nor hurt your chances of re-selection. You must, however, have

at least four years between assignments. Waivers are rarely granted.

Attache billets are located in the following cities around the world: Buenos Aires, Argentina; Melbourne, Australia; Rio de Janeiro, Brazil; Rangoon, Burma; Ottawa, Canada; Colombo, Ceylon; Santiago, Chile; Havana, Cuba; Copenhagen, Denmark; Ciudad Trujillo, Dominican Republic; Cairo, Egypt; Helsinki, Finland; Paris, France; Bonn, Germany; Athens, Greece; Hong Kong, British Crown Colony; New Delhi, India; Djakarta, Indonesia; Tehran, Iran; Baghdad, Iraq; Tel Aviv, Israel; Rome, Italy; Tokyo, Japan; Seoul, Korea; Beirut, Lebanon; Singapore, Malaya; Mexico City, Mexico; Casablanca and Rabat, Morocco; The Hague, Netherlands; Oslo, Norway; Karachi, Pakistan; Lima, Peru; Manila, Philippines; Warsaw, Poland; Lisbon, Portugal; Moscow, Russia; Madrid, Spain; Stockholm, Sweden; Taipei, Taiwan; Bangkok, Thailand; Ankara, Turkey; London, United Kingdom; Montevideo, Uruguay; Caracas, Venezuela; Saigon, Viet-Nam; and Belgrade, Yugoslavia.

The following ratings and rates are now eligible for attache billets: ADC, ATC, AT1, DKC, DK1, EMC, SD1, SD3, SKC, SK1, YNC, and QM1, RMC, RM1, RM2, RM3, ENC, HMC, PH1, PH2, QMC, YN1.

• **NEW ADDRESS**—All NSLI and USGLI correspondence should be addressed to Philadelphia, Pa., NOT Washington, D.C. This section of the Veterans Administration transferred its offices to Philadelphia in February 1958, but much correspondence is still being sent to the old address in Washington.

Here's the correct address for all general correspondence and forms: Veterans Administration District Office

Post Office Box 8079  
Philadelphia 1, Pa.

All treasury checks, money orders, and other types of individual payments for both NSLI and USGLI policies go to:

Veterans Administration District Office

Post Office Box 7787  
Philadelphia 1, Pa.

Various VA forms and pamphlets may still indicate that correspondence should be sent to Washington, D.C. These were printed before the move to Philadelphia was made.

## QUIZ AWEIGH

With the next examinations for advancement in rating just around the corner, it may be to your advantage to check yourself on a few "simple" general-knowledge questions that seem to appear in every examination. Here goes:

1. When a ship is underway, the national ensign normally is flown from (a) the flagstaff, (b) jackstaff, (c) gaff.

2. Two gold sprigs of two oak leaves with a silver acorn at the stem of each sprig make up the device for the (a) Supply Corps, (b) Civil Engineer Corps, (c) Dental Corps.

3. The last part of a ship's compartment number usually is a capital letter which identifies the primary purpose of the compartment. In a ship built after March 1949, if the number ends with the letter "L," the compartment will be a (a) passageway, (b) laundry, (c) plotting room.



4. An enlisted man who "conforms to Navy standards" in military behavior and appearance would be assigned a performance evaluation mark of (a) 3.6 or 3.4, (b) 3.2 or 3.0, (c) 4.0.

5. A YTB is a (a) Fleet tug, (b) harbor tug, (c) auxiliary tug.

6. Ocean-going tugs are named for (a) Indian tribes, (b) Indian chiefs, (c) Indian heroes.

7. The greatest degree of radiation from an atomic blast is caused by a bomb exploded (a) in the air, (b) underground, (c) underwater.

8. The most serious damage caused by an atomic bomb that explodes in the air would be from (a) radiation, (b) thermal wave, (c) blast effect.

9. Changes in Navy Regulations cannot be made unless they are approved by (a) CNO, (b) SecNav, (c) the President of the United States.

10. The "father of modern ordnance and gunnery" in the U. S. Navy was (a) Matthew Fontaine Maury, (b) John A. Dahlgren, (c) William S. Sims.

The answers to this month's Quiz Aweigh can be found on page 53.

# THE BULLETIN BOARD

## Here's Latest Information on Navy's Tuition Aid Program

**T**HE CAREER NAVYMAN stationed near a college or university is in a good spot to further his education with the help of the Tuition Aid Program. In case you've been thinking about taking spare-time college courses, here's a rundown on the program to remind you what it's all about.

Tuition aid is for the benefit of those who are making the Navy a career. Its primary purpose is to help the individual who is working for his first bachelor's degree. However, it is also open to those who want to do graduate work in certain fields of particular interest to the Navy.

Allotments for the program are furnished, as needs dictate and funds permit, to commandants of naval districts and river commands and to certain force commanders. These funds are used for the partial payment of tuition for voluntary off-duty courses, taken with commanding officers' approval, at colleges, universities and junior colleges which have received the approval of regional accrediting associations. (The Territorial College of Guam and the University of the Philippines are approved for this program.)

Only those courses taken for credit (including extension credit) will be approved by your CO. If a course is on the undergraduate level, it must contribute to qualifications for a first baccalaureate. If it's on the graduate level it must be in one of the following fields: mathematics, physical science, international relations, education, management or (for personnel assigned to public relations programs and billets only) mass communications. In most cases graduate students are not permitted to enroll in undergraduate courses. However, exceptions will be made for undergraduate courses which are prerequisite to graduate courses integral to the applicant's program of study.

An applicant for the program who already holds a bachelor's degree must satisfactorily justify (in writ-

All-Navy Cartoon Contest  
Honorable Mention  
LT B. E. Lodge, USN



"What! This isn't counted as sea duty?"

ing) courses on the undergraduate level or courses which have no immediately apparent relationship to the six permitted fields of graduate study.

Tuition aid will not be approved for courses on the high school level, correspondence courses or undergraduate courses which are not part of a program for a first baccalaureate or prerequisite to graduate courses in an approved field.

The student receiving assistance under the program must pay, out of his own pocket, at least one

All-Navy Cartoon Contest  
Honorable Mention  
W. R. Maul, CT1, USN



"I'm going to make a great big, handsome, adorable, lady-killing MAN out of you, Martin!"

fourth of his tuition costs, plus all costs other than tuition. The Navy will pay the remaining three-fourths of the tuition costs up to a limit of \$7.50 per semester hour or \$5.00 per quarter hour. In other words, if the tuition for a course came to \$15.00 per semester hour, the Navy would pay only \$7.50 (half the cost) while the student would have to pay the other half himself.

To be eligible for the program an applicant must:

- Be on active duty, either in the Regular Navy or Reserve.
- Sign an agreement to remain on active duty for two years after completion of a course (if he's an officer) or (if he's enlisted) be on a second or subsequent enlistment. The first enlistment may have been in one of the other services.

- Agree that if he withdraws from a course or courses of his own volition he will repay the government any tuition paid in his behalf. (Repayment is not required if the student has to withdraw because of circumstances beyond his control, such as reassignment, hospitalization or changes in duty hours.)

So far as the student is concerned, application procedure for the program is quite simple.

The first step is to talk to your I & E officer or other educational counselor about the course or courses suited to your needs, qualifications and educational program.

After that, you apply for admission to the school or request a statement that you will be accepted. Of course, if the school has no formal admission procedures, this step may be eliminated.

When you have been notified that you will be accepted, submit a request for approval of funds to the appropriate district commandant or force commander, via your commanding officer. In the case of officers, one copy of this request must be marked for the Chief of Naval Personnel (Pers-E221) and signed. If justification of the course is required, another copy of the applica-

tion is needed for forwarding to the district commandant or force commander.

Once you've taken care of these matters, most of the other details are up to your CO and the district commandant or force commander concerned.

Any questions you may have about the program can probably be answered by consulting BuPers Inst. 1560.10B.

### Regulations on Decorations, Awards and Gifts Made By Foreign Governments

Been a hero on foreign shores lately? If so, or if you have performed any outstanding work for a foreign government in connection with your military duties, the Secretary of the Navy has a message for you.

In the recently issued SecNav Inst. 1650.9 he reiterates, with a few minor changes, the Congressional precept that active duty members of the U. S. Navy and Marine Corps or members of Reserve components or civilian members of the Navy and Marine Corps may not

“without the consent of the Congress, accept any decoration, award, gift, emolument, office, or title of any kind whatsoever from any king, prince or official or a foreign government. A decoration, award, or gift tendered any officer of the United States, civil or military, by any foreign government shall be forwarded through the military department concerned to the Department of State where it will be held in escrow pending the consent of Congress.”

This applies even though the services for which the award was made were not related to your military duties; nor may the decoration, award or gift be presented to any member of your immediate family.

These regulations do not apply to any foreign decoration awarded for services while you were a member of the armed forces of a friendly foreign nation, provided the award is accepted before you entered the U. S. Navy. However, if you have been awarded a decoration under such circumstances you are required to make application to the Secretary of the Navy for authority to wear

the decoration on your uniform.

If you are told that a foreign nation has made an award to you and that your presence is desired at a formal presentation ceremony, you will be allowed to participate in the ceremony and receive the tender of the award, unless you are performing duty in connection with the Military Assistance Program.

Immediately following the presentation ceremony, you must forward the decoration and all papers such as citation or diploma, to the Chief of Naval Personnel or to the Commandant of the Marine Corps, as

appropriate, with a statement in explanation of the award.

The Chief of Naval Personnel or the Commandant of the Marine Corps will obtain the necessary approval of the Chief of Naval Operations, and forward all decorations, awards and gifts from foreign countries to the Department of State pending enactment of legislation authorizing acceptance by the recipient.

The Department of State is directed by law to furnish each alternate Congress with an omnibus bill authorizing officers to accept

## HOW DID IT START

### First U.S. Shot of World War I

In the Naval Cemetery at Agana, Guam, lie the graves of seven sailors from the German cruiser *Cormoran*, which sank in Apra Harbor on 7 Apr 1917.

The story behind those graves goes back to 1914, the year World War I began. At that time, many of the islands surrounding U. S.-governed Guam were German colonies, and when Japan went to war against Germany she started taking them over one by one. Since *Cormoran* was in the area at the time, the Japanese pursued her until, short on fuel and rations, she sailed into Apra Harbor. There she was interned by the Naval Governor.

While *Cormoran* was interned, her crew and the 50 men of *USS Supply*, the American station ship at Guam, became good friends. The crew from the American ship shared their rations with the Germans, and on weekends most of the Guamanians of *Supply's* crew invited the Germans to their homes.

The situation changed on 7 Apr 1917, for west of the International Date Line that was the date the United States declared war on Germany.

As soon as word of the declaration was received, LT William Alden Hall, *Supply's* Executive Officer, set out with a boatload of Americans to seize the German ship. The lieutenant had been promised command of *Cormoran*.

That was not to be. As the American boat approached the German ship, *Cormoran* blew up. Her skipper had destroyed her, rather than surrender her to the Americans.

The attempted seizure resulted in what some claim was the first rifle shot to be fired at the enemy after the United States entered the war. The shot, directed across the bow of a German motorboat which was

leaving *Cormoran*, was fired from the American boarding boat by a Marine corporal named Cordrey.

In the scuttling of *Cormoran* a German warrant officer and six firemen lost their lives. These casualties were buried at Agana. The rest of *Cormoran's* crew — about 350 men—were transferred to an American prisoner-of-war camp in Manila.

Before the *Cormoran* survivors left Guam they erected a marker in the cemetery which still stands today beside the graves of the German sailors.

The marker is not the only evidence that *Cormoran* is remembered. Every June the *Cormoran* survivors hold a reunion in Germany.

The friendship between the men of *USS Supply* and the crew of the German ship is not forgotten either. Retired CPO John J. Wagner, of Norfolk, Va., who was on board *Supply* in 1917, still keeps up a regular correspondence with *Cormoran* crew members he met on Guam two World Wars ago.

—Robert J. Bova, JO2, USN.



the decorations, awards and gifts tendered to them by foreign governments. Those listed include only members who have retired permanently from federal service.

When you are discharged or retired, you should notify the Chief of Naval Personnel or Commandant of the Marine Corps, as appropriate, in order that action may be taken with reference to your awards.

These provisions will be incorporated in the *Navy and Marine Corps Awards Manual* (NavPers 15790) as soon as practicable.

## List of New Motion Pictures Available 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 January.

*The Lost Missile* (1227): Science Fiction; Robert Loggia, Ellen Parker.

*Ride A Crooked Mile* (1228) (C) (WS): Western; Audie Murphy, Gia Scala.

*The Man Who Died Twice* (1229) (WS): Melodrama; Rod Cameron, Vera Ralston.

*Cat On A Hot Tin Roof* (1230) (C): Drama; Elizabeth Taylor, Paul Neuman.

*Tunnel Of Love* (1231) (WS): Comedy; Doris Day, Richard Widmark.

*Apache Territory* (1232) (C): Western; Rory Calhoun, Barbara Bates.

*Wolf Larsen* (1233): Drama; Barry Sullivan, Peter Graves.

*Wind Across The Everglades* (1234) (C): Melodrama; Burl Ives, Christopher Plummer.

*Reluctant Debutante* (1235) (C) (WS): Comedy; Rex Harrison, Kay Kendall.

*Wild Heritage* (1236) (C) (WS) Melodrama; Will Rogers Jr., Maureen O'Sullivan.

*The Light In The Forest* (23) (1237) (C): Melodrama; Fess Parker, Wendell Corey.

*Separate Tables* (1238): Drama; Rita Hayworth, Deborah Kerr.

*Villa* (1239) (C) (WS): Melodrama; Brian Keith, Cesar Romero.

*The Saga Of Hemp Brown* (1240) (WS): Western; Rory Calhoun, Beverly Garland.

*The One That Got Away* (1241): Melodrama; Hardy Kruger, Colin Gordon.

*Damn Yankees* (1242) (C): Musical Comedy; Tab Hunter, Gwen Verdon.

Distribution of the following films began in February.

*Tank Force* (1243) (C) (WS): Melodrama; Victor Mature, L. Genn.

*Revolt in the Big House* (1244): Melodrama; Gene Evans, Robert Blake.

*Hong Kong Confidential* (1245): Melodrama; Gene Barry, Beverly Tyler.

*Me and the Colonel* (1246): Drama; Danny Kaye, Curt Jurgens.

*The Restless Years* (1247) (WS): Drama; John Saxon, Sandra Dee.

*Appointment with a Shadow* (1248) (WS): Melodrama; George Nader, Joanna Moore.

*The Last Hurrah* (1249): Comedy; Spencer Tracy, Jeffrey Hunter.

*Enchanted Island* (1250) (C): Melodrama; Dana Andrews, Jane Powell.

*Party Girl* (1251) (C) (WS): Drama; Robert Taylor, Cyd Charisse.

*Torpedo Run* (1252) (C) (WS): Drama; Glenn Ford, Ernest Borgnine.

*Murder by Contract* (1253): Drama; Vince Edwards, Phillip Pine.

*The Matchmaker* (1254): Comedy; Shirley Booth, Anthony Perkins.

*Money, Women and Guns* (1255) (C) (WS): Western; Jack Mahoney, Kim Hunter.

*Queen of Outer Space* (1256) (C) (WS): Science Fiction; Zsa Zsa Gabor, Eric Fleming.

*When Hell Broke Loose* (1257): Drama; Charles Bronson, Richard Jaeckel.

*Timbuktu* (1258): Drama; Victor Mature, Yvonne DeCarlo.

## Seavey Segment Two Goes Into Effect Beginning 1 June

Seavey Segment 2-59, which becomes effective on 1 Jun 1959, will result in longer tours of sea duty for all of the 22 different ratings covered in this segment.

The sea duty extensions have been caused by the outgrowth of billet reductions ashore which resulted in a reduction of requirements.

If you were on last year's Seavey Segment 2-58 and have not been ordered ashore by 31 May 1959

All-Navy Cartoon Contest



Honorable Mention



D. D. Cole, PHG3, USN



when that segment ends, you will be ordered ashore as quickly as possible after 1 Jun 1959.

If you have insufficient obligated service to be ordered ashore as of 31 May 1959, you will be placed in the inactive Seavey for Segment 2-59.

Personnel who are on Seavey Segment 2-59 will not be reassigned except to shore duty under the Seavey procedures unless the urgency of the situation or the completion of overseas tour requires an intra-Fleet transfer before rotation ashore. In this respect, personnel in Segment 2-59 on overseas tours whose tour expires before 30 Apr 1959 and who are not to be extended, will be reassigned to sea duty.

If you are serving on overseas shore duty, or in a non-rotated unit and your tour of duty expires later than 16 months after 1 Jan 1959—the effective date of Seavey Segment 2-59—you will not receive a rotation data card this year. Navy-men serving on overseas shore duty whose tour expires after 1 Oct 1960 will receive their rotation data cards in March 1960, provided their tour overseas expires before 1 Oct 1961.

According to BuPers Notice 1306 of 9 Jan 1959, which announces the sea-tour commencement cut-off dates for personnel in Seavey Segment 2-59, rotation data cards were mailed on 15 February for personnel in the following rates whose sea tours began in the month and year shown, or earlier:

CSC, 1, 2, 3, CSSN	Jun 1956
SHC	Sep 1956
SH1, 2, 3, SHSN	Dec 1952
MMC	Mar 1955
MM1, 2, 3, MMFN	Mar 1954
ENC	Dec 1955
EN1, 2, 3, ENFN	Jun 1954
MRC, 1, 2, 3, MRFN	Sep 1955
BTC	Sep 1955
BT1, 2, 3, BTFN	Jun 1952
BRC	Sep 1955
BR1	Jun 1952
EMC	Sep 1956
EM1, 2, 3, EMFN	Jun 1956
ICC, 1, 2, 3, ICFN	Dec 1956
SFC	Dec 1955
SF1, SFM/SFP 2, 3, SFMFN/SFPFN	Sep 1954
DCC	Jun 1956
DC1, 2, 3, DCFN	Sep 1955
PMC	Jun 1956
PM1, 2, 3, PMFN	Sep 1955
MLC	Aug 1956
ML1, 2, 3, MLFN	Nov 1952
SVC, 1, 2, 3, SVCN	Mar 1957

**All-Navy Cartoon Contest**  
Honorable Mention  
W. R. Maul, CT1, USN



"... so guess I'd better close and get back to work before this little baldheaded chief I work for comes in here screaming his ugly head off..."

CEC, 1, 2, 3, CECN	Dec 1956
EOC	Sep 1956
EO1, EON/EOH2, 3, EONCN/EOHCN	Jun 1956
CMC, 1, 2, 3	Sep 1956
CMCN	Jun 1955
BUC, 1, 2, 3, BUCN	Dec 1956
SWC	Sep 1956

**Manual Ready on Service Etiquette**

A book on etiquette, written strictly from the military viewpoint, has been published by the U. S. Naval Institute for those who want a handy guide to correct social usage for official and unofficial occasions.

Entitled *Service Etiquette*, the book was written by Read Admiral Bruce McCandless, USN (Ret.); Captain Brooks J. Harral, USN; and Oretta D. Swartz. It is included among the selections of the Bureau's Library Services Branch for distribution to ships and stations.

In its 368 pages it answers all sorts of questions about the intricacies of military etiquette. Although especially slanted toward the needs of the young officer, it covers many subjects of interest to all Navymen.

Among the chapter headings are:

Good Manners in Uniform and Out, Service and Civilian Dress, Manners at the Table, Dining in Public Places, Tipping Charts, Table Service, The Art of Conversation, Etiquette of the Quarterdeck, Salutes, Flag Etiquette.

SW1, 2, 3, SWCN	Sep 1955
UTC, 1, 2, 3, UTCN	Dec 1956
SDC	Dec 1956
SD1, 2, 3, TN	Mar 1954

All rotation data cards must be returned to the reporting PAMIs. If cards are not received for eligible personnel, the required information should be sent to the PAMI in a typewritten list or on blank cards which are provided. The lack of obligated service does not make a man ineligible for entry on Seavey.

If rotation data cards are received for personnel who have been transferred, commands should note the new duty station on the control listing and return the rotation data cards and all forms to the reporting PAMI. When new personnel are received who were eligible for Seavey Segment 2-59 as of 9 Jan 1959, commands should check to see if a rotation data card was sent to a PAMI by a previous command. If a card was not sent, or if in doubt, required information should be sent to reporting PAMI by speedletter.

**List of New Correspondence Courses Available to EMs**

Six new Enlisted Correspondence Courses are now available. They are:

Course	NavPers No.
*Mathematics, Vol. 1	91219-1
*Quartermaster 3 & 2	91286-2
I. C. Electrician 1 & C	91531
Aviation Structural Mech 3 & 2, Vol. 2	91623
Aviation Ordnanceman 1 & C	91662

\*May be taken for repeat NR credit.

**Discontinued Courses**

Course	NavPers No.
Mathematics, Vol. 1	91219-C
Quartermaster 3, Vol. 1	91284-C
Quartermaster 2, Vol. 1	91286-1A

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

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

## Getting Ready to Move Your Family? Check These Locations

WHEN A MARRIED NAVYMAN is transferred to a new duty station, there is always one major problem—housing for his family. At most bases this problem is not too difficult to solve. Civilian housing is fairly plentiful and in some cases government housing is available.

However, you may not always have reliable information. Sometimes you may be lucky and get housing almost immediately, but other times, you and your family must live in a motel or hotel for an extended period.

The Navy tries to help here, as in so many other areas. Recently the Bureau of Naval Personnel queried commands at known congested areas to learn if housing was still critical. Here are the results:

- *Oahu, T.H.*, government-controlled enlisted housing has a one-to-12 month waiting list, depending on the man's rate and size house required. For officers, the waiting period is from one to five months. Private housing is hard to find and expensive when found. The Commander-in-Chief, U.S. Pacific Fleet, recommends that dependents not be brought until housing arrangements have been made.

- Men being transferred to the *Naval Ordnance Test Unit at Patrick Air Force Base, Cocoa, Fla.*, will find a similar situation. Although government quarters are available for most senior ranks and rates, junior officers and second class POs and below will find the housing situation critical. Few civilian rentals are available and then only at very high rates.

- At the *Naval Missile Facility, Point Arguello, Calif.*, housing is a serious problem, especially for transient military and civilian personnel. Motel and hotel accommodations are 20 miles away and usually not immediately available. At nearby Vandenberg Air Force Base, a limited number of transient overnight Bachelor Officer Quarters are available for captains and above, and for GS-14 civilians or above. *Prior, reservations must be made even for these however.* Only two to four transient enlisted men at one time can be accommodated at this facility. Civilian housing in the area is critical.

- At the *U.S. Naval Postgraduate School, Monterey, Calif.*, housing is difficult to obtain. Most personnel, however, who do take their dependents with them find housing without exceptional hardship. The housing situation is tight, but not critical.

- Officers who are going to *Newport, R.I.*, for temporary duty under instruction are advised not to take their dependents. There are no government quarters available. They must live in civilian housing which is very difficult to find.

- Housing at the *U.S. Naval Submarine Base, New London, Conn.*, is no better. Although availability has improved slightly during the last year, it is still considered critical.

- Both public quarters and civilian rental housing in the *Camp Lejeune, N.C.*, area are extremely critical. The Commanding General of Camp Lejeune said that the housing situation is now worse than it

was in 1955. There is hope, however. Some Capehart Housing units are scheduled to be finished late this year. These should ease the housing problem somewhat.

Several other places have a housing problem. *U.S. Naval Air Station, Patuxent River, Md.*, reports that housing is available for enlisted personnel, but for officers there is a long waiting list. There is a four-month waiting list for Wherry Housing for officers in the *Great Lakes* area and the waiting period for enlisted personnel is sometimes as long as eight to nine months. Civilian housing is also scarce. *Key West, Fla.*, reports a critical housing situation.

When you're being transferred to a new base or city not mentioned above, take into consideration that you may not find adequate housing immediately. Be prepared to live in a hotel or motel for a short time.

If you're going to one of the places listed above, it would be advisable for you to precede your dependents. It will probably save you money and inconvenience.

### NOW HERE'S THIS



### Music Man

Quite a few Navy men may play guitars during their spare time. However, it takes a much more complicated hobby than that to satisfy W. J. "Jim" Harvey, ADC, USN, of Fleet Air Service Squadron 12 at NAS, Miramar, Calif.

At the latest count the chief had built 14 mandolins and guitars — not just the plain old garden variety—but those fancy jobs with enough electronic gadgets on them to track down a submarine.

Except for tuning keyheads and electronic parts, the chief's creations are completely hand-made.

He figures it takes him about 230 hours to build just one instrument.

### Moving Day for RecSta from Washington to Anacostia

The U.S. Naval Receiving Station, Washington, D.C., is scheduled to vacate its present site to permit construction of a new highway. It will be relocated at the nearby Naval Air Station, Anacostia.

The move will take place on or about 1 Jan 1961 when flight operations at the air station will be terminated and all BuAer activities there, with the exception of the Naval Photographic Center, will be moved to Andrews Air Force Base at Suitland, Md.

The Air Force has allocated space to the Navy at Andrews Field for construction of aviation and support facilities for the units now at Anacostia. Another runway is being constructed to handle the increased air traffic.

In conjunction with this merger, the Navy will expand and operate the Naval Auxiliary Air Station, Webster Field, in the vicinity of the Patuxent River Naval Air Station in southern Maryland. This activity will serve as a subordinate

All-Navy Cartoon Contest  
Honorable Mention  
R. Varesi, ADAN, USN



"Waddaya mean throw you back? You're over five inches long!"

training field for Navy and Air Force jet aircraft based at Andrews.

The expanded facilities at NAAS Webster Field will include an 8000-foot runway, a control tower, ground control approach gear, instrument landing system, crash and rescue equipment and a limited refueling setup.

When the move is complete, the new Receiving Station, through the use of existing structures at NAS Anacostia, conversion or new construction, will provide:

- Headquarters for the Potomac River Naval Command.
- Naval Photographic Center.
- Heliport and attendant facilities.
- Intelligence School, Music School.
- Wave barracks.
- Chapel.
- Thirty units of family quarters.
- Swimming pool and other appropriate indoor and outdoor recreation facilities.

### Mine Warfare School Moves From Yorktown To Charleston

The Naval School, Mine Warfare, has been moved from Yorktown, Va., to Charleston, S.C.

Of 25 officers and 184 enlisted men formerly on the staff of the Yorktown school, about 13 officers and 54 enlisted men made the move to Charleston. The rest were re-assigned to other duties after active

training ended at Yorktown in December.

By the move, the Navy expects to reduce costs for transportation, school facilities and upkeep, and to make more effective use of manpower. These results are possible because Charleston is headquarters of Commander, Atlantic Fleet Mine Force, and the center of Fleet mine warfare operations on the East Coast.

The relocation is part of the Navy's continuing effort to make efficient and economical use of the funds allocated to it by Congress.

### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as current *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, *Instructions* and *Notices* for complete details before taking action.

*Alnavs* apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers Instructions* and *Notices* apply to all ships and stations.

#### *Alnavs*

No. 54—Established the value of commuted and leave rations for enlisted personnel at \$1.15 per day.

#### *Instructions*

No. 1120.23A—Establishes policies and procedures by which qualified reserve officers serving on active duty may submit applications for appointment in the Medical Service Corps Reserve.

No. 1301.32—Introduces the Officer Distribution Control Report (*NavPers* 2627) and gives detailed instructions concerning it.

No. 1306.24B—Concerns transfer and special assignment of enlisted personnel in humanitarian or hardship cases.

No. 1500.25E (Change 1)—Lists convening dates for classes at training activities and certain schools of other services under the management of the Chief of Naval Personnel for calendar year 1959.

No. 1510.63C—Furnishes quota information on enlisted service schools, and other requirements.

No. 1510.86—Presents the procedures whereby certain non-rated personnel from the operating forces may request assignment to some Class A schools.

#### Notices

No. 1740 (22 Dec)—Announced changes to *BuPers Inst.* 1740.2 and brought up-to-date a list of state employment service offices which is an enclosure to that instruction..

No. 1306 (9 Jan)—Established eligibility for Seavey Segment Two, effective 1 Jun 1959.

No. 1741 (20 Jan)—Concerned the total disability income provision on National Service Life Insurance.

No. 1311 (26 Jan)—Explained certain organizational changes in the Bureau of Naval Personnel in connection with the subject of line officer distribution.

No. 1520 (29 Jan)—Announced selection of officers for postgraduate instruction.

No. 1520 (11 Feb)—Invited applications from Supply Corps officers for assignment to the Freight Transportation and Traffic Management Course at the Naval School, Freight Transportation, Naval Supply Center, Oakland, Calif.

No. 1743 (16 Feb)—Concerned the granting of leave to individuals of the Jewish faith during the Pass-over Festival.

No. 1760 (16 Feb)—Supplemented previously issued information about deadlines for beginning and finishing education and training under the Veterans' Readjustment Assistance Act of 1952.

No. 1020 (25 Feb)—Concerned regs on metal shirt-collar devices worn by male chief petty officers.

All-Navy Cartoon Contest  
Honorable Mention  
J. L. Wages, CS3, USN



"Congratulations on making chief, go pick up your ulcers."

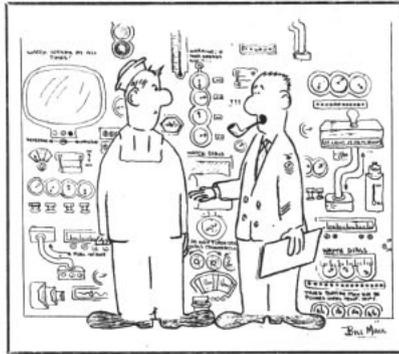
## New Provisions May Be Added To Your NSLI Policy to Increase Disability Income

A new total disability income provision can now be added to your National Service Life Insurance policy that will pay you, if you become totally disabled, \$10 a month for every \$1000 of life insurance.

The old total disability income provision paid only \$5 a month for each \$1000. The new rider is available to both Korean veterans and World War II veterans. Public Law 85-678, which provided for the increased benefits, also authorized the issuance of the new provision to persons who have nonparticipating (not entitled to receive dividends) insurance issued under section 621 of the NSLI Act. These policy numbers have "RS" prefixes.

Persons who have nonparticipating insurance issued under section

All-Navy Cartoon Contest  
Honorable Mention  
W. R. Maul, CT1, USN



"Now before I leave, do you have any questions?"

620 of the NLSI Act—these policy numbers have a "RH" prefix—are not eligible for the new total disability provision.

If you're interested in having this new provision added to your NSLI

policy, make application to the Veterans Administration, Washington 25, D.C., on either VA Form 9-1606 "Application for Total Disability Income Provision (Medical)" or VA Form 9-1606A "Application for Total Disability Income Provision (Non-Medical)." See your Insurance Officer for details.

Persons who have the old \$5 per \$1000 rider must add the following statement to the VA Form 9-1606:

*"If this application is approved, I hereby surrender the Total Disability Income Provision which is attached to my National Service Life Insurance policy or policies shown above."*

Although you do not return either the policy or the rider to the Veterans Administration, the above statement is necessary before the new rider can be put into force.

If you are 40 years old, or less, you do not need to submit a physi-

## Naval Historical Foundation and Truxtun-Decatur Museum

Foul weather gear was the order of the day when the Naval Historical Foundation held its annual meeting early this year. It was bitter cold; the streets of Washington, D.C., were icy. But when the trustees, members and guests had all arrived for the meeting, more chairs had to be brought in to the meeting at the Truxtun-Decatur Museum.

The museum is located at 1610 H Street. If you know the Capital, you'll also know that this address is a heaving-line toss from the White House. It's right next door to the historic Decatur House, now open as a national naval shrine.

The Naval Historical Foundation is "dedicated to the preservation of the nation's rich heritage of maritime history and tradition." It was founded in 1926. In May of 1950, the Truxtun-Decatur Museum was opened, to display historical exhibitions "devoted to seapower in all its components—Navy, Marine Corps, Coast Guard and Merchant Marine."

Although the weather was gloomy, the meeting was not. It was reported that membership was climbing steadily; the treasury was solvent and had a good balance;

around 30,000 visitors had seen the recent exhibits; some valuable historical material—and scholars and writers are now busy—had been presented to the museum; many gifts had been received, including one for \$12,500 from Mrs. Rieta Lanhorn Westervelt, wife of the late Captain George Conrad Westervelt, to be used for the museum library and repository.

Vice Admiral John F. Shafroth, USN (Ret.), presided, with Rear Admiral John B. Heffernan, USN (Ret.), as Secretary. Rear Admiral E. M. Eller, Director of Naval History and Curator of the Navy Department, as curator of the foundation, reported on the advances made. ALL HANDS gathered some very interesting historical facts which you'll be hearing about.

A great many distinguished guests were present. Admiral Jerould Wright took time out from his duties as SACLANT to attend. Mrs. A. A. Burke was present, representing CNO as well as herself. Rear Admiral J. A. Furer and Commodore Dudley W. Knox, two of the guiding lights of naval history, lent their support to the meeting. (Commodore Knox was one of the founders of the Naval Historical

Foundation and has been a dynamic force in it for a generation.) Among those present were representatives from the U. S. Coast Guard, Marine Corps, Merchant Marine and Navy as well as the Royal Navy.

Along with the growing interest of U. S. and foreign scholars in the historical material held by the foundation, there has been an upsurge in interest by the "man in the street." The museum is pointing toward the younger generation also, as demonstrated in such displays as a full-sized deep sea diving suit and other Navy gear.

You can get further information on the Naval Historical Foundation by writing to them, care of the Navy Department, Washington 25, D.C. Active membership is \$5.00 per year. Members are currently being sent reproductions (in color) of an eye-witness drawing showing the French fleet standing out of Chesapeake Bay while the British fleet approaches—an event of the Revolutionary War.

If you have occasion to visit Washington, you should by all means "take in" the Truxtun-Decatur Museum. It's well worth your time (and admission is free).

cal examination report with your application. Instead, complete parts one and two of VA Form 9-1606 (medical) or all of VA Form 9-1606A (non-medical), and have your ship's office certify the following statement:

*"I certify that the applicant is a member of the U. S. Navy. The applicant has been a member of this organization for (years and months) and during such period has been able to perform his routine duties without substantial loss of time on account of illness or disability."*

If this is not the case give additional facts. Persons over 40 years old must submit a physical examination report with their application.

For complete details see BuPers Notice 1741 of 20 Jan 1959, which covered these changes.

### Photo Contest Reminder— Deadline Is 1 May

If you're a shutterbug and have been snapping your way around the world, or have been taking pictures at home, why not enter the best of them in the 1959 All-Navy Photo Contest?

Pictures may be submitted in any or all of five categories. These include:

- *Portraits* (animals may be included).
- *Sports and other action.*
- *Military life.*
- *Scenic* (marine, industrial, architectural, etc.).
- *Experimental and abstract.*

Entries in these five categories will be further divided into two groups. Group I is for black and white photos and Group II for color transparencies.

**Group I** entries will include single enlarged photos which may vary from a minimum of 8 by 10 inches to a maximum of 16 by 20 inches. They must be unmounted and un-matted and may not be tinted or color-toned. Generally, negatives are not required but all prize winning or honorable mention entrants may be required to furnish negatives. Each picture entered must be accompanied by an entry form, enclosure (2) to BuPers Notice 1700 of 5 Dec 1958.

**Group II** entries may be up to 4 x 5 inches in size and must be

### QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 45

1. (c) Gaff.
2. (b) Civil Engineer Corps.
3. (a) Passageway.
4. (b) 3.2 or 3.0.
5. (b) Harbor tug.
6. (a) Indian tribes.
7. (c) Underwater.
8. (c) Blast effect.
9. (c) The President of the United States.
10. (b) John A. Dahlgren.

Now, do you think you should do a little more studying before the exam?

enclosed in plastic envelopes or other protective covering. All transparencies should be mounted and each marked with a thumb marking spot in the lower left corner when the transparency is held for normal viewing. The name and rank or rate of the contestant, together with the title and category, must be printed on each mount.

All persons who have been on active duty for 90 days or more are eligible to enter. The rules are simple. They are:

- Any photograph which has *been taken by the contestant* since 1 Jun 1957 may be entered.
- Entries deemed unworthy of consideration or unsuitable for exhibition may be withdrawn by contest officials.
- Upon determining that an entry is not in the correct category, con-

**All-Navy Cartoon Contest  
Honorable Mention  
LT B. E. Lodge, USN**



"Koster, I don't think you understand the function of this school."

test officials may either transfer or disqualify it.

- Color transparencies (Group II entries) will be returned to contestants. Although every possible effort will be made to assure safe return of entries, the Navy will not assume responsibility for loss or damage.

- Black and white pictures (Group I entries) become the property of the Department of the Navy and will not be returned to the contestant.

- A Release Form (Enclosure (2) to BuPers Notice 1700 of 5 Dec) may be used instead of a standard model release for individuals who are U. S. nationals and who are subjects of portrait photographs entered in the All-Navy Photo Contest.

Preliminary contests may be held on the district or Fleet levels as the respective naval district commanders and Fleet commanders desire, however, *all entries submitted will be forwarded to the Chief of Naval Personnel* (Attn: Pers G11) for entry in the 1959 All-Navy Photography Contest. Entries should be mailed in time to be received by the Chief of Naval Personnel by 1 May 1959. NROTC and Reserve Units are not eligible.

The Chief of Naval Personnel will present one award to each of the five categories for both Group I (black and white) and Group II (color transparency) entries. Honorable Mention certificates will go to the four runners-up in each category of both groups. No contestant may receive more than one winning award for each group. A contestant may, however, receive an honorable mention in addition to an award.

The winning entries of the 1959 All-Navy Photo Contest and other selected photos will be forwarded for entry in the Eighth Inter-Service Photography Contest being held at the Pentagon in June.

Awards for the Eighth Inter-Service Photo Contest will be presented to the first three place winners and five honorable mentions in each category of both groups. "Best of Show" awards will also be presented in each group. The Perpetual Inter-Service Photography Trophy will be awarded to the service with the most winners.

**Why No Orders to Shore Duty?**

When it comes to shore duty, the Bureau of Naval Personnel maintains books and records to insure that the right man gets assigned at the right time. But there is one book that has a special meaning to the man in the Fleet. This is called the "active book." It's from this listing alone, that orders are written up for shore duty.

But if you think that once your name reaches this list you'll be guaranteed shore duty, you may find that this won't be the case. With the passing months, your name can fall by the wayside. And, practically every time, you're responsible. (How's that again?)

In order to get shore duty your name must be in the active book. To keep it in this book (until you get orders) you must maintain at least 16 months' obligated service. Why 16 months? Figure it this way. When you get orders there is usually

a four-month lead time. This gives you time to get ready for the transfer and allows Fleet distributors time to get a relief on board. Then you need 12 months remaining on your current enlistment for the actual shore duty.

If, after reading this, you check and find that you have 16 months or less to do and still haven't received your shore duty orders, don't get shook. There is still a way to get your name back in the active book. You may sign an agreement to extend your enlistment (NavPers 601 page 1A) with the proviso written in that the extension is binding *only* if assigned to U. S. shore duty. A copy of the extension agreement will go into the works and once again your name will appear in the active book.

But, taking a broad look at the situation, keep in mind that it takes about two months from the time

your extension paper is mailed and the daily diary entry made, until your new EOS can appear in the active book in the Bureau.

While on the subject of shore duty, what happens to a man who, for instance, puts in for Pensacola, Fla., and his orders come in for Great Lakes? There's a well-worn phrase that takes care of this situation called, "for the needs of the service." In plain language—he goes to Great Lakes.

This is not an indiscriminate shuffling of men into billets not of their own choosing. It works this way. You get your first choice if you're high enough on the active book *provided* there is a billet opening. If it's already filled, you don't get it. The same for your second choice. But, if your name appears on the active book and your rating is needed somewhere else, that's where the Navy will assign you.

**Helping Hands**

Within one 15-day period not so long ago Navymen came to the aid of flood victims in northern Morocco, fought fire on a Panamanian tanker in Turkey and rushed relief supplies to a burned-out Japanese city in the Ryukyu Islands.

- In Morocco, a Navy helicopter from Port Lyautey Naval Air Station evacuated homeless farm families from the Ouegra and Sebou River areas during the worst floods there in 18 years. Communications with the area, 15 miles wide and 40 miles long, were completely disrupted.

Besides evacuating hundreds of the homeless, the Navy distributed food and clothing to them from its supplies and, in answer to a radio appeal, Navymen and their families made additional donations.

- At Iskenderun, Turkey, *uss John R. Pierce* (DD 753) came to the aid of the scorched and half-flooded Panamanian tanker, *ss Mirador*, which has been set afire in an explosion while pumping jet fuel to the MSTS tanker, *usns Oklawaha*. *Oklawaha*, also badly damaged, immediately cast off and anchored. Three lives were lost—two on board *Mirador* and one on *Oklawaha*.

*Pierce*, which was anchored at Rhodes, Greece, when the blast occurred, was ordered to Iskenderun.

By then, the tanker was far down by the stern and her bow was tilted sharply upward.

An advance damage control party of *Pierce* officers and men boarded the tanker from a small boat to handle *Pierce's* mooring lines and investigate the situation. Soon fire-fighting gear was passed from *Pierce's* forcecastle to the fire and rescue party on the tanker.

**All-Navy Caroon Contest**  
**Honorable Mention**  
**J. E. Daniel, SFCA, USN**



"The Captain wants this messdeck scuttlebutt stopped immediately. But first — Ah, what's the . . . er . . . ETA?"

Within an hour after boarding, the destroyermen had the fire under control. However, although no flames were visible above the main deck, three teams of *Pierce* firefighters were kept busy until late the next afternoon, battling isolated flames in various tanks and engineering spaces throughout the tanker's after section. Meanwhile, working parties from *Pierce* kept gear and supplies flowing to the fire fighters.

Finally, when only a small smoldering in the tanker's refrigerator insulation remained unextinguished, *Pierce* pulled away to a fueling buoy to replenish the oil she had burned in her high-speed run from Rhodes. Next morning she went back alongside *Mirador* to start pumping the water out of the tanker's stern section, using a pump provided by the Turkish navy, plus her own pumps and ejectors.

- Disaster in the Ryukyus hit the city of Koniya, on Amami Oshima. Nearly 6000 people were left homeless by a fire which destroyed almost half the city.

Upon hearing a press report of the tragedy, VADM Frederick N. Kivette, Commander of the Seventh Fleet, ordered his Antisubmarine Task Group, led by *uss Yorktown*

(CVS 10), to proceed at best speed to render "medical and humanitarian assistance."

Before 0700 the next morning *Yorktown* was on the scene, along with *Picking* (DD 685), *Fechtelor* (DDD 870), *Preston* (DD 795), *Jenkins* (DDE 447), *Taylor* (DDE 468), *Walker* (DDE 517) and *John S. McCain* (DL 3). They found over 1500 homes destroyed and immediately began landing medical supplies, clothing, bedding and tents.

In response to a plea from the Mayor of Koniya, the ships landed 30,000 rations—enough to feed the 6000 homeless for five days. The food included potatoes, canned meats, milk, sugar, flour and beans.

The warships stayed on hand until Japanese Red Cross and Maritime Safety Board rescue forces began arriving from the main Japanese islands. Then, they quietly slipped out of the harbor and back to their Western Pacific vigil.

The Seventh Fleet's action drew "well dones" from several quarters—among them the U. S. Ambassador to Japan, Douglas MacArthur II, and Japanese Foreign Minister Fujiyama.

The message from the Ambassador stated in part:

"Your immediate response to the disaster which has overtaken Amami Oshima is in the finest traditions of the Navy and the Seventh Fleet, and I am grateful to you and all the officers and men of Task Group 70.4 whom you have despatched to Amami Oshima to assist in the work of rendering assistance and relief. Your action has been received with deep appreciation by our Japanese friends, who regard it as another fine example of humanitarian actions undertaken by our armed forces in keeping with the spirit of partnership and enduring friendship which unites Japan and the United States.

"My own task, as you know, is to work for closer friendship and co-operation between Japan and the United States. Your timely action has greatly contributed to this task, and I am grateful to you."

Foreign Minister Fujiyama expressed his appreciation in this letter to Ambassador MacArthur:

"I am informed that a great amount of relief supplies has been dispatched by the naval forces of the U. S. government to relieve the victims of a recent conflagration at

Koniya, Amami-Oshima, and, on behalf of the stricken people and the government of Japan, I hasten to express to Your Excellency and the naval forces concerned my deep appreciation for such generous action."

### Tropical Medicine Is Subject Of New Correspondence Course

The Medical Department correspondence course, *Tropical Medicine In the Field* (NavPers 10995), is now available to USN and USNR officers and enlisted personnel. The course provides a concise guide to

physicians practicing medicine in the tropics and temperate zones.

The course consists of twelve assignments evaluated at thirty-six points credit for purposes of Naval Reserve retirement and promotion. Applications should be made on form NavPers 992 (Rev. 10/54 or later), with appropriate change in the "To" line, forwarded via official channels to the Commanding Officer, U.S. Naval Medical School, National Naval Medical Center, Bethesda 14, Maryland (Attn: Correspondence Training Division).

## WHAT'S IN A NAME

### New York Naval Shipyard

A shipyard is like a mother. Here ships are born, and get their first start. Typical of the yards is New York Naval Shipyard, which has mothered a large family—a family that has become quite prominent in the Navy.

Some members of the family have passed on, for, after all, the first was born back in 1817. The ship was the 74-gun frigate *Ohio*. At birth she was considered a real beauty. As late as 1879 she was still in use as a receiving ship in Boston. In 1883 she was sold.

When the Civil War came along, NYNS was on the job bringing new ships into the world to help the war effort. Sixteen fighting ships were born during that conflict. Besides these, NYNS completely converted and outfitted 416 commercial ships for war.

One of this shipyard's most famous offspring was *uss Maine*. Although she met a tragic death, at the time she was built she was so big that the launching ways had to be reconstructed. This battleship weighed 6682 tons and carried 10 guns in her main battery.

More battleships, including the *uss New*

*York* (BB 34), *Arizona* (BB 39), *New Mexico*, (BB 40), and *Tennessee* (BB 43) joined the family for World War I. These four battlewagons were still around for World War II. As you remember, *Arizona* lost her life at Pearl Harbor.

But, like a good mother, NYNS continued her work. During World War II the battleships *uss North Carolina*, *Iowa* and *Missouri*, and the aircraft carriers *uss Bennington*, *Bon Homme Richard*, *Kearsarge* and *Franklin D. Roosevelt* were born.

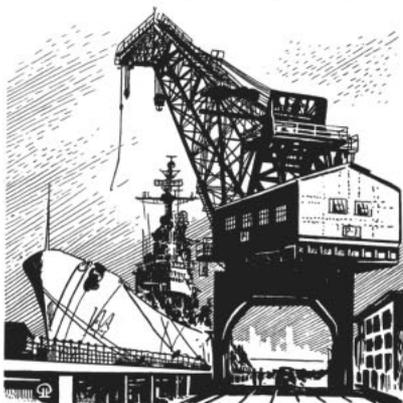
NYNS doesn't limit her care to her own brood. From 7 Dec 1941 to the end of World War II she repaired over 5000 ships and converted some 250 others. She was the first Naval Shipyard in the country to receive the Navy "E" for excellence in work performed during World War II. The award was renewed six times.

As years pass, this shipyard's offspring seem to get larger and larger. On 16 Dec 1952, the keel of the largest ship ever built at the New York Yard was laid. It was for the 60,000-ton attack carrier *uss Saratoga* (CVA 60).

A second giant carrier has just been commissioned at New York. *uss Independence* (CVA 62), was commissioned on 10 January this year. And this isn't the last. The shipyard has been assigned another *Forrestal*-class carrier; the keel of *Constellation* (CVA 64), was laid in September 1957. She should be launched in 1960 and commissioned in 1961.

Over the years, there have been a few changes at NYNS. Originally a 42-acre crescent-shaped piece of land, she was bought by the Navy in 1801 for \$40,000. Today she covers more than 290 acres, has 270 major buildings, 19 miles of paved streets, 30 miles of railroad tracks, and is considered one of the largest industrial plants in the state of New York.

Mother, how you have grown!



## Three Scholarships Available to Navy Juniors Through BuPers

Scholarships have meant the difference between attending college or not attending for the children of quite a few Navymen. Today, scholarships are still available to help students who want to learn. Some of these grants are well-known, while others are not.

Among the not-so-well-known ones are three supervised by the Chief of Naval Personnel. In addition to scholarships, other forms of assistance are available to students from Navy families. Many secondary schools and some colleges and universities, quietly and without publicity, make substantial financial concessions to sons and daughters of Navy and Marine Corps personnel. The concessions are usually based on evidence of financial need, but may be dependent on scholastic records, character and qualities of leadership.

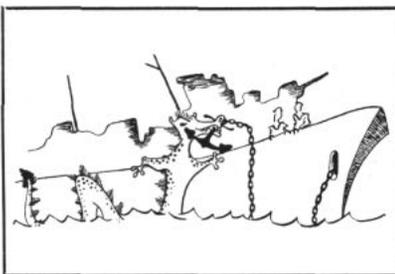
The three grants supervised by the Chief of Naval Personnel are:

- **The Clausey Medal of Honor Scholarship**—This provides assistance to a child of an officer or enlisted man of the Navy or Marine Corps who was killed in action, who died, or who is disabled, as a result of wounds received in actual combat. The grant, to be used in or beyond the college level, will not exceed \$500. It may go to one person or to more than one, at the discretion of the selection committee. Anyone receiving assistance from another established scholarship is not eligible.

- **Navy Wives Clubs of America Scholarship** — Established by the Navy Wives Clubs of America, this program makes annual scholarship awards of at least \$300 per academic year to children of enlisted men. The outright grant must be used in obtaining a college education, or vocational, business or other training. The applicant for this award must be the child, legally adopted child or step-child of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty, retired with pay or deceased. The number and actual value of the annual awards varies.

- **Naval Academy Women's Club Scholarship** — The Naval Academy Women's Club awards a four-year

All-Navy Cartoon Contest  
Honorable Mention  
J. E. Cornish, AT3, USN



"If you'll tell the Chief what it is, I'll tell him what it's doing."

scholarship annually in the amount of \$300. The recipient must be the daughter or step-daughter of a Naval Academy faculty member, or of a regular Navy or Marine Corps officer on active duty, in a retired status or deceased.

Application forms for the above scholarships, or information about others offered to sons and daughters of Navy or Marine Corps personnel, may be obtained from the Chief of Naval Personnel (Attn: Pers G221). When requesting application forms, specify the scholarship for which it is intended to compete.

Some application forms are also available elsewhere. Mrs. Jeanne Tourville, 9 Windlass Green S.W., Washington, D.C., or the secretary of any Navy Wives Club, has application forms for the Navy Wives Clubs of America Scholarship, and Mrs. Perley M. Clark, 102 Conduit St., Annapolis, Md., has forms for the Naval Academy Women's Club scholarship. All forms, however, must be returned to the Chief of Naval Personnel (Attn: Pers G221). Applicants must fill out the forms completely and include all the information requested. They should also make sure that schools forward transcripts and letters of recommendation, if requested, before the deadline set for each fund. Incomplete applications are disqualified.

## Warrant Officer Appointments Go to 45 CPOs and PO1s

Thirteen first class and 32 chief petty officers have been issued temporary appointments to Warrant Officer, W-1.

These appointments are from an eligibility list established by a selec-

tion board convened in February 1958.

Regular Navy appointments were broken down into the following designators: Boatswain (7132), one; Aviation Ordnance Technician (7212), one; Surface Ordnance Technician (7232), six; Ordnance Control Technician (7242), one; Machinist (7432), eight; Electrician (7542), seven; Electronics Technician (7662), five; Ship's Clerk (7822), one; Supply Clerk (7982), 10; Medical Service Warrant (8172), four; Aerographer (8212), one.

## Here's Reason Why Those Courses Never Arrived

The Correspondence Course Center at Scotia, N. Y., reports that more than five per cent of all applications for courses are impossible to process. Why? Because the applications have been filled out improperly.

Remember to place the name and address of the command receiving the course on both the label and endorsement parts of the form. Also bear in mind that both the course title and the NavPers number must be indicated on the application.

If you sent in your application a couple of months ago and still haven't received the course, some of the fault might be your own.

## Officers Wives Club Offers Scholarship to Navy Junior

The Navy Officers Wives Club at Bainbridge, Md., will award a \$250 annual college scholarship award to a dependent of a Navymen (enlisted or officer) on active duty in, or retired from, the regular Navy or Marine Corps, or to an heir of one who has died in the line of duty or after retirement from the Navy or Marines.

The grant will be given for the academic years 1959-60, 1960-61, and 1961-62 on the basis of need, scholastic standing, character and leadership.

To be eligible, the applicant must be a graduate or prospective graduate of an accredited high school or its equivalent. A student already attending college is also eligible. All else being equal, preference will be given to an applicant whose parents

are or have been stationed at the USNTC, Bainbridge.

The scholarship must be used for the educational expenses of the recipient at an accredited college or university. The grant may be renewed at the discretion of the selection board, but only after a new application has been made.

Application forms are available from all naval district headquarters or the Bureau of Naval Personnel (Pers-G221), Washington 25, D.C. These must be completed and submitted to the Bainbridge Officers Wives Club no later than 21 March. The Club's selection will be announced in May.

## Increased Weight Allowances On HHE for Top CPO Grades

Senior and master chief petty officers can ship more household goods than any other enlisted grades as a result of a new change to Joint Travel Regulations establishing weight allowance for the new E-8 and E-9 pay grades.

The allowances give Senior Chief Petty Officers (E-8) an allowance of 6500 pounds on permanent change of stations and 500 pounds for a temporary move. Master Chief Petty Officers in Pay Grade E-9 will be able to ship 7000 pounds on a permanent change of station and 600 pounds under temporary orders. These new allowances compare with

the present CPO (E-7) allowance of 6000 pounds for a permanent move and 400 pounds on temporary duty orders.

The newly established allowances became effective on 1 Feb 1959 and were in Change 77, paragraph 8001, *Joint Travel Regulations*.

## Three Bombing Records Claimed In AirLant Competition

Attack Squadron 176, based at NAS Jacksonville, has established what it believes to be three All-Navy bombing records during the AirLant Glide Bombing Competition held at NAS McCalla Field, Guantanamo Bay, Cuba.

"Thunderbolt" pilots and crews combined their talents to record what may well be the finest glide-, loft- and night-bombing competitive exercises ever fired. During the two-week exercise VA-176 earned 64 out of a possible 74 "E" Awards.

In the day-glide-bombing competition the Thunderbolts wasted no time in finding the mark and finished the meet with a sensational squadron average of 37 feet. Of the 25 pilots who participated in this phase, 18 of them posted scores averaging less than 50 feet for three bombs, thereby earning the "E" for this event.

LTJG Nelson Segars and LTJG Dick Lubberstedt both dropped three bull's eyes for an average score of "0" feet. One of the squadron's officers was overheard citing a legitimate complaint—"Fire a good score and be beaten twice!" He had a five-foot average for three bombs.

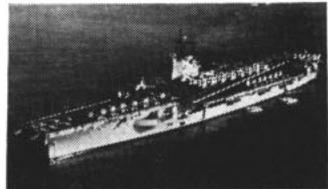
To earn an "E" in the night dive-bombing an average of 100 feet or less is required. In this phase of competition, VA-176 pilots found the mark again and shattered records when 21 of the 24 competing pilots posted "E" scores and a squadron average of 67 feet was established. LT. Al Heady paced the pack in the night meet with a 10-foot average.

In the loft-bombing exercise the Thunderbolts registered a clean sweep. All 25 VA-176 pilots earned an "E" with a squadron average of 121 feet. The requirement for an "E" in the loft event is 250-feet for a single bomb. It is believed this is the first time that this type squadron has ever posted 100 per cent in a loft-bombing exercise.

The last 10-year period has proved to be one of the most revolutionary in the history of naval armament. That decade saw the passing of the era of the gun and the advent of the age of the missile. This progress is reflected by the work accomplished by the men and machines at the Naval Ordnance Laboratory at White Oak, Md.

Located on an 876-acre tract, NOL's physical plant, which includes 150 buildings, has a replacement value of over \$50 million, with equipment worth at least another \$10 million. It is manned by about 3000 civilian and military personnel, including more than 1000 scientists and engineers.

On 27 Jun 1949 a large Aerobal Research Center with supersonic wind tunnels and ballistic ranges was



dedicated. These facilities have been improved and enlarged. Another major addition, dedicated 23 Mar 1950, was the Ordnance Environmental Laboratory. In 1956 a huge moored mine and antisubmarine weapons-testing tank was completed.

Along with the growth of its physical plant and the increased skills of its personnel, the number and difficulty of the Lab's tasks have grown.

Task assignments from the Bureau of Ordnance include pure research, development research, design and weapon evaluation involving problems in physics, chemistry and mechanical, electrical and electronic engineering.

Much of the Laboratory's work is done through performance contracts with private industrial and research organizations to the extent of several million dollars. In addition it receives technical support from field testing and research facilities at Ft. Lauderdale, Fla.; Solomons, Md.; Ft. Monroe, Va.; and Brighton Dam, Md.

In developing naval ordnance, NOL scientists often find new ideas that have direct civilian application. Changes in electronics, for instance, are expected from a new detecting device called solion. Then there is the magnetometer adapted to locate new oil deposits, and new metals.

These are but a few. It could be said that NOL is a house Navy has built for the production of ideas.

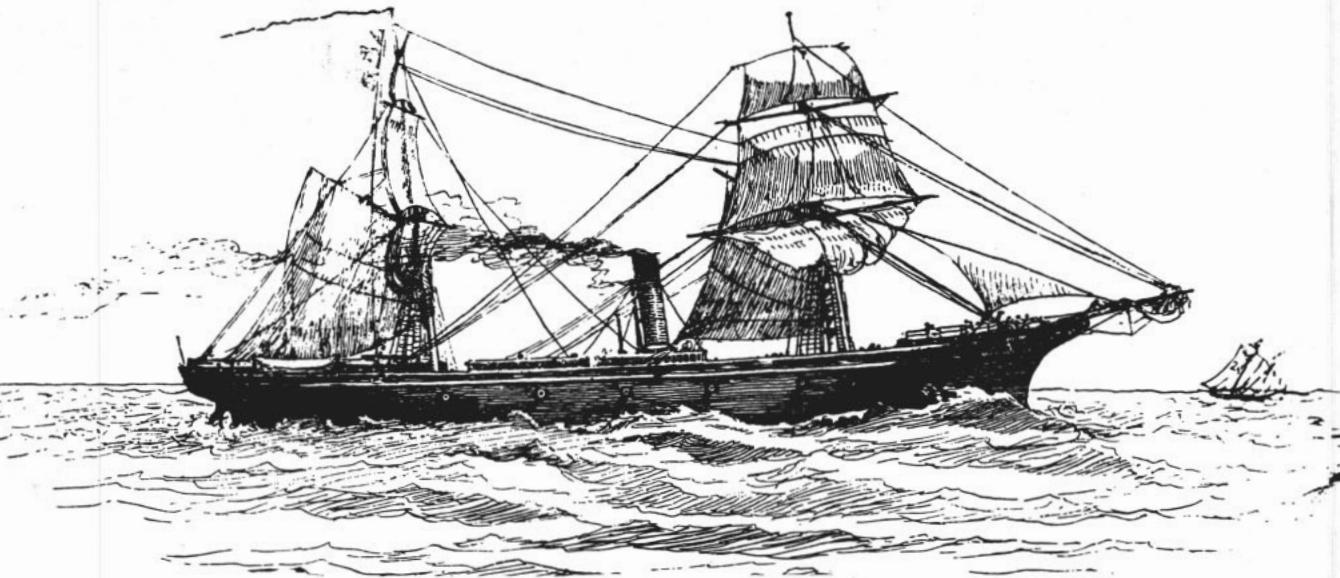
## They're Real Pros at Electrician Mate's School

The manager of any baseball team would be mighty happy to have his club bat .333 for the season. And he'd probably flip his wig if the team average was any higher.

So, you can imagine the celebration that went on at the Electrician Mate's Class "A" School in San Diego when the results were announced as to who would receive pro pay. The school batted 100 per cent or—in baseball parlance—1.000.

Nineteen instructors at the EM school took the examination for pro pay last November and all 19 passed with flying colors. The men, all EMIs, started to collect their extra 30 dollars in January.

# Confederate Commerce Destroyers



*The Confederate Navy's "commerce-destroyers" played a courageous role in the battles of the Civil War. The South recognized the importance of keeping open its communications with the outside world, and recognized also the weight that economic factors would carry in the ultimate course of war. That was the reason for the commerce-destroyers, of which Georgia was a good example.*

*James Morris Morgan, a Confederate "reefer" (slang term for midshipman), saw a great deal of the sea war between the South and the North. Formerly enrolled in the Naval Academy at Annapolis, he left to fight for the South. His ship was in the battle of New Orleans against the Fleet of Admiral Farragut; later he ran through the Union blockade to Bermuda. From there he sailed to Europe to join the crew of Commodore Matthew Maury in the Confederate cruiser Georgia, which made a name for itself by capturing many ships in Atlantic waters.*

*The following account of life in Georgia is excerpted from Morgan's personal report appearing in an article on Confederate Commerce-Destroyers appearing in the Century Magazine in 1898.*

**I**N THE WINTER of 1863-64 I was the only midshipman on the Confederate cruiser *Georgia*. My rank did not allow me to seek companionship among the crew, nor did it permit of my associating on terms of equality with the lieutenants. We first joined the *Georgia* off Ushant Island, on the coast of France, after having been tossed about in the English Channel in a small tugboat during a terrific gale which lasted for three days.

We hoisted our guns and ammunition on board the new cruiser, and raised the Confederate flag; and then

we met with our first disappointment: The crew we had brought out refused to go in the vessel, with the exception of barely a sufficient number to venture to sea with.

However, we rectified this difficulty in a few days by capturing a big prize, the *Dictator* of New York, and shipping nearly her entire crew. We burned the *Dictator*, and proceeded to the Cape Verde Islands, where we came near running into the hands of a United States man-of-war which was riding peaceably at anchor within the harbor. We turned suddenly, and ran around the island, and waited for the man-of-war to go to sea in search of us. I am glad to say that we never saw her again.

We then went to the port of Bahia in Brazil, where we met the *Alabama*, and I had a good time with the numerous midshipmen on board. The *Georgia* then cruised down the Brazilian coast as far as Rio de Janeiro, off which port we captured the *George Griswold*, dangerously near the tabooed marine league.

We then steered out into the Atlantic, and captured and burned several vessels. The captain of one of them, the *Good Hope*, had died on the voyage, and his crew had preserved his body. Captain Maury of the *Georgia* had the remains brought on board his ship, wrapped the rude coffin in the United States flag, read the Episcopal service for the burial of the dead at sea, and committed the body to the deep.

**W**HILE THIS RELIGIOUS ceremony was going on, the *Good Hope*, a few hundred yards away, with all sail set, was one mass of flames from her trucks to her keelson, and two white sea-birds were circling around the main-truck of the *Georgia*.

I was in charge of the deck while the ceremony was going on, and the lookout reported to me that a sail on the starboard bow was bearing down upon us very

rapidly. I noiselessly stationed myself behind our captain, and informed him of the fact. He paid no attention to me, and I felt very uneasy; but the moment the coffin splashed into the waves he showed that he had heard me, for his next words were: "Beat to quarters, sir!"

We went to our guns, and awaited the stranger, who came close up, hove to, and lowered a boat. Soon the captain came on board the *Georgia*. His first words as he stepped over the side were: "Can I be of any assistance? How did she catch fire?"

Poor fellow! He thought the blaze was accidental, and had headed for the burning ship to offer assistance. His vessel proved to be the American bark *Seaver*. He explained that he had been for a long time in the Pacific Ocean, and was ignorant of the fact that civil war was raging at home. Under the circumstances, Captain Maury decided not to burn him. Our prisoners were put on board of his vessel, and he went on his way rejoicing.

It was in these seas that one night, during a gale of wind, we came near having a collision with the United States frigate *Niagara*. She passed so close to us that you might have thrown the usual biscuit aboard. It was well for the tempers of the officers of the *Niagara*, as well as for our own nerves, that neither of us knew the name of the other ship until the "cruel war was over."

**W**E NEXT FOUND OURSELVES at the barren island of Trinidad. This lonely spot is generally sighted by vessels, who approach it to see if their chronometers need correcting after a long sea-voyage. We lay hidden under the shadow of the Sugar Loaf, a natural monument which rises out of the sea alongside the island to the height of 1200 feet. We lay at anchor here for some time, and made two prizes, one of which we burned, after taking enough coal to replenish our bunkers.

The first intimation that passing vessels would have of our proximity would be a shot skipping across their bows as a signal that we desired them to stop. We then sailed for the Cape of Good Hope, and arrived at Simon's Town to find the *Alabama* had sailed a few hours before.

Some of the lieutenants of our ship made up a jolly party, and visited the city of Cape Town. When they returned I was given my liberty for a few days. What to do with it, I had not the slightest idea; so I hired a horse, and rode across the unknown country between Simon's Town and Cape Town.

At last I arrived at Cape Town, hungering for human society. At the hotel, after performing my ablutions, I was shown into the dining-room. I thought, on seeing the crowd of people, "Here, at all events, is company who won't object to my rank." I was wrong. There was company, and very interesting company at that! But on my entrance several of them arose, and flying oaths made the air of the place sultry. I could hear above the din one particular voice swearing that he would never eat the same table with a pirate! These words were not accurate, as he had

eaten at the same table with me for three weeks while he was a prisoner on the *Georgia*.

**I**T SEEMS THAT the hotel was full of ship-captains whose vessels had been destroyed by the Confederate cruisers. For a moment it looked as if they were going to assault me. I was armed, and, true to the instincts of my native land, I got the "drop" on them. The proprietor was horrified. He rushed between us, and begged me to accompany him. I complied. He invited me into his private apartments, where I dined with his wife and daughters.

Here, at last, was society more congenial than that of the Yankee skippers. Since I have become older I have often felt grateful to that inn-keeper for taking me out of the room in time; for I have been told that a British jury would not have looked upon a man who shot down another with the same favor that I might have expected in my native state.

The next day I returned over the weary road to Simon's Town, and rejoined my ship in high spirits. While we were calking decks and taking provisions on board, Her Majesty's troop-ship *Himalaya* entered the harbor. There was a British regiment on board, bound for the East Indies. They took the greatest interest in the "pirate," and some of the officers invited the little "secesh" midshipman, as they called me, to dine on board of their huge ship.

It was a red-letter day with me, and I enjoyed my visit immensely, as they made much of me; and when they were leaving port the soldiers cheered our ship. We manned the rigging and returned the compliment with three times three.

We put to sea a few days afterward, and cruised to the southward a short distance, where we met the tea fleet coming from the East. By this move we missed running into the United States ship *Vanderbilt*, which was hunting for us. When we turned to the north with the fleet, and while going from one vessel to another inquiring of them their nationality, we came under the shadow of Table Mountain late in the afternoon, and saw the *Vanderbilt* on the horizon, steaming for Table Bay. We did not molest her, but satisfied ourselves with making a prize of the merchant ship *John Watt*. The *Vanderbilt* was six times as large as the *Georgia*, and carried 12 eleven-inch guns, whereas the *Georgia* carried only five little pop-guns, the largest being a five-inch rifle.



Midshipman Morgan

**N**IGHT AFTER NIGHT, as we continued on our course to the north, the sea was illumined with phosphorescent lights. Grass was growing upon our hull, some of it being six inches long, reducing the speed of the ship to five or six knots under steam at her best.

We next entered the port of Santa Cruz in the Canary Islands, famed among sailors as the place where Nelson lost his arm. The governor kindly permitted us to coal ship and buy fresh provisions, and after a pleasant rest

of three days we went on our way. A Federal man-of-war had left this port a few days before we entered it.

We now steered north, evidently seeking a dry-dock, of the services of which we stood in much need, as the ship could hardly drag herself through the water. One day, during a calm, we captured the *Bold Hunter*, loaded with coal. We tried to replenish our stock from her, but the wind rising, the sea became too high, and we recalled our prize crew, who before returning fired the ship.

The officer of the deck on the *Georgia*, through carelessness, allowed his vessel to drift too near the burning prize, which was forging ahead under all sail, with no one aboard to control her movements. Seeing a collision imminent, he pulled the engine-bell to go ahead at full speed. As the engine started there was a crash in the engine-room, and we knew that the usual accident had happened—namely, that the wooden cogs which turned the shaft had broken. In an instant the *Bold Hunter* was upon us. She rose on a high sea, and came down on our rail, smashing boat-davits and boats. She recoiled, and rushed at us again like a mad bull. This time, plunging from the top of a huge wave, she came down on our taffrail, doing much damage. It now looked as though the cruise of the *Georgia* was about to end, but the *Bold Hunter* suddenly sheered off and passed to leeward of us.

While the engineers were repairing our engines we calmly gazed upon our late antagonist, the fires seething in her vitals and leaping up her beautiful white sails to her mastheads, and then running down her tarry rigging to her body again. She rolled and plunged and seemed to writhe in mortal agony until relief came in one deep dive, and she disappeared. Never had a ship without a crew made a more desperate attack on her tormentor.

**H**AVING FINISHED OUR REPAIRS, we proceeded on our way toward the English Channel.

The next day we had an exciting encounter with a Frenchman—the bark *La Patrie* of Marseilles. We overhauled her when there was barely sufficient air stirring to fill her sails. This was the only kind of weather in which we could catch anything, so foul had the hull of the *Georgia* become by our long stay in tropical waters.

When ordered to heave to, the Gual refused, saying he was a "Frenchman, and would not stop for a pirate," adding that we were *canaille*.

The insolence of the reply did not ruffle the gentle

temper of Captain Maury. "Oh, he will stop," he said. "I have observed that Frenchmen like theatricals, but they don't mean any harm." He then ordered a boat lowered, and, turning to me, gave me my instructions as boarding officer. "Board her, sir," he said, "and tell her captain that you only want to see his papers. If they are correct, we do not wish to molest him; but if he is an American masquerading under the French flag, with a Frenchman on deck to deceive us, I will blow him out of the water if he does not swing his mainyard immediately. Use no force, sir."

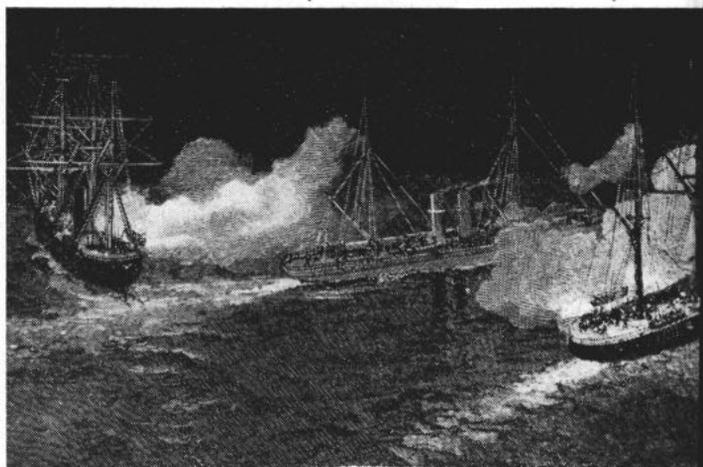
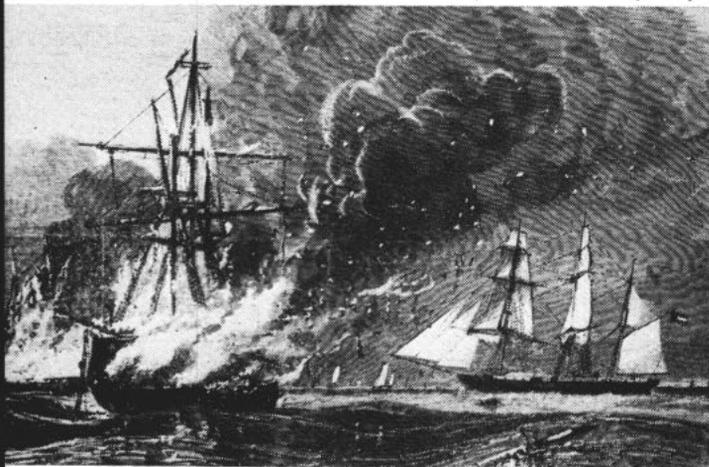
With an unarmed boat's crew, I went alongside the stranger. Her captain stood in the weather gangway, holding an old sword in his right hand, which he menacingly flourished as he forbade me to attempt to board. His crew were behind him, two of them having guns, the rest being armed with handspikes and various other harmless-looking implements, such as marlinespikes, but deadly weapons, in reality, when in the hands of sailors.

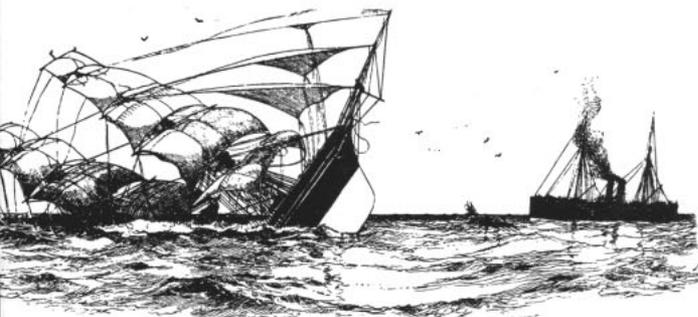
I returned to the *Georgia*, and reported the manner of my reception. Our first lieutenant now joined me in the boat, and the crew was armed. We went back to the infuriated Frenchman, but met with no better success. We were anxious to avoid using force, as we were bound to a French port; but this defiance of our rights as a belligerent was too much to be patiently borne.

Again returning to the cruiser, we "beat to quarters," and fired a blank cartridge, with no apparent result. We then fired a solid shot across his bow. The Frenchman still defied us. As the *Georgia* swung round, our captain, scarcely allowing room enough for the stern-chasers to miss our adversary, ordered me to fire. The shot struck the water a few inches from his cutwater, covering his fore-castle with spray. In my nautical experience I never before or since saw a maintopsail thrown aback so suddenly.

We again entered the boat, this time boarding *La Patrie* without waiting for an invitation. As interpreter, I demanded to see the ship's papers. Her captain replied that we would have to use force. "Ask him," said our lieutenant, "if he wants me to knock him down. I am tired of this nonsense. If he does not show his papers in two minutes, I will fire his ship." The skipper said he wanted the lieutenant only to lay his finger on his coatsleeve—that would be sufficient. The lieutenant complied with his request, and the Frenchman led the way into his cabin. With a courtly bow he remarked, "*Ici*

CONFEDERATE commerce destroyers sank many ships headed for northern U. S. ports, evaded Union warships.





DOWN SHE GOES—Confederate sends another to bottom.

*nous sommes des messieurs,"* produced his papers, which were all correct, and opened a bottle of champagne to celebrate the occasion.

This incident was afterward made the subject of a diplomatic correspondence between the Emperor's government and Mr. Slidell.

Shortly after these adventures, on a dark night we entered the artificial fortress harbor of Cherbourg. When day broke we were greeted by a grand view of the French ironclad fleet anchored on our starboard beam in two long lines between us and the forts on the breakwater.

We had been here only a few days when a fearful storm burst upon us in the night. A wooden line-of-battle ship dragged her anchors and came down upon us. She held her ground only a few fathoms away.

All that night we watched her anxiously, praying that those cables would not part. When day broke it was a grand sight to see the huge ironclads pitching bows under to every sea. Later in the day it was heartbreaking to witness the efforts of the fisher-boats struggling in from the Channel, missing the narrow entrance to the port, and go smashing upon the rocks. One fellow made such a gallant struggle for life that the French flag-ship *La Couronne* cut loose a launch containing 20 men and a young lieutenant, which had been towing astern, and they rowed to the rescue of the fishermen, whose craft went tumbling upon the rocks of destruction before the assistance arrived. And then the launch followed, being smashed like an egg-shell, her heroic crew perishing.

**W**HEN THE ELEMENTS QUIETED down, the bodies were picked up, and there was a grand funeral. We poor

IN COMPARISON to her small size *Georgia* made a big

"pirates" were invited to attend, and we saw a rare pageant. The bodies were placed on light-artillery gun-carriages, the coffins being draped with the national colors. Soldiers and marines lined the avenue from the dock-yard to the cemetery. A large number of priests, followed by bands of music, preceded the cortege. Then came the biers, followed by admirals and other officers, according to rank. We were placed just after the admirals. Then came the crew of the *Couronne*, numbering 600 men, followed by the ship's companies of the rest of the fleet.

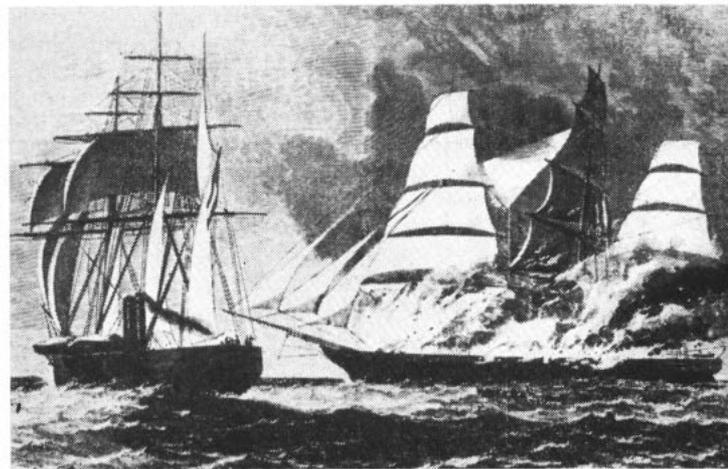
Upon arriving at the cemetery, the bodies of the sailors were first lowered into one big grave. They were to abide together in death, as they had lived and suffered together in life. The officer had a separate grave. Just as his body was being lowered into it, a gorgeous aide-de-camp on a grand charger dashed up and called a halt. He saluted the ranking admiral, and handed him a package and an official communication. The packet contained the cross of the Legion of Honor. The communication was an order from the Emperor to pin it on the breast of the young man. The coffin was opened, the order obeyed. The officers and sailors drew to one side; then battery after battery of flying artillery dashed up, and fired a salvo over the graves.

It was a grand sight. You may say that it was theatrical, that everything was timed, and all had been prepared beforehand. Supposing it was, what young officer with blood in his veins but would gladly give his life to serve a country that would make him the central figure of such a *coup de theatre*, even though it was only his dead body which received the ovation?

**A**FTER WAITING many weary weeks in Cherbourg, the *Georgia* was finally given permission to enter the government dock and be overhauled and repainted. I was granted leave for a few days to visit friends in England; for although a solitary midshipman on the *Georgia*, I had some friends in various corners of the earth.

I stopped in Calais to see some old classmates of my Annapolis days, who were attached to the Confederate steamer *Rappahannock*, which was lying in that harbor. She was a condemned English gunboat, and had been bought at auction by a Confederate agent, and then stolen from an English port by a Southern naval officer, and run into Calais to be fitted out.

After paying my visit to England, I returned to the wartime haul attacking Northern shipping in Atlantic.



*Georgia*, where I found that all was hurry and excitement. Something was about to occur—no one knew what, but all hands were on the *qui vive*. Our old captain had been detached; our new captain was our former first watch officer, a man under 30 years of age; our new executive was our former navigator, a man of 23; and the additional new lieutenants were still younger men.

The *Kearsarge* was outside waiting for us. One dark night we took up our anchor and slipped out. Morning found us well down the English Channel, surrounded by steamers and sailing-craft, but paying attention to none. Out into the Atlantic we sped, away from the haunts of men.

One day, when it was getting very lonely, the masthead lookout broke the monotony by singing out, "Sail ho!" "Where away?" asked the officer of the deck.

"Two points off the starboard bow, sir," came the reply.

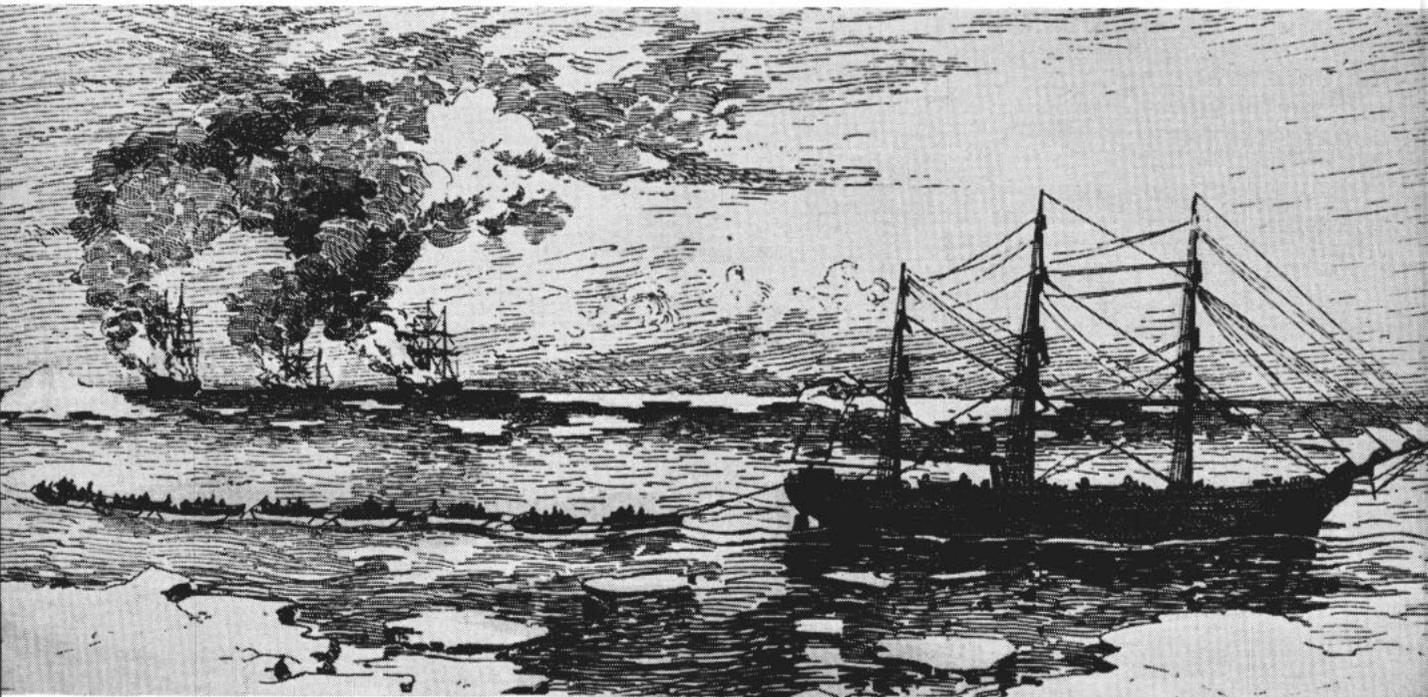
I reported the sail to the captain, who was busy over

along the beach for a short distance, and then disappearing behind the mountains, which come down to the sea at this point.

Our young captain became restless and uneasy; he spent most of his time nervously pacing the quarter-deck; and at last, the strain becoming too great to be borne alone, he informed his officers that he was waiting for the *Rappabannock*, to give her our battery, as the Confederate naval authorities in Paris had decided to put the *Georgia* out of commission, as she was not fitted for the service. The *Rappabannock* was long overdue at the rendezvous, and our captain was at a loss what to do.

SOME OF THE OFFICERS were smoking near the gangway when I remarked to one of them that I had seen the *Rappabannock* at Calais. The captain overheard me. "What's that, sir? What did she look like? What do you know about her?"

"I know that she is a dilapidated old craft, and the



**LOAD OF LOOT**—A commerce buster moves off from burning ship with small boats loaded with captured goods.

a chart; I also explained that the strange sail had long skysail poles, which was a never-failing sign of a Yankee. When I had finished, without looking up, he simply said: "Tell the officer of the deck, sir, to hold his course."

I was dumbfounded, and when I repeated the message, something that sounded like a very low whistle came from the officer. Onward we flew, under steam and sail, as though we were afraid of being too late for something.

At last the welcome cry of "Land ho!" came from the masthead, and we were soon anchored in the open ocean, about two miles from the land.

"Where are we now?" I heard a lieutenant ask the navigator.

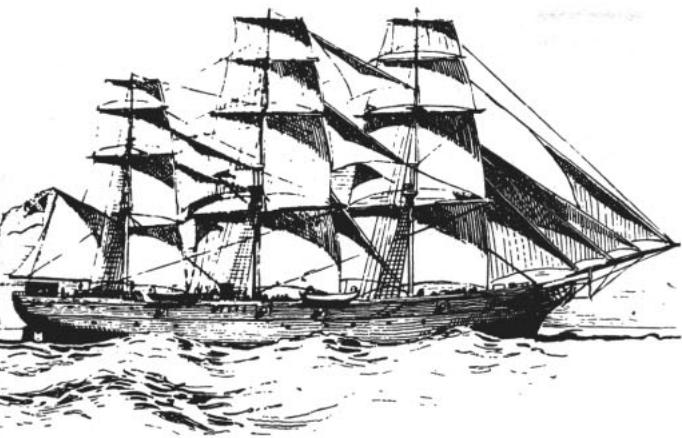
"Off the coast of Morocco, about 30 miles south of Mogador," was the reply.

Day after day we rolled and tugged at our anchor, the monotony being broken only by the sight of an occasional caravan coming out of the desert, winding its way

midshipmen said that she was hogged, or had broken her back, by resting on the bottom at low tide in the dock. When I saw her she was made fast to the quay by two cables, one forward, the other aft, the shore ends being made fast to posts, on each of which sat a French gendarme to make sure that the ship would not get away!"

At this there was consternation in our camp; but as our commander decided to wait a few days longer, we had to rest content.

One day, while in charge of the deck, I saw a small object apparently floating on the water near the shore. It was bobbing up and down as it rose and fell with the motion of the sea. As it came nearer it looked like a white sponge. Slowly it approached the ship, until at last, with the aid of marine glasses, I discovered that it was an old white-headed man swimming through the waves, which were high enough to make our ship roll.



GEORGIA TYPE—Cruiser *Shenadoah* on the prowl.

At last he reached the vessel, caught hold of the Jacob's-ladder, and slowly dragged his poor, emaciated body out of the water. He had a piece of gunny-sack around his hips for clothing.

After his great exertion, he fell upon the deck insensible. Our doctor poured a glass of brandy down his throat, without effect, and in a few moments repeated the dose, which revived him. He was offered a third; but the faithful Mohammedan, true to his religion, pointed his bony finger toward the heavens, and shaking his head, uttered the one word, "Allah!"

The officers contributed a lot of old clothes, two old razors, and a couple of sheets for the old man to make a turban with. A boat was lowered, and I took him to the shore, where I found the surf running so high that it was impossible to land. However, the old Moor did not mind it at all, and smilingly jumped overboard, and waded to the dry land.

The next morning a boat-load of natives came alongside, and offered us fish. We reciprocated, and offered sheets, scrap-iron, etc., which were highly appreciated.

[Shortly after, when a boat load of crew members went ashore, they ran into difficulties. Hostile natives surrounded them, beating and kicking them, and forcing them back into the water. The returning boat crew described their reception to the captain, who ordered the ship to open fire on the area where the hostile natives were believed to be.

With the barometer falling and a heavy swell rolling in from the ocean, the ship put out to sea, barely escaping being beached when its engines momentarily broke down. Safe on the high seas, Georgia headed for Bordeaux.]

WE PROCEEDED to Bordeaux, where we were informed that the French gendarmes still sat on the posts to which the *Rappachannock* was made fast at the quay of Calais.

We spent several delightful weeks in Bordeaux. Thousands of people visited the *Corsair*, as they called the *Georgia*. Many refugees from New Orleans also called on us, and showed us every attention.

At last we regretfully said good-by, and steamed down the river to the mouth of the Gironde, where we waited until night to make our escape from the Federal men-of-war, who were well posted as to our movements. With

all lights out, we passed into the Bay of Biscay, neither seeing nor being seen by our would-be captors. We shaped a course for St. George's Channel, and safely entered the port of Liverpool without further adventure.

I was the only officer who desired to visit the shore on the night of our arrival. I proceeded at once to the theater, being dressed in full uniform. The audience had evidently heard of my arrival. I never before fully realized what an important personage I was, and regretted that my past had been wasted among unappreciative people. My importance suddenly dawned upon me.

The house arose *en masse*, and wildly cheered. The manager asked as a favor that I would deign to occupy the most conspicuous box. The artists acted at me alone, ignoring even the gallery, and introduced into the play "gags" about the Southern cruiser, which caused the spectators to interrupt the performance with their cheers.

After the play I was feasted by perfect strangers, graciously permitting many of them to shake my hand. I did not care whether they thought I was Admiral Semmes or not. Doubtless this was the only occasion on record where a midshipman was the ranking officer present.

THE NEXT DAY, May 10, 1864, the crew of the *Georgia* was paid off, the Confederate flag was hauled down, and the ship was put out of commission. The *Georgia* was sold to a British merchant who had a contract to carry the mails from Liverpool to Lisbon.

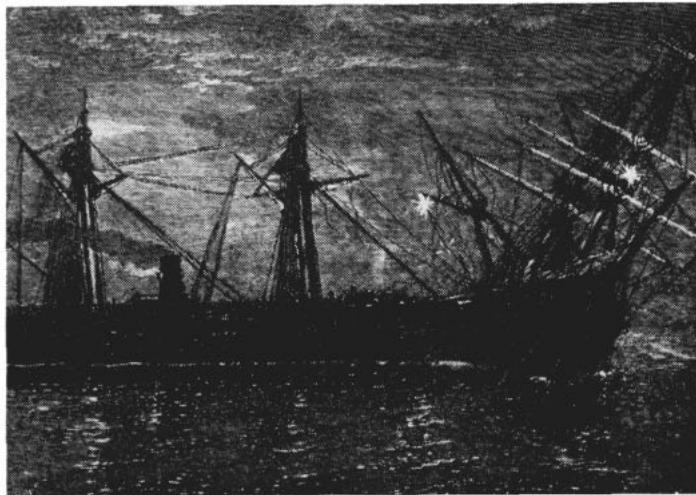
On her first voyage for the new owner she was captured off the mouth of the Tagus by the United States frigate *Niagara*, and sent to Boston, despite the fact of her *bona fide* English ownership. She was condemned by an admiralty court and sold as a prize.

Once again, during the winter of 1867, I saw the *Georgia*. Strolling along the wharves in Charleston, South Carolina, one day, my eyes suddenly fell on a familiar model. It was the gallant old cruiser, now a disreputable-looking steam-brig being loaded with cotton.

To see the Stars and Stripes proudly floating at her peak did not strike me as anything unusual. We had constantly cruised under these colors, in former days, to deceive our enemies.

A few months after I last saw her, the *Georgia* dashed herself against the jagged rocks of Newfoundland.

NIGHT AND DAY commerce destroyers preyed on ships.



# TAFFRAIL TALK

WE SEE BY THE PAPERS that a former Chief of Naval Personnel—he held the post for five years, having twice been selected by Congress for extensions—is stepping down from his post as CINCNELM. Admiral James L. Holloway has announced his voluntary retirement from the Navy. In a career that spans from World War I, when coal-burners were on their way out, up to Lebanon and ships driven by atoms, Admiral Holloway climaxed his service with the task of being in over-all command of forces in the Lebanon affair. A prominent national magazine has labeled Admiral Holloway's handling of the Lebanon crisis as "distinguished diplomacy."

A dedicated naval officer, Admiral Holloway has been closely associated with education and personnel management in much of his career. He has been Superintendent of the Naval Academy; he is the author of the famed Holloway Plan; he instituted the scientific and engineering training programs whereby bluejackets go to civilian colleges for studies leading to commissions. "We go out ahead of the drawing boards," Admiral Holloway once said, to explain that men are trained to be ready for the new "hardware." Admiral Holloway and Vice Admiral Rickover combined their drives and talents in team work that produced the nuclear-trained men to run nuclear-driven ships, both ready at the same time—a rare accomplishment of modern education.

After the smooth withdrawal of forces from Lebanon, a model for historians, "Gentleman Jim" decided to retire. "That wraps it up, let some new blood take over," he said. Most fittingly, Admiral Holloway's leadership in the Lebanon affair earned him a Distinguished Service Medal.

★ ★ ★

Remember *Rankin*? In the January issue we told of her extraordinary record and, within our limits, attempted to spell out those qualities which enabled her to snatch off just about every award going. At the time the story was written she had won every award possible—except one. Competition for the Green (Operations) "E" was scheduled for the following month.

Guess what. After the final figures were computed, *Rankin* had racked up her final "E." This rounds out her score. She has now won every award possible for a ship of her type.

★ ★ ★

Here's a yarn we picked up from "Key Outpost," Key West. We don't know where they got it—other than from the "well informed sources"—but *Outpost* tells of a fishing party off the coast of Oahu when a fish got tangled up in one of the lines. It was a whopper and as soon as it came alongside, it was obvious that no ordinary methods would ever get it in the boat. Too big! The fisherman got excited and dived overboard and, to quote *Outpost*, "captured the fish in a wrestling match in the finny creature's own element."

Not bad, as fish stories go, although we've heard variations on this theme before. However, we did a little checking.

Seems that the story was true—more or less—but a little inaccurate in the details, according to the original source. In the first place, the Navyman didn't jump overboard. He didn't have to. The fish got his tail tangled in the leader of the line. The line was reeled in and the fish was caught, but wrong end to.

We prefer to think the fish got away.

*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.

**ALL HANDS** the Bureau of Naval Personnel Information Bulletin, with approval of the Bureau of the Budget on 25 June 1958, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directions is for information and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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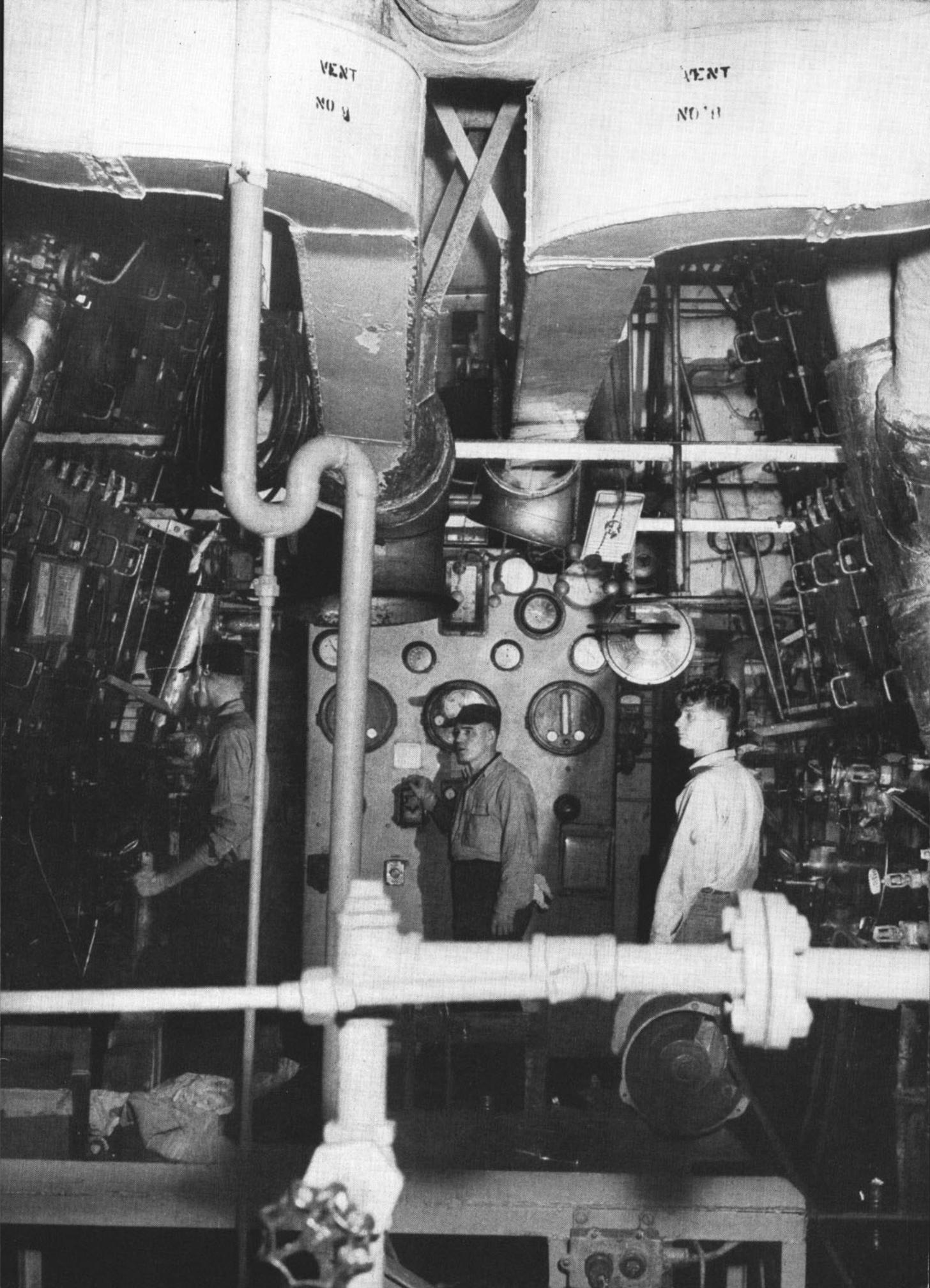
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● AT RIGHT: 'POWERHOUSE' —  
Membres of b'ackgang of attack  
cargo ship USS *Rankin* (AKA 103) man  
engineerom controls as their ship makes  
way through waters of Atlantic on cruise  
out of Norfolk, Virginia.



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NO. 2

# NAVY SKILLS ARE YOURS!

