

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JANUARY 1962



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1962 Nav-Pers-O NUMBER 540

VICE ADMIRAL W. R. SMEDBERG III, USN  
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN  
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN  
Assistant Chief for Morale Services

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

### Associate Editors

G. Vern Blasdel, **News**

Jerry Wolff, **Research**

Don Addor, **Layout & Art**

French Crawford Smith, **Reserve**

● **AT LEFT: LOTS OF FLATTOP** — Photo of the new carrier USS *Constellation* (CVA 64), cruising up the East River past New York skyline, gives a good size comparison between floating 'air station' and buildings.

**FRONT COVER: WINTER MASQUERADE** — Photographer W. A. Jackman, PHC, USN, decked out with protective clothing, including face mask, moves out to record the fury of an Antarctic snowstorm while wintering-over at NAF McMurdo Sound.

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



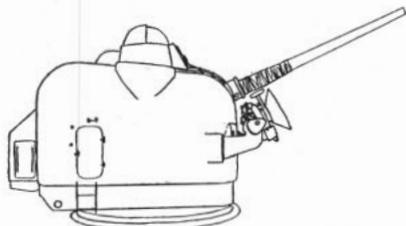
## POINTERS OF RECOGNITION

# Do You Know Your Ship

**J**UST FOR FUN, many of us can recognize the make of almost any automobile on the road, and in quite a few cases even tell the year it was built. We can also usually identify a foreign automobile and name the country in which it was built.

How do we do this? Easy. We look at the body style, the grill, tail lights, and maybe the headlights and relate these features to the total form. Most of the time this tells us everything we need to know about the car.

But what about ships? We live in them, they are our homes, our transportation and our protection,



New Box Type Dual-Purpose Gun Mount

yet as a general rule, we are far less familiar with ships than we are with automobiles. However, experts use the same method to identify ships that we do automobiles.

Rather than body style, the ship experts look at hull configuration. Instead of the type of roof, fenders and over-all body shape of an automobile, they look for the shape of

the bow and stern, and the size, shape and placement of superstructure. They also look at the placement and number of stacks, number and placement of main batteries and the type of masts and where they are located relative to other points of recognition. In other words, they look for features of a ship, like those of an automobile, which are not easily altered. These features, when combined, provide the over-all total form concept essential to snap recognition.

**A**N EXAMPLE of what poor recognition can do to a battle plan happened early in World War II. In the Battle of the Coral Sea, Japanese scout plane pilots identified the oiler *USS Neosho* (AO 23) as a carrier. As a result, Japanese attack planes were led away from our real carriers at a critical point in the battle. In the same battle some of the Japanese pilots even mistook American carriers for their own and attempted to land on board.

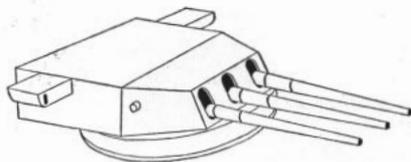
In this battle, two Japanese carriers were mauled so badly that they were unable to take part in the following Battle of Midway. Thus one recognition mistake may have caused two Japanese defeats.

Even today your life may depend on your ability to recognize ships of the U. S. Navy and other navies. If you aren't already an expert, we suggest you learn to identify ships

by analyzing the following features of recognition and relating them to the total form concept of recognition.

- **Hull design**—Note the bow, the stern and the over-all lines of the ship. This should tell you the ship type (aircraft carrier, cruiser, destroyer, etc.).

- **Superstructure, masts and stack(s)**—These three items are grouped, be-



Flat Type Triple Turret

cause when you look at one you see them all. Also, you should learn to see each feature relative to the others. These recognition features, along with the over-all hull design, should tell you the nationality of the ship.

- **Gun turrets and missile launchers**—This is the clincher. Here you should concentrate on the main batteries or missile launchers. There is an especially good reason for this. If a ship is on the horizon you will no doubt only see a silhouette of the ship with items such as the main batteries or missile launchers contributing to the silhouette mass.

**Y**OU MAY ALSO FIND it easier to identify a ship if you learn its re-



# Shapes?

cognition features by name.

The masts, for example, will vary between ships, but usually conform to the general designs shown in the accompanying drawings. The pole mast and the tripod mast may look much the same from a distance. The important thing to remember in this case is whether or not the mast is raked.

When you study a ship's armament you might note if the turrets are box-like, flat, or round; the type of rocket launcher aboard; and whether the ship's secondary guns are or are not shielded. Also remember that a shielded gun may resemble a small box-like turret from a distance. Location in this instance is the more important aspect.

A ship's stack is almost always one of her more distinguishing iden-



a distance, but you should remember its position relative to masts and superstructure and whether it is raked or vertical. You might also remember if it is capped, but don't allow this one easily-changed feature to disrupt your identification. (Nuclear powered ships — CVA(N), CG(N) and DLG(N) — do not have stacks.)

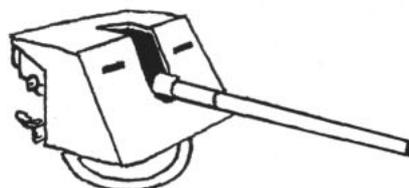
For the most part, we have discussed ship recognition as it would be from ship to ship. From the air you must change your objectives somewhat. You should look for the outline of the hull, location of stack or stacks, and the location of main batteries, secondary batteries and/or missile launchers.

**I**F YOU LEARN to recognize many different types of foreign ships, it is commendable. But if you can't even identify ships of your own Navy, you had better get to work. If for no other reason than self-respect, you should, when you see a U. S. Navy ship on the horizon, be able to tell her type and class. This is a minimum. And — one day, recognition could save your life and the lives of your shipmates.

This article couldn't even begin to tell you everything there is to

know about every type of Navy ship (security considerations, and space, for one thing wouldn't let us), but we do hope to whet your interest with this unclassified report.

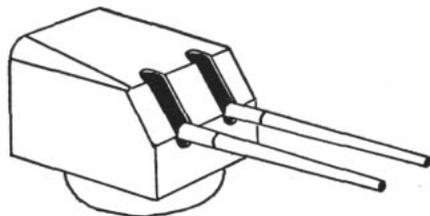
As a point of departure, we will



Single-Shielded Gun

discuss a few major ship types and tell you the points of recognition with which you should be familiar. By looking for these same recognition features on other ships, you can learn to recognize ships of foreign navies as well as those of the U. S.

**AIRCRAFT CARRIERS** — Perhaps the carrier is the easiest ship afloat to recognize. It has a familiar box-like silhouette with a relatively small island sitting on the starboard side of the flight deck. Armament is not easily seen from a distance, but it is normally located just below, and to the sides of, the flight deck. On a few older U. S. carriers, the silhouette looks as though a bite has been taken out of the bow just below the



Box Type Twin Mount

tification features. It is not so much the shape or size alone that is important, but the combined features of size, shape and, more important, the position relative to the superstructure. Here again, it may be difficult to distinguish the shape from

# U.S. WARSHIPS

FORRESTAL—CVA



LENGTH 1039' BEAM 130'  
DISPLACEMENT 54,600

MIDWAY—CVA



LENGTH 974' BEAM 111'  
DISPLACEMENT 51,000

ORISKANY—CVA/CVS



LENGTH 899' BEAM 102'  
DISPLACEMENT 33,100

DES MOINES—CA



LENGTH 717' BEAM 75'  
DISPLACEMENT 17,000

BOSTON—CAG



LENGTH 674' BEAM 71'  
DISPLACEMENT 13,300

OREGON CITY—CA



LENGTH 674' BEAM 71'  
DISPLACEMENT 13,700

BALTIMORE—CA



LENGTH 674' BEAM 71'  
DISPLACEMENT 13,600

GALVESTON—CLG



LENGTH 610' BEAM 66'  
DISPLACEMENT 10,500

NORTHAMPTON—CLC



LENGTH 676' BEAM 71'  
DISPLACEMENT 13,000

WORCESTER—CL



LENGTH 680' BEAM 71'  
DISPLACEMENT 14,700

NORFOLK—DL



LENGTH 540' BEAM 54'  
DISPLACEMENT 5,600

GEARING—DD/DDE/DDG/DDR



LENGTH 390' BEAM 41'  
DISPLACEMENT 2,400

MITSCHER—DL



LENGTH 493' BEAM 50'  
DISPLACEMENT 3,500

FORREST SHERMAN—DD



LENGTH 418' BEAM 45'  
DISPLACEMENT 2,780

GYATT—DDG



LENGTH 391' BEAM 41'  
DISPLACEMENT 2,400

FLETCHER—DD/DDE



LENGTH 376' BEAM 39'  
DISPLACEMENT 2,050

DEALEY—DE



LENGTH 315' BEAM 37'  
DISPLACEMENT 1,340

BUCKLEY—DE



LENGTH 306' BEAM 37'  
DISPLACEMENT 1,400

TANG—SS



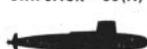
LENGTH 278' BEAM 27'  
DISPLACEMENT 1,670

NAUTILUS—SS(N)



LENGTH 320' BEAM 28'  
DISPLACEMENT 3,180

SKIPJACK—SS(N)

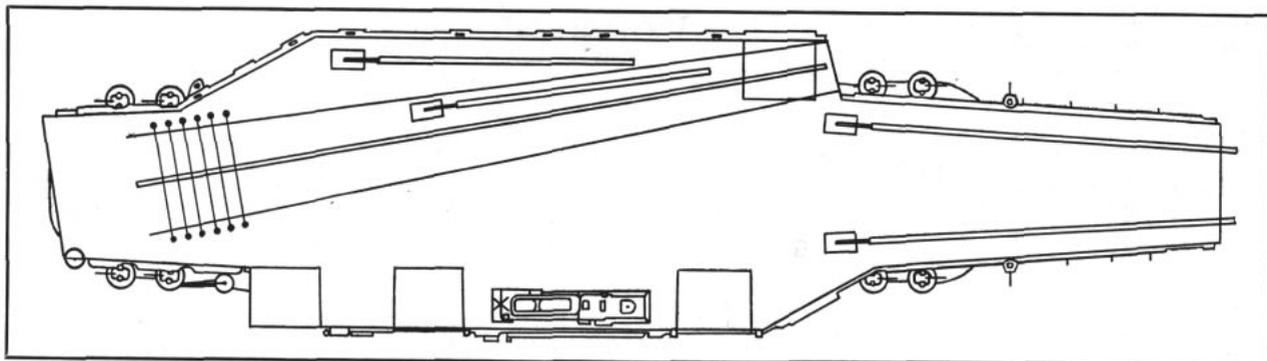


LENGTH 252' BEAM 31'  
DISPLACEMENT 2,850

GEORGE WASHINGTON—SSB(N)



LENGTH 380' BEAM 32'  
DISPLACEMENT 5,400



Aerial View of Aircraft Carrier

flight deck, and additional guns are placed there.

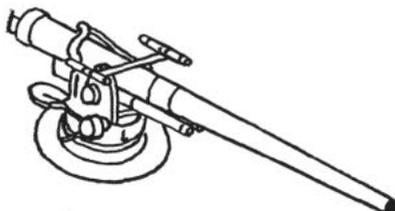
Let's look at a typical modern carrier — *uss Forrestal* (CVA 59).

She has a closed bow (commonly called hurricane bow) which is raked about half way to the water and then dives abruptly into the ocean. The stern is chopped off almost square, with the flight deck overhanging slightly, but only enough to form a roof effect over the lower deck.

From abeam, the stern of the carrier looks as though a piece has been left out of the silhouette puzzle. She has a comparatively small island sitting on the starboard side. Extending only slightly above the island is a large stack. Only the raked cap of the stack is visible, however.

From the air, the angular overhangs (sort of stubby wings) on each

**CRUISERS**—The beam of U. S. Navy cruisers is a salient recognition feature. Generally, heavy cruisers have a broad, rounded stern and a flush-deck hull, and have two main turrets forward and one aft. The stacks and masts of U. S. cruisers are distinguishing features. Perhaps the most noticeable feature of a cruiser,



Single Open Mount

however, is her size. Now that battleships are gone from most navies cruisers are about the largest warships afloat other than aircraft carriers.

Several U. S. cruisers have been converted to guided missile ships. One such converted cruiser, *uss Boston* (CAG 1), has a lattice type foremast, and one large, vertical stack with a raked cap. Perhaps the main recognition feature of this ship is her two *Terrier* missile launchers aft on the superstructure deck. Fire control towers on the after part of the superstructure are a distinct recognition feature.

In order, looking from the bow aft on this guided missile ship, you will see two main three-gun flat type turrets forward, one two-gun box-like secondary turret, superstructure with lattice-type foremast, a large vertical stack with raked cap, pole mainmast, and two prominent missile launchers on the superstructure deck aft.

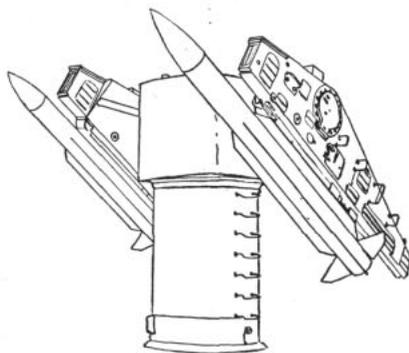
An adaption of the cruiser line is the guided missile light cruiser *uss Galveston* (CLG 3) which fires *Talos* missiles. Also *uss Northampton*

(CLC 1), a tactical command ship, is of the cruiser design. Ship recognition manuals should be available to you if you want to learn to identify these as well as other types not discussed in this article.

**FRIGATES**—Originally these ships were called destroyer leaders. They are larger than destroyers, smaller than U. S. Navy cruisers, yet somewhat larger than some foreign light cruisers.

The *Mitscher* (DL 2) class of DL has a lattice mainmast aft of the after stack. Because of the mast's location, it looks as if it actually grows out of the stack. She has two main battery turrets (one forward and one aft) and one antisubmarine weapon forward. This DL has a flush type DD hull, a rounded stern and a clipper type bow as distinguishing characteristics.

A nuclear-powered guided missile



Tartar Missiles and Mount

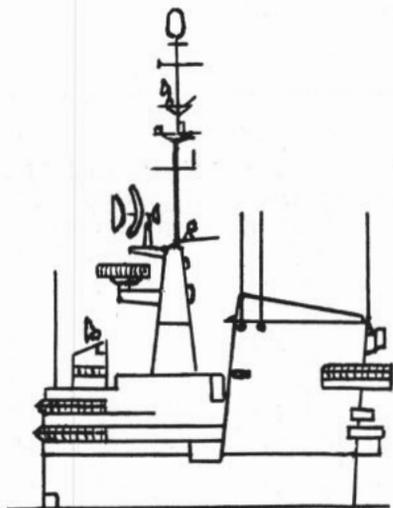
side of the flight deck are a distinguishing feature. On the bow, two bridle arresters, which extend beyond the flight deck at each catapult, are distinguishing features. There are two elevators aft of the island and one forward on the starboard side, and a fourth elevator just at the end of the angled deck on the port side. These elevators are easily seen from the air.



Talos Missiles and Mount

frigate (DLG(N)) is now under construction, guided missile frigates are already at sea and more than 15 others are under construction. These are about the same size as the *Norfolk* class DL, but are armed fore and aft with guided missiles.

**DESTROYERS**—In addition to guided missile frigates, a few guided missile destroyers are now in service, and more than 25 others are under construction. They are armed with *Tartar* surface-to-air missiles and are slightly larger than most conventional destroyers.



Conical Stanchion and Pole Mast

There are many classes of conventional destroyers currently operational in the Navy. *uss Forrest Sherman* (DD 931) is one of the most recent classes, however, and is likely to be operating for many years to come.

Destroyers of this class have the typical flush-line DD hull and twin stacks, and are larger than most older type destroyers.

Immediately forward of each stack is a tripod mast. In a silhouette of

the ship, the masts look as if they are propped against the stacks. This is because the mast is actually braced on each side of them.

Main armament on this ship consists of three five-inch single guns housed in rounded turrets (one on the forecastle, one on a superstructure deck aft, and a third on the fantail).

**SUBMARINES**—These ships are particularly difficult to identify, especially to tell their nationality and type. This is tough enough even when you can see the entire submarine on the surface, but if the submarine is partly submerged, the problems of recognition multiply.

U. S. Navy submarines today have small streamlined sails — many non-submariners call them conning towers — and almost all topside equipment, including guns, has been removed or at least hidden.

One of the latest nuclear-powered submarines, *uss Skipjack*, SS(N) 585, has the *Albacore* hull (shaped like a whale), tear-drop nose (like a blimp), and a very thin, streamlined sail with wing-like diving planes fitted on each side. When this submarine speeds along on the surface, it looks very much like a whale with a large vertical fin in the middle of its back.

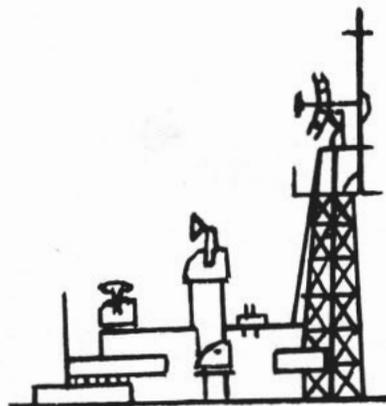
Other U. S. submarines have differently shaped sails, some have a bulged nose with a sonar "wart" on top, others an awkward bump on the bow, and a few have special equipment placed forward or aft of the sail.

Submarines are, for the most part, extremely difficult to recognize, and only those men who are really pro-

ficient in this phase of recognition will be able to identify them. You can increase your proficiency by studying available training material aboard your ship or station.

**AMPHIBIOUS and AUXILIARY SHIPS** — LSTs generally come to mind when we think of the amphibious forces. Actually, however, our amphibious forces use many different types of ships.

Flagship of the amphibious force, for example, is an AGC. These communications ships were converted from merchant ships during World War II. They have two large vertical antennas forward, two aft, and a prominent, lattice-type mast on



Lattice Mast

the very top of the superstructure amidships. Atop this mast is a radar screen. On the forecastle is a non-shielded gun in a tub (a gun turret on some), and on the fantail of most AGCs is a helicopter deck. There is one vertical stack just aft of the mast.

**WHAT GOES?**—By studying superstructure, guns and hull one can become skilled at identifying ships.



Cargo ships, transport ships and Fleet oilers are an important part of the auxiliary fleet. Ships and men must be supplied and resupplied around the world. Most of these are built on merchant type hulls.

One attack cargo ship, for example, has a regular merchant-type hull with a sort of half-moon removed from the hull between the superstructure and the bow and again between the superstructure and the stern.

On the forecastle, aft of the two gun tubs, are two vertical king posts. Halfway between there and the superstructure is a pyramid-shaped frame (called the quadrupod mast), from which booms are extended. On the fantail is a second quadrupod mast of the same type. Additional guns are also mounted



**SHIP SHAPE**—With practice, ships can be identified as easily as autos.

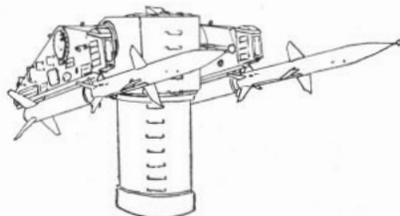
Fleet oilers, ammunition ships and some other supply type ships have the same over-all hull design as the AKA. Each type, however, has its own recognition features.

and then turn them over to other countries for use.)

Recognition experts may have other tips to offer after this article is published. If they do, we'll pass

**T**HE NAVY has many other ships that are just as important as those we have mentioned and you should be familiar with them. We have only attempted to show you how to recognize ships, not furnish you with a recognition manual.

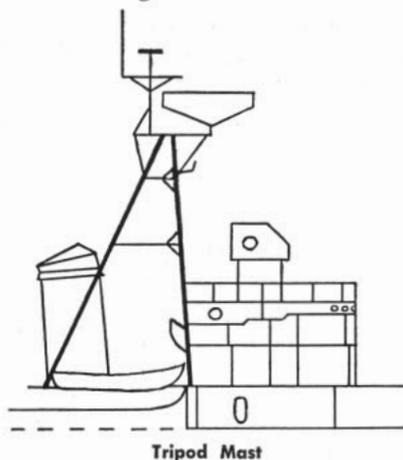
As you become more and more familiar with our own ships, as well as those of different countries, you will discover that each nation has its own ideas about how a ship should be built. For that reason, you can many times tell the nationality of a ship even before you recognize the type. (Be careful of this, however, because many countries build ships



**Terrier Missiles and Mount**

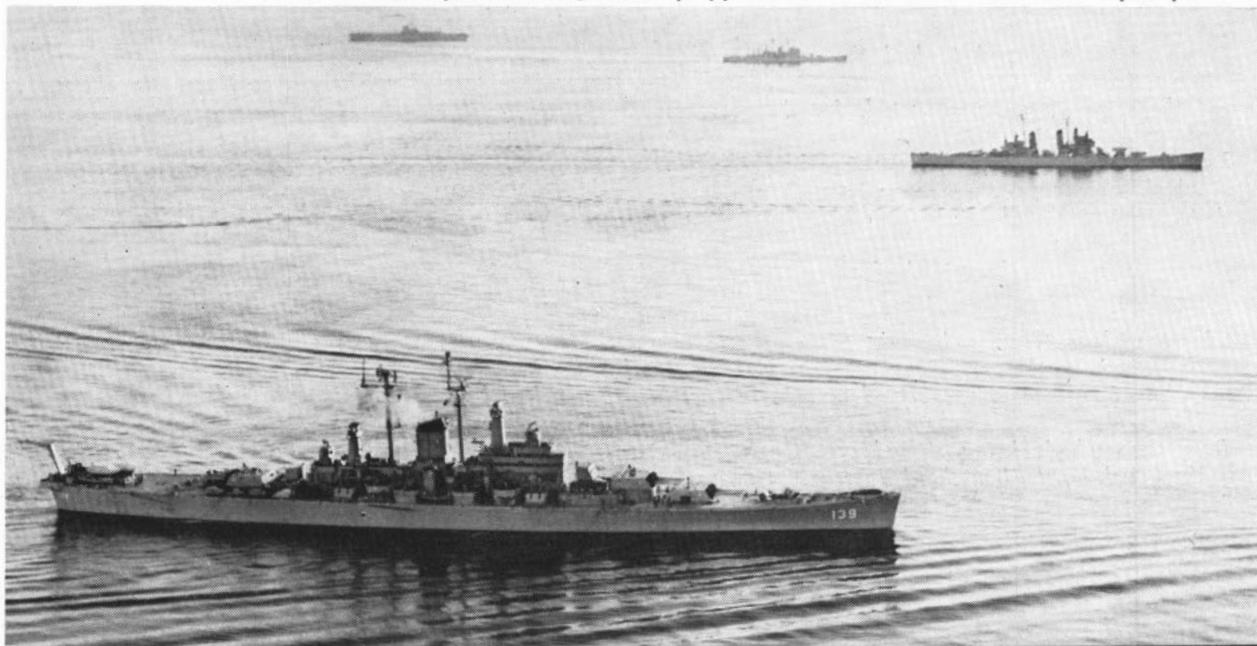
them along to you. In the meantime, use what we have suggested. You'll be surprised how interesting recognition can be. Besides that, you'll learn something that could save your life one day.

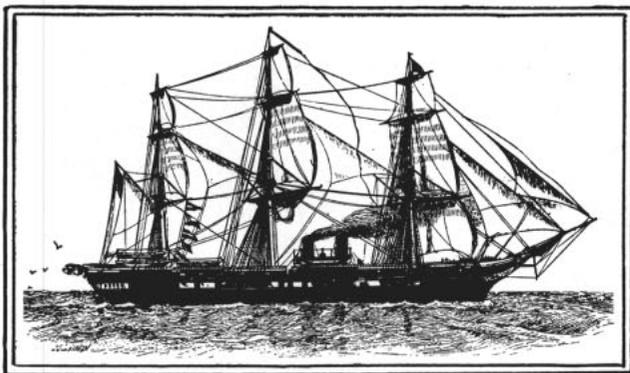
— Erwin A. Sharp, JOC, USN



on the fantails of some AKAs. The ship's single vertical stack extends skyward from the center of the superstructure, and a lattice type mast is forward of the stack.

**SALTY KNOWLEDGE**—In an emergency, knowledge of ship types and classes could become very important.





# NAVY NEW

IF NO MORE, one can always say that the New Year's logs are traditional. Some of them are pretty good, too. As almost everyone knows by this time, each year on New Year's Eve, the OOD is encouraged by Navy tradition to write his log in verse. Yet he

## uss Pickaway (APA 222)

New Year's Eve has been, through long tradition

A time for parties and fun. In addition

It's thought to be, by everyone polled  
A miserable time to have the duty.  
Cold

And boring quartersack standing  
Is a thing of the past. Here I am handing

On to the Fleet a record of how  
We're having a party right here by the brow.

To bring in the New Year, we're having a ball,  
With fun and gaiety and all:  
For decorations, tasteful and plain,  
We have 14 fathoms of port anchor chain

Artistically draped to Buoy Three-Nine

Where we've moored since the days of Auld Lang Syne.

Astern, to buoy 40, to complete the decor

Are two ropes of wire, 100 feet or more.

A large and roisterous crowd is here:

Three of us, gathered to hail the New Year.

All these guests were attracted, I suppose,

By the delicious refreshments, with which I propose

A toast! Scotch and mizu?  
No, a bucolic

Group, we want nothing in the least alcoholic.

The refreshments were brought to the watch by the messenger

— Only coffee, of course; it's far less injur —

Ious than what's being sipped on the beach by the benighted

And unlucky people who were not invited

To these gay festivities here on the Pickaway

Where we saw the last seconds of '60 tick away.

In spite of the gaiety, we're being discreet

Lest our singing disturb COMFIRST-FLEET

He's senior to us, so we'll hold down the noise

Of this New Year's Eve party here at the buoys.

We're getting sympathetic thoughts from friends ashore.

They think New Year's Eve aboard is a bore!

All they have is bright lights, maybe a flask . . .

We have Boiler Two, Generator One! What more could you ask?

Yoke (modified) is set so we'll remain afloat

If this party should take on a wilder note.

The thrills and excitement will rise like a flame

When the bosn's mate and I play a party game

Of skill — tensely fought — with honor at stake

Called "Keep the Messenger of the Watch Awake."

Various units of the Pacific Fleet, Yard and district craft too, noisily greet

The New Year with blasts from their whistles and sirens,

And poetry better than George Gordon, Lord Byron's

Could ever have been, had he composed his verse

On a cold quarterdeck at night; or worse,

If he had written the log of a ship, let's say

In the first four hours of New Year's Day

When San Diego is noisy and gay.

And the sounds of life carry all the way

Across the bay  
To the APA

Where I must stay  
To my dismay

Until in the gray  
Of the dawning day

I hear the man say:  
"I relieve you."

Hooray.

— R. L. Royalty, LT(JG), USN.

## uss Zellars (DD 777)

Tis midnight on Zellars, the watch has been set,

The noise of the New Year is ringing here yet,

And from our deck we hear a loud crash,

It's the Italian custom of emptying trash.

To Molo Angioni, Berth 70, with Med-moor we're tied,

Purdy, Cecil, Moale and Leary, starboard to port-alongside,

The city is Naples in old Italy, Land of the Romans, across the sea.

Starboard anchor with 58 fathoms of chain on the bay floor

Has been holding us tight as we float in our moor,

The port anchor is beneath us, in mud bottom I'm told

— with 10 fathoms of chain, it really should hold.

Commodore Ring is embarked with us too,

Commander of DESDIV One-Sixty-Two,

# YEAR'S LOG



is also bound by Navy regulations to enter certain information in the log. To combine the two is challenging, and many a rhymester has gone down to defeat. Here are excerpts from a few New Year's entries that have been sent to us in the past year.

*Captain Higgins is skipper of this mighty fine ship,  
While XO, LCDR Kenyon, is cracking the whip.*

*Number One Boiler is now on the line,*

*And Number One Generator is running just fine.  
The ship is secured and YOKE has been set,  
Those who are sleeping have nothing to fret.*

*Ships present include units of our mighty Sixth Fleet,*

*Italian navy, merchant and harbor craft are all under feet;  
SOPA is COMFAIRELM who is based on the beach,  
(I hope everything's covered in this little speech.)*

*Smoke is now clearing from fire-works fired.*

*Shore patrol is returning (0150) and boy, are they tired.*

*Zellar's officers and men appear in good cheer*

*Wishing you one and all, a Happy New Year.*

— E. M. Jarvis, RMC, USN.

## uss Owens (DD7 827)

From: CTU 83.4.2

To: TU 83.4.2

*Unclas is a word we must use here  
And I wish you all a Happy New Year.*

*So try your luck and submit your poems*

*Of your midwatch log in uss Owens.*

From: USS R. A. Owens

To: CTU 83.4.2

A. Your 010310Z

*Here is the best I can do for ye.*

*Once upon a midnight clear  
Came the dawning of a New Year.*

*Steaming with Lind, Borie and New  
— Western Atlantic's the scene —  
We find ourselves in Station Two  
Of a 'centric circular screen.*

*Formation course is 090  
At 10 knots along we skip.  
The OTC, COMDESRON 36's our hero,  
In Owens, world's finest ship.*

*With Commander Task Group 83.4  
OpORD  
11-60 we're in full accord.*

*In Station Four,  
The guide is uss New,  
4200 yards,  
Bearing 135 degs true.*

*Material condition YOKE  
And readiness condition IV  
Are set; on such a fine night,  
One could ask no more.*

0108 *The guide was shifted to uss  
Borie  
Why, here is a very great  
mystery!  
But the deed is done;  
She's in Station One  
Bearing 045, same range is the  
story,  
And the whole event is  
history.*

0215 *The guide is shifted now to us.  
This causes much less fuss.*

0315 *Lind is now guide  
Ere I would'st to abide —  
(This New Year's midwatch  
poetry  
Comes hard to men who go to  
sea.)*

— The OOD

## uss Orleck (DD 886)

*A new year starts, the old one is  
through,  
And here sits the duty section with  
little to do.*

*To port lies MacKenzie, with stand-  
ard moor*

*At Yokosuka Harbor, Buoy Delta-  
Four.*

*Present in a nest, of tin cans three,  
And a tender to give us services  
free.*

*"Tender" service, destroyers need  
To remain fighting units of  
strength and speed.*

*So the cold watch, having jobs to do,  
Is set in engineering spaces, and  
quarterdeck, too.*

*But if Seventh Fleet calls with a task  
for us,*

*We're ready to answer with nary  
a fuss.*

*From port to starboard, within the  
nest,*

*We hear the muster call:*

uss Dixie "Aye;"  
uss MacKenzie "The best;"  
uss Orleck "Ready;"  
And uss Eversole "At rest."

*Condition Readiness IV and Yoke  
(modified)*

*Are set in our ship, which is fit to  
be tied.*

*While in the harbor, such units  
meet*

*As JMSDF and U. S. Seventh  
Fleet.*

*SOPA is COMSEVENTHFLT aboard  
St. Paul*

*And a Happy New Year we wish  
to all.*

— Keith M. Ott, ENS, USN.

*If your OOD has tried rhyme this  
year, send a copy to us.*



**BIG JOB**—Disarming a bomb like this is no job for the timid. Here, student applies classroom knowledge.

## EXPLOSIVE ORDNANCE DISPOSAL

**A**T INDIAN HEAD, MARYLAND, a folksy community (population 789) 30 miles down the Potomac River from Washington, D. C., a small cluster of buildings forms the nerve center of a unique organization—the U. S. Naval School, Explosive Ordnance Disposal. It is the only U. S. service school which trains officers and enlisted men from all the armed forces in the art of handling, disposing of, and rendering safe all types of ordnance.

The Navymen there learn, live and work EOD until they become experts in the field. The course is tough, but, to a man, they agree it's worth the effort. Aside from training in the prestigious EOD Corps, these students enjoy such fringe benefits as:

- Duty in a small town . . .
- that's close enough to the nation's capital for weekend excursions . . .
- to spend the extra money they make in EOD . . .
- while living in some of the Navy's nicest housing.

Sounds good? It is. And yet not an overabundance of Navymen apply for EOD training. At present there's

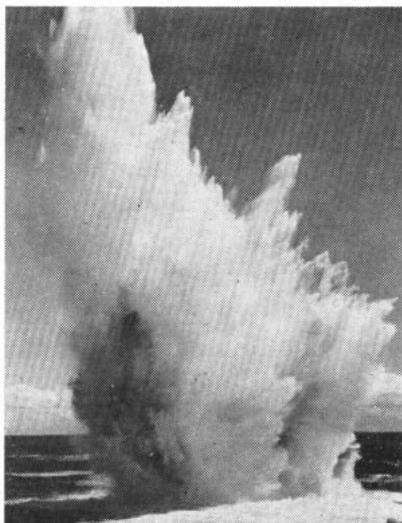
room for more trained EOD technicians. If you're interested, but before you check to see if you're eligible, let's take a close look at the school and EOD in general.

**A**T THE SCHOOL, a sign hung in a passageway through which all students pass bears this inscription: "In EOD there are but two degrees of effectiveness—Success or Failure." This message is the key to EOD work, which, in general, is the art of rendering a piece of ordnance safe—the technician's way of saying he has disarmed it.

The course covers the recovery

and disposal of all types of explosive weapons, both foreign and domestic. Every type of ordnance is studied—from old-time cannon balls to modern guided missile warheads. Regardless of the size, shape, type of fuse or explosive filler, or which country produced it, the chances are pretty good that EOD School graduates know something about it and can disarm it safely. (They also receive training in demolition of explosives underwater as part of their EOD training.)

There are many different approaches to rendering a piece of explosive ordnance safe. It all depends on the type of the ordnance and the conditions under which the EOD man must work. For example, a highly complicated explosive device planted as a booby trap may require many hours of work to disarm it safely. Under many circumstances, it wouldn't be worth the trouble. So, rather than try to render it safe, the EOD technician may plant another explosive charge and destroy it. Or, he can probably figure out what sort of force is necessary for the bomb to explode through its own charge, and go ahead and apply that



**ALL HANDS**

force from a distance with a piece of line or long stick.

Each situation may call for a different approach, and this is where the EOD student's schooling really pays off. The nature of EOD requires the ultimate in teamwork.

**I**N A SOMEWHAT TECHNICAL way, explosives can be defined as substances, either solid or liquid, which, under the influence of some disturbing agency, enter into a chemical reaction which results in the production of gases and the evolution of heat. This reaction takes place in a short time and is accompanied by shock.

Although little is known definitely about the origin of explosives, it is believed by some historians that "Greek Fire," a preparation of pitch, resin, saltpeter, and sulphur, used during the defense of Constantinople about 660 A.D., was the forerunner of gunpowder and the first man-made explosive compound.

Arabs used gunpowder early in the 13th century, but its discovery

## TRAINING

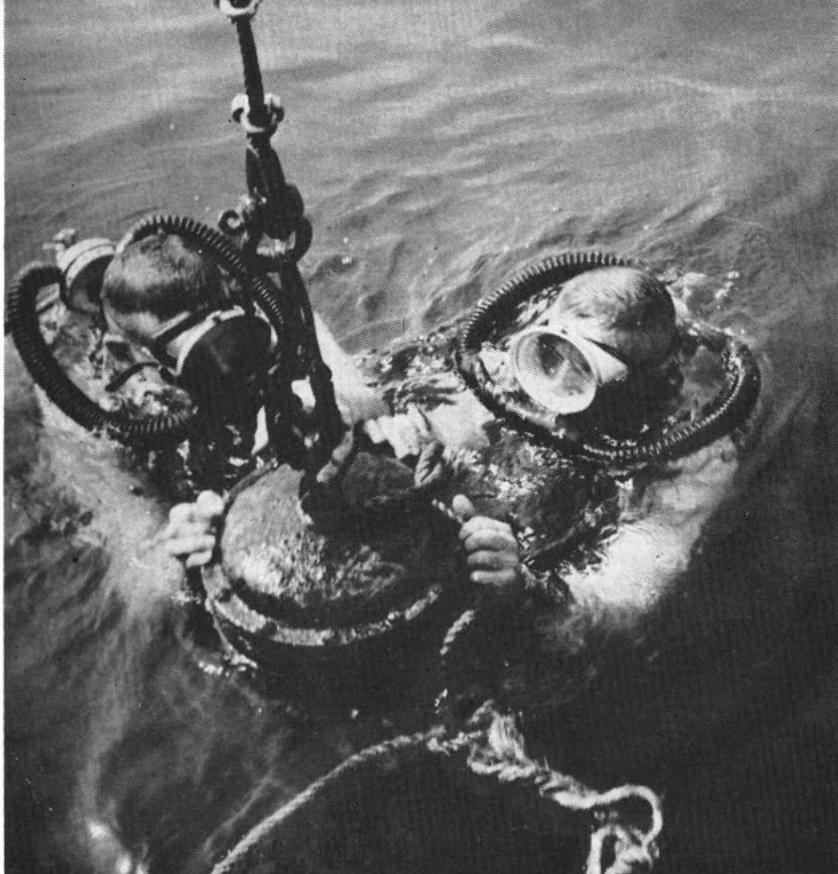
is generally attributed to Roger Bacon of England, who mentioned it in 1270, and to Berthold Schwartz of Germany, who described it in 1328.

Bombs, as we more or less know them today, came much later. The Austrians used bombs in 1849, suspending them from balloons. This was outlawed for some time by a world agreement.

Bombing techniques became highly advanced in the 20th century, and it was during World War II that EOD teams were first established. But it was Britain, not the U.S., that led the way. The EOD School at Indian Head, and the teams of U.S. Navymen trained there, are an outgrowth of Britain's experiences with bombs and mines dropped by German aircraft.

Many tons of these complicated explosive devices were intentionally fused to explode from one hour to several days after being dropped. The danger was great, but many observers close to the scene say their demoralizing effect was even greater.

Faced with the problem of recovering and disposing of these bombs and mines, and other, non-

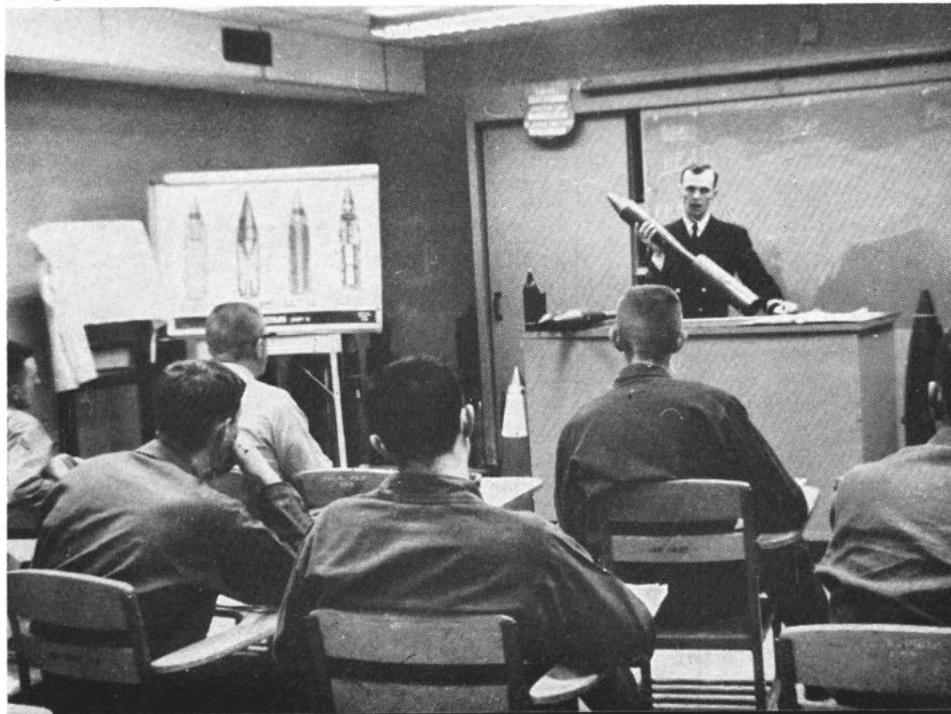


fused bombs which failed to explode on impact but were still dangerous, the British formed Bomb and Mine Disposal squads. These highly-publicized squads were comprised of small groups of volunteers who disarmed the explosives both on land and under water. Valuable information which contributed to the war effort was assembled by these men. They also devised tools and methods to cope with the ingenious ignition

systems devised by the Germans, and recovered many explosive devices for study by allied scientists.

As a result of the wide publicity these EOD pioneers received, however, you might say the Germans got wise to many of their techniques and designed even more complicated bombs and fuses. Thus, the more complicated the mechanisms became, the more casualties were noted in bomb disposal ranks. The

**FOR REAL**—EOD team from Yokosuka, Japan, (above) removes dangerous 'souvenir' of WW II. Below: Classroom held at Indian Head.





Navy EOD expert chips coral from live torpedos in Japanese sub found after 18 years on bottom.

odds that one of these WW II British EOD workers would survive weren't very good.

During the Blitz, several U. S. Navy officers who were serving in London attache billets recognized the need for a similar program in this country. A team of U. S. officers was sent to England, studied the latest methods of bomb disposal, then returned to the U. S. to set up a school here.

**T**HE FIRST EOD-TYPE SCHOOL was called the Mine Disposal School. This was established in May of 1941 at the Naval Gun Factory in Washington, D. C. Several months later a Bomb Disposal School was organized and worked closely with the Mine

**RIGGING AND DIGGING** — Navy EOD students at Indian Head, Md., school learn the ropes for removing a projectile from its crater.



School. This was moved to the campus of American University in 1943.

Graduates of the Mine and Bomb Disposal Schools served in many areas of the world during WW II. They not only cleared channels, harbors and airfields of mines, duds, and delayed action bombs, but also provided detailed information about enemy ordnance innovations.

In November 1945 the two schools were combined and relocated at the U. S. Naval Powder Factory, Indian Head, Md., which has since been renamed the Naval Propellant Plant. In 1947 the responsibility for EOD training for all services was given to the Navy, and officers and enlisted men from all the services were added to the school's staff.

Although the EOD School is located at the U. S. Naval Propellant Plant, Indian Head, Maryland, it is a separate command with a commanding officer and an executive officer. The school is under the management control of BuPers and under the military command of the Commanding Officer, U. S. Naval Propellant Plant.

The EOD organizational structure includes an academic board which hears the case of any student who doesn't match up to team standards, or who falls off in scholastic standings. The board includes the school's executive officer, training officer, the liaison officers of the other services, and the student's division officer. It can, after hearing the student's explanation of his unsatisfactory performance, recommend that he be continued on in class or dropped from the course of instruction.

**T**HE SCHOOL'S 87 INSTRUCTORS are some of the world's most knowledgeable men in the field of ex-

plosives. The teaching staff is comprised of both officers and senior enlisted men from all the services. They know the most intricate details of each piece of explosive mechanism they handle. Each instructor has lots to say to each student, and says it in a hurry. There is no room for error in EOD, and of necessity therefore, the instructor's message must be interpreted quickly and correctly. To learn the ins and outs of EOD in 26 weeks requires constant concentration and practice, over and over again.

Navymen must not only be able to dispose of bombs on land, but must also cope with underwater ordnance, necessitating a study of diving techniques. Otherwise, the course taken by Navymen, Airmen, Armymen and Marines is identical.

Before checking in at Indian Head, prospective Navy EOD technicians must first receive 10 weeks of Scuba and Diver 2nd class training at the Underwater Swimmer's School in Key West, Fla. This is chiefly concerned with the use of conventional diving gear, which leads to a "Scuba Diver 2nd Class" status. Later, while in training at Indian Head, each Navy student receives more advanced diving training in the Potomac River, which probably comes closer to conditions encountered in the Fleet than in the clear waters off Key West.

This diving training at Indian Head is conducted year round, not just during summer months. At times, students must chop their way through several inches of ice before they can submerge to work on a problem. Most students would, in fact, rather catch their diving phase during the winter. It's good practice for working under the extreme conditions they may encounter later when the chips are down.

Diving training at Indian Head, which lasts for six weeks, is one of six phases of the entire Ordnance Disposal course. Students progress from one phase to another, each in turn more complicated and advanced. Over all, this could be considered instruction in the various principles that are used to arm and fire the electrical, mechanical and chemical ordnance and explosive fillers designed by all countries.

**P**HASE I OF THE EOD COURSE lasts about two weeks. Here students learn applied physical principles,

**ALL HANDS**

systems of measure, simple machinery, principles of motion as applied to ordnance, energy and fluid resistance.

**Phase II**, which entails another two weeks of study, deals chiefly with dropped munitions, guided munitions, explosive seat and canopy munitions, and various miscellaneous explosives. One of the more technical aspects of EOD crops up in Phase II.

Students must learn to determine the size, type, and route of entry of a dropped projectile (bomb) by the size and angle of the hole it makes on impact, and must be able to determine if the ordnance exploded or is intact.

Once located, it must be rendered safe. However, many times the fuse or entire bomb should be salvaged for further examination, and this the student is taught to do. Phase II also covers the payloads of guided missiles.

**Phase III**, which lasts for about three weeks, covers advanced EOD techniques, practical operations, and demolitions. Techniques is actually a nuts and bolts job which consists of tools and methods. Every known piece of ordnance has a special tool or method which should be applied when it is to be disarmed.

Demolitions training covers the process of applying the right amount of explosive to a piece of ordnance so that it will either be completely destroyed, or broken up for study, whichever is desired under the circumstances. Or, in many cases, the EOD man will simply want to render it safe.

Phase III also includes practical application of what is learned in the classroom. Students move to the demolition firing area of Stump Neck Annex, a somewhat isolated, wooded area which closely resembles a jungle. (Incidentally, the area abounds with wildlife.) Here a variety of problems are presented, which may range from rendering safe a small fuse found on a jungle trail, to checking out a wide variety of some of the heaviest pieces of ordnance hidden in an overgrowth of brush.

If a problem is handled improperly, a harmless but noisy token charge is detonated from a safe distance as a means of letting the student know he did something wrong.

The jungles of Stump Neck are said to make or break an EOD hopeful. Everywhere he turns, a student

will more likely than not walk into some kind of "confidence" course, which is an area littered with bombs, mines, or booby traps. The idea is to build up each student's confidence by providing him with plenty of problems to solve. Each piece of ordnance he comes across must be identified and rendered safe on the spot. Of course, a small charge will let the student know he's goofed if he doesn't do things just so. Here, as well as in all other aspects of the course, special emphasis is placed on safety.

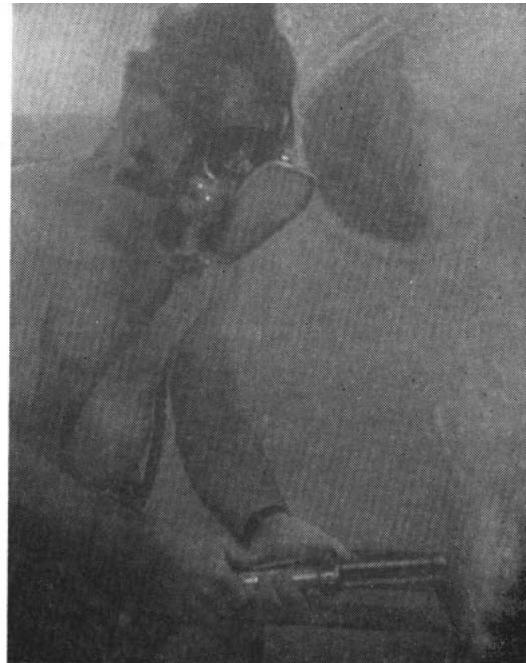
**T**OP PHYSICAL CONDITION is also a necessity for EOD work. This is made quite clear to each student by the time he's finished a week of rigging and digging during still another phase of training at Stump Neck's Access and Recovery branch. Says the "rigging & digging instructor," a GMI: "When the students come here, they hang up their hats. All I want to see is strong backs and blisters." He sees plenty.

Actually, Navy students have an edge on other EOD learners during this phase of training. Each man must be taught several basic knots which EOD technicians use rather frequently. Most Navy students already know these knots and how to use them. They include the cat's paw, bowline, clove hitch and half hitch. Each time a heavy bomb is lifted from its shaft there are certain knots that must be used correctly.

Also at Access & Recovery, students are taught to use a block and tackle which eases some of the muscle work involved in lifting out a bomb. But, no matter how you look at it, a shaft exactly 6 feet 8 inches by 8 feet, by however deep the ordnance has burrowed itself, must usually be dug out by hand, and this does require muscle.

**Phase IV** is the Navy students' underwater training at Stump Neck, which was mentioned earlier. Here they get the chance to combine their diving and underwater ordnance skills. This lasts for about six weeks, during which each student spends several days working on mines at the bottom of the Potomac, rendering them safe, floating them, bringing them ashore, and completely stripping them.

Also included in Phase IV are courses in hard hat diving and underwater welding. (Each Navy stu-



**PHASE IV** — EOD student learns the art of working underwater, while using torch in diving tank.

dent must requalify in diving every six months. This can be accomplished in the Fleet, if he's working in a billet that has diving duties, or at any diver's qualification tank. It's not unusual to see several men arrive at Indian Head each day simply to requalify in hard hat. There is a large tank at the school in which this can be accomplished.)

**H**ERE'S HOW PHASE IV is broken down: The first eight days of study are in the field of influence mines, which explode when affected

**BACK THEN**—A WW II Navy mine disposal diver places charge that will cut leads to firing gear.





**FIELD WORK**—Students examine piece of small ordnance, found along 'jungle' path at Stump Neck Annex, to determine how to disarm it.

by some outside influence—namely a ship passing over or near one. There are various types of influence mines. One such type is the magnetic mine which detects changes in the magnetic field, thus actuating the mine. Another type is the acoustic mine, which "listens" for the noises made by approaching ships, then fires the mine when the noise level reaches a certain point.

The next step through Phase IV is a week of study in the contact mines which were quite popular during WW II. These fire only when a ship strikes them. Again, students must be able to handle these mines with clockwork efficiency. The following week of study is all about torpedoes. Then there is a week of diving and underwater work techniques, followed by two weeks of intensive practice with mines.

**Phase V** of EOD training requires another move—this time to Eglin Air Force Base in Florida—where

**EASY DOES IT** — Instructor shows how to get rid of an unexploded bomb during phase III of training.



live ordnance is dropped to simulate field conditions. This is actual EOD work with standard ordnance, performed by the students under the close supervision of instructors from the school who also make the trip. Here's where the schooling at Indian Head really shows, and the many hours of practice pay off. By now each student can identify nearly any piece of explosive ordnance available by its country of origin, know its fuse, filler and capabilities, and can render it safe or destroy it.

After returning to Indian Head, most students receive an intensive course in the procedures for disarming nuclear-type weapons. This is Phase VI, the final step in EOD training.

When the course is completed the new EOD technicians are sent by their service to field units. Graduates are scattered across the world, you might say. They serve on board aircraft carriers, ammunition ships, sea-plane tenders, net layers, at ammunition depots, with harbor defense units, at the two major Navy EOD units in Charleston, S.C., and Pearl Harbor, Hawaii, and at various U. S. bases and overseas activities. Frequent refresher courses in new weapons are required, so all EOD workers return to the school at regular intervals.

**I**F YOU'RE INTERESTED in EOD, here's how you seek assignment to the school at Indian Head. You must be an officer, or petty officer of one of these ratings: AO, BM, EM, EN, GM, MN, GMT, or TM. You must volunteer, and must be willing to undergo intensive training and study. If you're an enlisted man, your GCT must be at least 55, and your MK

ELECT or MECH at least 50. You must be cleared for Top Secret work. Enlisted men who are not qualified in Scuba and as Diver 2nd Class before enrollment must first attend the Underwater Swimmer's School in Key West and successfully complete a 10-week diving course.

Officers must agree to remain on active duty for 18 months after graduation. All requests should be directed to the Chief of Naval Personnel, via normal chain of command channels.

**IF ACCEPTED**, once you arrive at Indian Head you'll find the housing situation is excellent. Married students, both officers and enlisted, occupy large, apartment type units which have recently been completely remodeled. And there's no waiting for housing. Students who are accompanied by their dependents can move right in to some of the nicest housing in the Navy.

For bachelor officers, and officers unaccompanied by dependents, a better than average BOQ with the usual services is located on station. Unmarried enlisted students are quartered in the station barracks.

Normal class hours are from 0730 to 1600, Monday through Friday. In theory, all evenings and weekends are "free," but in practice are actually spent in afterhours study, which is not mandatory, but is necessary for students who want to finish the course. There hasn't been an EOD student yet who could make it without doing plenty of night work. It's necessary to keep up with your class. Otherwise, you're dropped from school.

You could also be dropped from the course if you lack mechanical ability or become nervous while handling explosives. About the worst thing your instructor could say concerning your suitability for EOD is that he would not care to work with you in the field.

Finally, for the record, the mission of the EOD school at Indian Head is to train officers and enlisted men of all services in the best methods and procedures for the recovery, evaluation and disposal of surface and underwater explosive ordnance, both conventional and nuclear, employed by the United States and other nations. The students know that few official statements cover so much dangerous ground—and water—as the mission of EOD.

— Dan Kasperick, JO1, USN



# Long Beach Goes Fission

**F**OR THE FIRST TIME in its history, the surface Navy has "gone fission."

This situation first occurred when *uss Long Beach*, CG(N) 9, the Navy's first nuclear-powered surface ship, was commissioned in September 1961.

The new 14,000-ton guided missile cruiser — 721 feet long, 73 feet wide and powered by two pressurized water reactors — is capable of cruising at speeds over 30 knots. Her range is almost unlimited.

Armed with both *Terrier* and *Talos* missiles, *Long Beach* adds strength to our defense forces afloat.

The cruiser's guided missile system, designed to destroy enemy aircraft carrying air-to-surface missiles, can intercept either planes or missiles far from the ship.

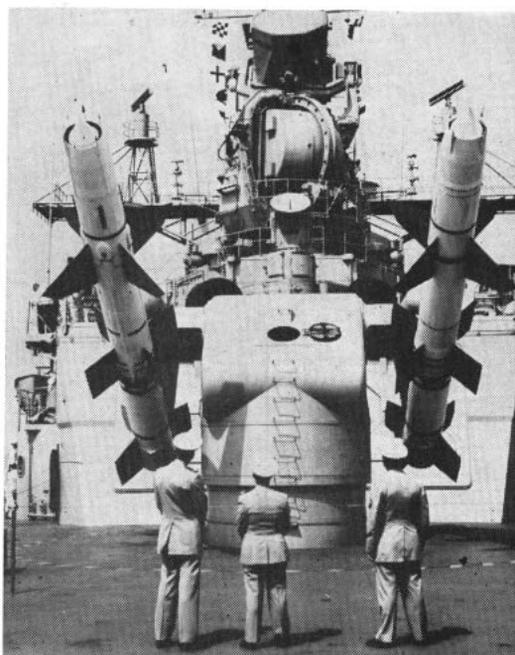
Occupying space sufficient to hold approximately 10 freight cars, *Long*

*Beach's Talos* handling system weighs more than 350 tons. The system's missile hoist is said to be the largest single piece of ordnance in the Navy.

The nuclear-powered cruiser is operating with the Atlantic Fleet and calls Norfolk her home port.

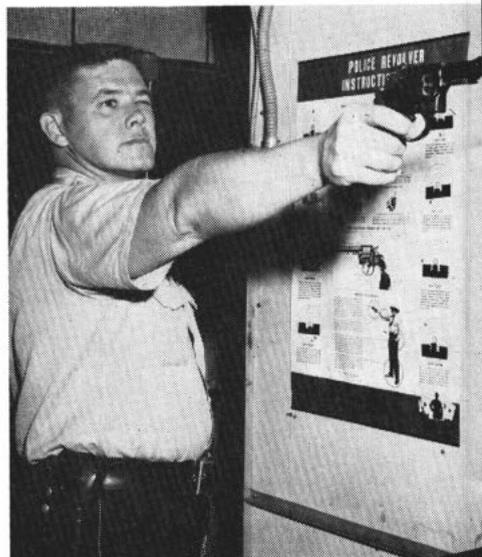
*Clockwise from top:* (1) The nuclear-powered guided missile cruiser *uss Long Beach*, CG(N) 9, moves through calm waters of the Atlantic. (2) Two officers and a chief petty officer get a close-up look at the *Talos* surface-to-air, long-range missiles which make up *Long Beach's* main battery. (3) The first helicopter landing is made on the fantail of *Long Beach*, Navy's first nuclear-powered surface ship. (4) Crew members aboard *Long Beach* make preparations for getting the guided missile cruiser underway.

—Able Register, JO1, USN.





BACK TO SEA—USS *Daniel A. Joy* (DE 585) readies for DesLant duty. Below: R.E. Ketchum, SN, USNR, who will sail with his ship, mans line.



Reservist Burch was a policeman.

## These

**A**FTER MORE THAN 11 years of fresh-water cruising, USS *Daniel A. Joy* (DE 585) is once again feeling the salty spray of ocean waters.

*Joy*, the largest ship of the Naval Reserve's "Corn Belt Fleet," was one of the first of 40 Selected Reserve training ships to report for active duty in the recent partial mobilization.

Long a familiar part of the Great Lakes waterfront scene, *Joy* left her Chicago berth early in October to take her place in the destroyer force of the Atlantic Fleet. After her departure from the Naval Armory at the foot of Randolph St., *Joy* cruised via the St. Lawrence Seaway to her new home port, Newport, R.I., for final inspection and fitting out before joining the Atlantic Fleet as a member of Escort Squadron Eight.

Her crew members, specialists in antisubmarine warfare, are scheduled to undergo intensified training en route to the Fleet training area at Guantanamo Bay, Cuba. For most of the crew, the training will be "old hat"—similar to that received in earlier ASW exercises. Once her training is completed, *Joy* will become an integral part of the U.S. Atlantic Fleet, with further assignments being handled in the same manner as other Navy ships.

*Joy*, like other Selected Reserve ships, has operated as a DE with two crews—one an active-duty nu-



NEW DUTY — Patrolman Burch is BM in *Joy*. Rt: R. Browdy pounds typewriter instead of mail route.

# Reserves Sailed with Joy

cleus to supervise training and maintain the ship; the other, a Selected Reservist crew, with mobilization orders in their pockets. One week end a month—and for two weeks' active duty for training each year—the Reserve crew boarded the ship for training as a unit.

Thus, when *Joy* left Chicago she took along, in addition to her active-duty complement, her Reservist skipper and exec, five other Reserve officers and 75 Reserve enlisted crew members from the Chicago area. Another 23 Ready Reservists—volunteers from the Midwest—"signed on" to bring the ship up to full strength.

The Reservists were given several weeks notice of their call to active duty, but could have been underway on board *Joy* in a matter of hours.

*Joy's* crew—again like those of other Selected Reserve ships—represents a wide range of backgrounds.

Starting at the top, we find CDR Robert F. Flott, USNR, scheduled to assume command at Newport, who has had 20 years of Reserve time, including five years on active duty. In civilian life he has been associated with an insurance firm.

LCDR Raymond A. Wells, USNR, prospective XO, is a TV director. He has spent 13 years in the Naval Reserve. LCDR Wells served two years on active duty, logging sea duty in the Atlantic and Pacific.

*Joy's* Reserve crew also boasts a 62-year-old salt, Walter A. Frogner, SMC, USNR, a veteran of both World Wars. Frogner has 27 years of Navy life behind him — 10 of them on active duty. He was a bus driver between AcDu assignments, and retired from this occupation shortly before reporting on board *Joy* for this tour.

Another crewman, Donald R. Burch, BM1, USNR, leaves a police assignment as drill and small arms instructor for duty in *Joy*. One

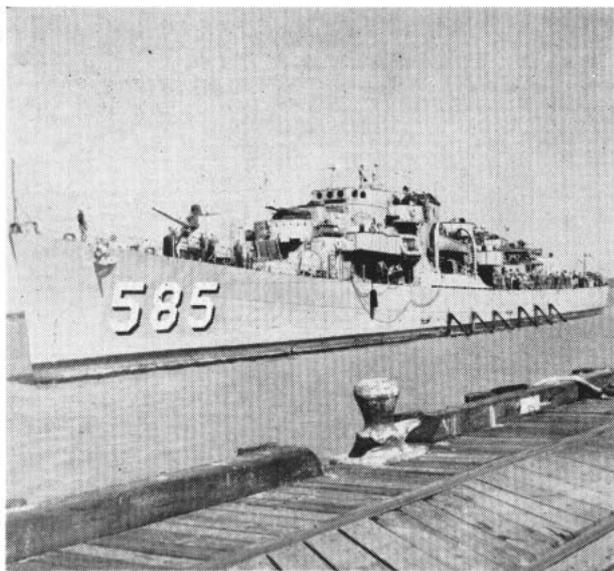
young sailor, who had received his Navy discharge just four weeks before the call-up, also was aiming for a policeman's career. He was in his first week of Chicago police school when he got the word.

A Reservist with a different beat, postman Robert Browdy, PN3, USNR, is now pounding a typewriter in the ship's office instead of the sidewalks of the Windy City.

And so it goes. Some of the Reservists are just out of high school; others are married, have families,

**RESERVE SKIPPER** of USS *Daniel A. Joy*, CDR R. Flott (left) receives ship's commissioning pennant during departure ceremonies in Chicago.





**OLD SALT**—Bus driver W. L. Frogner brushes up after recall. *Rt: Joy* looked like this on '50 trip to Chicago.

and were more or less settled in their dual lives as civilians and part-time sailors.

The ship got quite a send-off when she left her Great Lakes home. Taking part in the departure ceremonies were Mayor Richard J. Daley of Chicago and RADM Ira H. Nunn, USN, Commandant, Ninth Naval District. The Training Center band provided music for the occasion.

There were tears, too, as parents,

wives and children bade their Navy-men good-by. One newspaper headline reported "Sadness Reigns As Joy Departs."

Wives and children of the Reservists were guests for a day at the Great Lakes Naval Training Center, where they toured the base and were briefed on the special benefits for which they are now eligible as dependents of men on active duty.

*Joy's* Reservists have been ordered

to active duty for a maximum period of 12 months. Once they've completed their Fleet readiness training, they'll escort convoys and take part in ASW exercises.

As for *Joy*, she's used to action. Named for the late Daniel A. Joy, a Navy pharmacist's mate who was decorated posthumously for extraordinary heroism at Guadalcanal, *Joy* was commissioned in April 1944.

*Joy* performed escort and patrol duties in the Philippines, New Guinea and Admiralty Islands areas under repeated Japanese air attacks.

Engaged in action near Okinawa when the war ended, *Joy* continued to operate in Asiatic-Pacific waters for several months, performing routine patrols. In 1946, she returned to the U.S. and was assigned to the 13th Naval District to train Reservists. The DE operated out of Seattle until she was transferred to the Ninth Naval District in 1950.

In a historic, headline-making trip, *Joy* was towed more than 1500 miles through the Mississippi and Chicago River systems to Chicago. For this voyage, *Joy* had to have her propellers removed and her mast shortened. *Joy* was placed back in commission at Chicago in May 1950.

Although *Joy's* departure means the loss of the Navy's largest ship on the Great Lakes, seven patrol-type ships and three submarines continue to operate in the area, training Reservists.

Meanwhile, pardon the pun, *Joy* reigneth supreme, fulfilling her assignment as a Selected Reserve ship on duty with the U. S. Fleet.

**BYE NOW**—Dependents bid farewell to *USS Joy* leaving for active duty.





CONTRAST — Men in colonial dress watch atomic cruiser sail by USS Northampton and French ships.

## Return to Yorktown

**H**AD THE U.S. and French Navies during the Revolutionary War been equipped with the modern fighting ships which lay anchored off the shores of Yorktown, Va., on 19 Oct 1961, Lord Cornwallis might not have been around long enough to surrender.

The Battle of Yorktown, the last big battle of the Revolutionary War, took place over 180 years ago. On 19 Oct 1781 Lord Cornwallis, the commander of British forces at Yorktown, surrendered his troops to General George Washington. An annual celebration is held in Yorktown to commemorate the end of this important battle for our freedom.

This time, as part of the celebration, the cruiser *uss Northampton* (CLC 1), anchored in the York River along with the French destroyer leader *Chateau Renault* and three French destroyers, *Forbin*, *Guerpratte* and *Chayla*.

In Yorktown on the day of festivities, *Northampton* Navy men and Marines marched in the parade alongside their French allies of today, as other American fighting men had done 180 years ago. Admiral Robert L. Dennison, usn, Commander in Chief, U. S. Atlantic Fleet, and His Excellency Hervé Alphand, the French Ambassador to the United States, were representatives of the two countries.

Colonial dress and old guns manned by Virginians uniformed as soldiers of the Revolution were common in Yorktown. The ships in the river, however, were quite unlike the ships of the Revolutionary War. These were among the most modern afloat.

An even greater contrast of past and present, however, came apparently by chance. As several men dressed in colonial uniforms looked out into the river at the ships anchored there, the U. S. Navy's nuclear-powered cruiser *uss Long Beach*, CG(N) 9, sailed past the historic spot.

After the festivities in Yorktown, the French ships visited Norfolk, Va., and *uss Northampton* joined Task Force 22 in the Western Atlantic for Second Fleet exercises with the electronic, nucleonic Navy.



FRENCH learn how cannon works. Below: *Northampton* joined French ships for 180th anniversary.



CHATEAU RENAULT took part in the celebration.





MARINE festival queen and court greet sweeps at Maizuru. Below: Visiting minemen found champion Japanese dog a friendly fellow.



WELCOME—LT. T. Freeman, CO of USS *Phoebe*, greets visitors in Kochi.

## Fleet Leaders

THE SIZE OF a Pacific Mine Force minesweeper is more than just operationally important. With a shallow draft, short length and twin screws, the bird-named, wooden-hulled coastal sweeps of MINPAC are among the busiest and most popular Japanese port visitors in the Seventh Fleet.

And because these ships can get into almost any port — many never visited before — they often are the first and only United States ships to be seen by thousands of Japanese.

To illustrate, consider just one recent seven-day period when the coastal sweeps participated in five different Japanese port festivals. Two sweeps, *uss Peacock* (MSC 198) and *Woodpecker* (MSC 209), called at Maizuru and Tsuruga for two days each; *Vireo* (MSC 205) and *Widgeon* (MSC 208) visited Minamata for four days, and *Phoebe* (MSC 199) spent two days at Kochi and two days at Takamatsu. The 142-footers are units of Mine Divisions 31 and 32, homeported in Sasebo,

Japan. They each have a ship's company of four officers and 29 enlisted personnel. Their mission is to sweep mines from coastal waters. With minimum support they can sweep mines almost anywhere in the world.

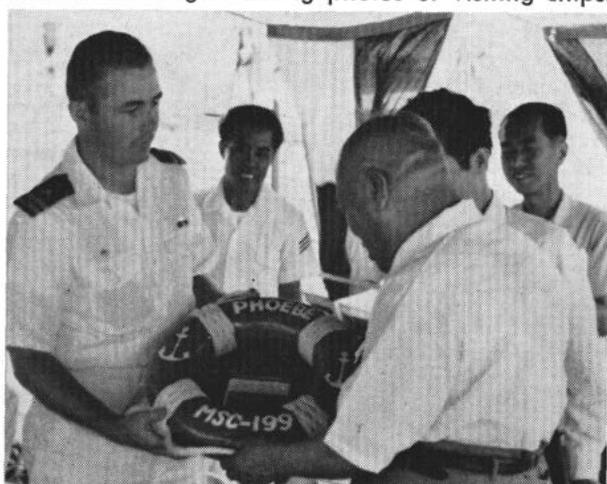
The Japanese port visits call for not only outstanding seamanship, in the inland waters of Japan, but also for outstanding characteristics of friendship. The Pacific Mine Force's "Fleet leaders" succeed on both counts.

Take *Phoebe's* visit to Kochi and Takamatsu for example.

Upon arrival at Kochi, the ship was greeted by delegations from the governor of Kochi prefecture, and the mayor presented the ship with flowers. In return, *Phoebe* gave the mayor a decorative life ring which contained a picture of *Phoebe*. The ceremonies were covered by local TV and press.

In the afternoon, *Phoebe* gave a reception for local dignitaries of the prefecture and city governments.

RINGERS — Officials of Japanese ports received ornamental life rings framing photos of visiting ships.





**SWEEPING TREAT** — No cones, but orphans enjoy ice cream. *Rt:* Mayor of Takamatsu is piped off *Phoebe*.

# In Good Will

Later, the crew participated in a softball game against a local team, which *Phoebe* won. That evening the ship's officers were entertained at dinner by the members of the local Lion's Club.

The next morning the ship gave a party for 20 orphans. In return, the orphanage presented hand-painted fans to members of the crew. The officers and men of *Phoebe* also donated 7300 yen to the orphanage.

At noon the ship's officers attended a regular luncheon at the Kochi Rotary Club, where Lieutenant Thomas Freeman, the commanding officer, was guest speaker. During general visiting hours in the afternoon, 500 people toured *Phoebe*. Also during the afternoon, *Phoebe* lost a softball game to the Island of Shikoku champions. The game was televised locally.

From Kochi, *uss Phoebe* steamed to Takamatsu, on the northern coast of Shikoku. There the skipper was a guest at a regular luncheon of the Rotary Club, and during the after-

noon *Phoebe* held an on-board reception for the mayor of Takamatsu and other local dignitaries. Another 500 Japanese toured during "open house," and *Phoebe* got back in the win column by defeating the mayor's softball team. That evening the members of the ship's crew were guests of honor at a reception in picturesque Ritsurin Park.

The governor of the prefecture toured *Phoebe* just prior to her departure.

In each city the minesweepers' visits were acclaimed, thousands of Japanese saw Americans and their ships for the first time and American-Japanese friendship and understanding were increased.

And this was just one week out of seven coastal sweeps a year. Visits to other ports are scheduled for the coming months. The trained and ready coastal minesweepers of the Pacific Mine Force, on duty with the Seventh Fleet, are continuing to uphold their proudest tradition: *They Lead the Fleet*.



**TALL TAIL** — Officer holds up long-tailed Japanese rooster that was member of greeting party.



**BALL GAME** opens in the Japanese manner. *Right:* Candy for orphans.



# SERVICESCOPE

Brief news items about other branches of the armed services.

THE AIR FORCE and the National Aeronautics and Space Administration have teamed up for a project that may result in an unmanned space probe toward Venus by the middle of next year. The Air Force's *Atlas-Agena B* rocket combination figures in NASA plans to launch an unmanned *Mariner* space craft to the vicinity of Venus; a mid-1962 blast-off date has been timed to take advantage of the expected favorable relative positions of Earth and Venus.

Basic space equipment designed for use in future interplanetary flights will be checked out in NASA's 400-pound *Mariner*. A survey of magnetic fields in space, radiation experiments to detect and count energetic particles from the sun and a device to scan the surface of Venus for temperature distribution will all add to probe data.

★ ★ ★

ARMY RESERVISTS who are now reporting for active duty can expect increased emphasis on physical fitness during their training.

A relatively new program of physical fitness will stress exercises designed to increase a soldier's capabilities in long-distance walking, crawling and the "dodge and run." Some old exercises are being retained in the new program because of their usefulness in conditioning, but training objectives now are designed to provide more realistic and, therefore, more useful exercises.

Marksmanship will continue to be an important skill for the modern soldier. However, firing on known distance ranges at fixed targets is being replaced by new methods which include field firing at electrically operated targets that fall when hit by a bullet.

With few exceptions, men in the recalled units have completed at least 16 weeks of individual training, including their military occupational specialties. In addition, they have had about six weeks of basic unit or on-the-job training in their specialties.

Several areas of training are being given greater emphasis. Night training, for example, will be increased and Reservists will be introduced to new equipment, such as the Army's new M-14 rifle.

Some units will also be introduced to new electronic



MAN-CARRYING air car, designed for high-speed land and water travel, is being built for Army.



ARMY'S M-48 tank moves inland during maneuvers on San Juan Islands off the coast of Washington.

radar systems which can detect enemy troop movements at night, in heavy fog and at distances beyond the range of normal vision.

New techniques of counter-guerrilla warfare will also be taught, and all units will be trained for operations in the desert, jungle, mountains or arctic regions.

To complete the training program, there will be joint exercises in which at least one of the other services will be involved. This phase will include amphibious and/or air mobility training.

★ ★ ★

THE COAST GUARD icebreaker USCGC *Westwind* (WAGB 281) is engaged in operations near Thule, Greenland, as part of a Military Sea Transportation Service Arctic resupply operation. Her services include escorting other, less stout, ships through the ice, reconnaissance, resupply, sea rescue and special assignments (such as installing auxiliary radio stations).

*Westwind* is one of three "Wind" class Coast Guard icebreakers; the others are *Eastwind* (WAGB 279), now in the Antarctic for operations with Deep Freeze '62, and *Northwind* (WAGB 282), on patrol in the Bering Sea.

★ ★ ★

IN A RECENT DEMONSTRATION of the "blind intercept" system, a U. S. Air Force Tactical Air Command pilot, flying a 1400-mph F-105D *Thunderchief* fighter, knocked down a jet target drone which was miles away and out of visual contact.

The pilot, a member of TAC's 335th Tactical Fighter Squadron based at Eglin AFB, Fla., was directed by a ground tracking station into the general target area. Once there the *Thunderchiefs* blind intercept automatic target-seeking computer system took over, eventually launching a *Sidewinder* air-to-air missile. The pencil-slim, nine-foot *Sidewinder* is equipped with an infrared radar device which guided it to its target by seeking out heat from the jet drone — and just twelve and a half minutes after the initial scramble, it was scratch one drone.

The supersonic *Thunderchief* also carries the air-to-surface *Bullpup* missile, a 20 mm automatic cannon, and a variety of non-nuclear bombs in addition to nuclear weapons. Besides serving with TAC in this country, the *Thunderchief* fighter plane is also used by the U. S. Air Force in the European theater.

A NEW ELECTRICAL POWER GENERATOR, developed for the U. S. Army, runs so smoothly that during one series of tests a penny was stood on edge on an engine mount, and it remained upright while the diesel ran at full speed.

The smooth-running generator eliminates electrical voltage variations, thus enabling radar operators to locate targets with more precision. It was developed for the Advanced Research Projects Agency under Army supervision.

The generator will be used to power the advanced TRADEX radar, to be installed on the islands of Roi-Namur, part of Kwajalein Atoll, to observe target cones launched by Atlas boosters from California for the Army's Nike-Zeus anti-missile missile system test complex on nearby Kwajalein Island.

Unmatched precision in the control of electric power fluctuation will be provided by the 1500-kilowatt power generator, yet it is cheaper, lighter and more easily built than comparable power systems currently available.

The new generator equipment can be produced at a much cheaper per-kilowatt cost. Generators of similar application cost about \$325 per kilowatt, while the new generating equipment costs about \$129 per kilowatt of power.

Contracts for \$1,467,115 have been awarded to provide seven of the new units. They now are coming off the production line.

★ ★ ★

THE COAST GUARD has unveiled an 82-foot, 26-knot patrol boat which features two 1000-horsepower gas turbine engines and a complete, console-type, pilot house control panel within easy reach of the steering wheel. With it, one man can make steering the ship and operating its engines and associated electronics equipment look easy.

Special gear for rescue work (the boat is scheduled to operate out of Miami, Fla., primarily as a search and rescue boat) includes a ring of floodlights around her hull which can illuminate a large area during night operations. She also carries a towing bit, a portable side ladder and a 16-foot plastic outboard motorboat which is launched from a boom.



GAS TURBINE-powered 82-foot patrol boat of U. S. Coast Guard is capable of speeds up to 26 knots.



'MECHANICAL MULES' of U.S. Army haul 101st Airborne Division airdrop equipment to an airplane.

The pilot house, built on a raised forward deck, affords 360-degree visibility.

The boat is the only gas turbine-powered craft in a new class now under construction at the Coast Guard Yard in Baltimore, Md.

★ ★ ★

A TACTICAL FORCE of more than 200 Air Force jet fighters has arrived in Europe in a movement described as the largest single deployment of fighter aircraft to an overseas area since World War II. The deployment of F-84Fs, RF-84Fs, and F-86Hs of recently recalled Air National Guard units was part of U. S. moves to beef up military strength in Europe.

Included in the deployment were units from Tactical Fighter Wings of Fort Wayne, Ind.; St. Louis, Mo.; Columbus, Ohio; Boston, Mass.; McGuire AFB, N.J.; and the Tactical Reconnaissance Wing of Birmingham, Ala.

During the movement, 10 crews from five Reserve Air Rescue squadrons were recalled for 60 days of duty to augment Regulars.

The airlift of maintenance personnel and support equipment was handled by MATS.

★ ★ ★

MORE THAN 10,000 members of the regular and reserve forces of the Army and Air Force figure in recent Defense moves to beef up U. S. combat forces in Europe. As announced by the Department of Defense:

- The 3rd Armored Cavalry Regiment of Fort Meade, Maryland, is being deployed to Europe; it will be replaced at Fort Meade by men of the 150th Armored Cavalry, West Virginia National Guard, who have been ordered to active duty.

- Ten fighter squadrons, one tactical reconnaissance squadron, one tactical control group, and supporting elements of the Air National Guard started deploying to Europe in November. Seven regular Air Force squadrons already in Europe on temporary duty will return to the U. S.

- Several thousand tracked and wheeled vehicles and more than 100,000 tons of equipment for use by armored and infantry divisions are being shipped to Europe and maintained in a state of readiness.



## Three-Time Champs

**F**OR A SQUADRON to win either the Chief of Naval Operations Safety Award or the Atlantic or Pacific Battle Efficiency "E" for any year is quite an achievement. To win both in one year is remarkable.

Fighter Squadron 14 at NAS Cecil Field, Fla., has, however, accomplished this feat in triplicate. The VF-14 *Tophatters* have won both the CNO Safety Award and the Naval Air Force Atlantic Battle "E" for the past three consecutive years.

The mission of VF-14 is to intercept and destroy enemy aircraft at night and during inclement weather. To accomplish that task the unit flies the F3H-2 *Demon* jet fighter, armed with air-to-air *Sparrow* III and *Sidewinder* missiles, backed by 20mm guns.

To win the CNO Safety Award and the Air Force Atlantic "E" in 1959, the *Tophatters* totalled 3348 flying hours and 1204 carrier landings. These were completed during a Mediterranean cruise, a NATO exercise and numerous Fleet operations.

Repeating as a double-winner in fiscal 1960, the unit recorded 4348 flying hours and 2318 carrier landings. They participated in two Fleet exercises, a weapons system evaluation, and a six-month tour with the Sixth Fleet.

VF-14 has again won both awards for fiscal year 1961, while operating with *uss Franklin D. Roosevelt* (CVA 42) in the Mediterranean and participating in a Fleet exercise in the Caribbean. The *Tophatters* flew 4010 hours and made 1867 carrier landings during fiscal year 1961.

Counterclockwise from upper right: (1) An F3H-2 *Demon* is hoisted aboard *uss Franklin D. Roosevelt* (CVA 42) before squadron's departure to Med. (2) *Demon* of VF-14, sporting top hat insignie, flies high while on mission. (3) VF-14 jet comes in during operations in the Med. (4) *Tophatters* were first in Fleet to get *Demons*, shown here at NAS Cecil Field, Fla. (5) *uss Franklin D. Roosevelt* was the home of VF-14 while at sea. (6) Members of "E" winning VF-14 pose for photo.



# LETTERS TO THE EDITOR

## Reenlistment Bonus

SIR: In 1951, I voluntarily extended for two years, and received \$90. In 1953 I reenlisted for four years, and in 1957 did the same for six years. The personnel office counted the 1957 reenlistment as my second, and I was paid on that basis. Then, a year later, it was determined that it was really my third reenlistment, and my pay was checked for \$480.

My question is: Has the Comptroller General since revised his stand on counting a two-year extension as a reenlistment for pay purposes? — A. T., CS1, USN.

• Sorry, there has been no such CG decision made.

"NavCompt Manual," Para. 044075, provides that, for the purpose of determining the number of the reenlistment for which the bonus is payable, any reenlistment entered into on or after 1 Oct 1949 for which a reenlistment bonus or allowance was payable will be counted, and that the term "reenlistment" includes a voluntary extension of enlistment for two or more years. — Ed.

## Performance and Promotion

SIR: A recent issue of the *Line Officer Personnel Newsletter* contained an article which explained the procedures used by Navy promotion boards. It said: "While each promotion board establishes its own detailed criteria, experience has shown that . . . performance is the primary consideration . . . In summary, the key to a successful naval career is daily performance as recorded in fitness reports . . ." The word "performance" is repeated 15 times in this article.

I have been an officer for three years and I don't know whether my reporting senior considers my performance good or bad. I have never seen one of my fitness reports, nor has there ever been any mention to me of my performance.

Since my superior officers appear reluctant to discuss this matter, how am I expected to know whether or not my daily performance has been satisfactory? — R.L.R., LTJG, USN.

• You have really answered your own question. The mere fact that you never have been shown one of your fitness reports indicates that your performance is satisfactory. And, since you have not been counseled concerning minor deficiencies in your performance, this further indicates that your superiors think you are doing a good job.

You don't have to take our word for this. "BuPers Manual," Art. B-2203,

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.

requires that an adverse report be shown to you and that minor deficiencies not be included in the report until after they have been discussed with you and you have had an opportunity to correct them.

Although you apparently have no reason for concern, you, and all other officers in the Navy, are encouraged to discuss your performance with your reporting senior. — Ed.

## Competent Authority

SIR: Since temporary additional duty orders are issued by designated commands only, may the commanding officer of such a command write TAD orders for himself? It seems to me that his orders would have to be written and signed by a superior officer, but where is this specified in regulations? Disbursing directives specify only that TAD orders be written by "competent authority." How does a CO determine who this competent authority is? — R. J. K., CWO, USN.

• Your CO may authorize his own TAD. Official orders are issued by title, rather than by name, so it's perfectly proper for a CO, who has authority to issue orders anyway, to issue them to

himself. BuPers Inst. 1321.2C, which spells out the issuance of TAD orders for officers, also contains a listing of all commands authorized to write them. — Ed.

## Steel Flight Decks

SIR: I happened to mention one day that the aircraft carrier *Midway* (CVA 41), which I had served in for 18 months, had an all-steel flight deck. This about drove the crew of this ship into a panic. They don't believe me.

Will you please confirm my story and also tell me the names of other aircraft carriers which have similar decks? Also, when were the steel flight decks installed, and with what type of paint are they covered? — R. J. D., BT1, USN.

• Before the crew elects you president of a shipboard Liars Club, we will confirm your story about the all-steel flight deck aboard *uss Midway*.

There are also nine other aircraft carriers which have all-steel flight decks. They are *uss Franklin D. Roosevelt* (CVA 42), *Coral Sea* (CVA 43), *Forrestal* (CVA 59), *Saratoga* (CVA 60), *Ranger* (CVA 61), *Independence* (CVA 62), *Kitty Hawk* (CVA 63), *Constellation* (CVA 64), and *Enterprise*, CVA (N) 65.

These ships were constructed with all-steel flight decks which are kept painted with a non-skid flight deck compound.

Just in case the election is over, you had best resign your seat. Whoever heard of a Liars Club president who was caught telling the truth? — Ed.



AIR RIDE — Navy's new hydrokeel landing craft, which has exceeded 30 knots, skims over the Potomac River during a test demonstration.



RESTING on fantail of USS Long Beach, CG(N) 9, is HU-2 copter for which first landing on a nuclear-powered surface ship is claimed.

#### Air Controlman

SIR: Can you shed some light on the status of the former ACW rating? On 31 Mar 61, all ACWs, ACRs and ACTs were changed to ACs making the rating assigned through BuPers, instead of by EPDOPAC or EPDOLANT.

Those of us who have gone on the Seavey list under Segment Three of 1961 have been left up in the air without any way of knowing when to expect orders or how to express our preference for next duty or school.

Any information you can provide as to what the rotation of the AC rating will be and the method of submitting requests for preference of duty will be appreciated. — R.E.D., Jr., AC2, USN.

• The Chief of Naval Personnel assumed direct distribution control for the AC rate in the early warning commands on 15 Sep 1961. As you say, ACs are now detailed by this Bureau.

You can still expect rotation at the end of your regular tour of duty at whatever station you are located unless you have received orders extending your tour. The Bureau has the authority to extend you up to one third of your normal tour of duty. If this happens, you will have received orders to that effect well in advance.

Now, as to the method of submitting requests for preference. AC assignments are made on the basis of information contained on AC Data Cards (NavPers 205) (New 4-56).

In order that the Bureau may have all the information it needs to make its assignments, it will be the responsibility of every AC to submit his card when he reports to a new station and any time a change occurs in his status — such as advancement, new qualifications or change of duty preference.

*All commands concerned have been advised of the need for data cards. By the time you read this, they will undoubtedly have been issued. — Ed.*

#### Elizabeth and Kitty Hawk

SIR: In the June issue of ALL HANDS your article on USS Kitty Hawk (CVA 63) said it was the largest ship afloat and gave its gross tonnage as 80,000 tons. To the best of our knowledge, SS Queen Elizabeth has a gross tonnage of 83,634 tons.

Although Queen Elizabeth is 16 feet shorter, it seems to us that she is still the largest ship afloat. Any comment? — G.R.H., EM2, USN.; J.D.P., EM2, USN.; G.D.G., IC2, USN.

• Comparing tonnages and measurements, we have found, can be a tricky business when the figures don't come from the same source.

Queen Elizabeth was not in port, so we were unable to weigh the water she displaced. Comparing a couple of sources, we find she probably displaces more than Kitty Hawk.

We equipped our editor-in-charge-of-tape measures with a tape measure and

#### The Blue and Gold

SIR: Uniform Regulations states that a gold rating badge and service stripes must be worn on the blue jumper by those who meet the eligibility requirements. Does this include both dress and undress blue jumpers? — J.B.S., YN1, USN.

• Yes. If you are eligible to wear gold, it must be worn on both the dress and undress blue jumpers. You must also wear the gold rating badge on the sleeve of your pea coat without service stripes. — Ed.

sent him out again to measure Kitty Hawk. His conclusion, however, (making corrections for shrinkage of the tape measure) was that Kitty Hawk's external measurements (over-all length 1047½ feet, extreme beam 252 feet) are still greater than those of Queen Elizabeth (length 1031 feet, width 118 feet seven inches). — Ed.

#### The Story of Dr. Wassell

SIR: The other day during a discussion with someone here in London, I may have told a story that is not exactly correct.

My knowledge of history and geography is something less than adequate, but here is the story as I remember it and as I told it to my British friend. Can you verify it or correct me where I'm wrong?

During the early part of World War II, as I recall, a U. S. Navy Medical Corps officer by the name of Wassell (possibly spelled Wassal) was responsible for the evacuation of numerous wounded men from Malaya, Singapore or some other Asiatic-Pacific area.

I believe Dr. Wassell was attached to a British unit or serving with an organization under British command. This officer, I think, over the vigorous protests of certain higher authority, refused to abandon the wounded, and after a successful evacuation caused by his actions, was awarded the Medal of Honor.

He retired in Little Rock, Ark., after World War II, and I seem to remember that a film of his exploits was made and a novel of his life written. I think he died in either 1955 or 1956.

How nearly correct am I? — T.S.G., YN2, USN.

• Your story is pretty close to the facts.

As we have it, Dr. Wassell (with two "Ts") was in Java, Netherlands East Indies, when the evacuation to which you refer was accomplished about 1 Mar 1942. For his courage and accomplishment he was awarded the Navy Cross, not the Medal of Honor.

Dr. Wassell's story was told once by the late President Franklin Delano Roosevelt during one of his Fireside Chats. President Roosevelt said in a radio address on 28 Apr 1942:

"... I should like to tell you one or two stories about the men we have in our armed forces: There is, for instance, Dr. Corydon M. Wassell. He was a missionary, well known for his good works in China. He is a simple, modest, retiring man, nearly 60 years old, but he entered the service of his country and was commissioned a lieutenant commander in the Navy. Dr. Wassell was assigned to duty in Java caring for wounded officers and men of the cruisers Houston and Marblehead, which had been in heavy action in the Java seas.

"When the Japanese advanced across the island, it was decided to evacuate as many as possible of the wounded to Australia. But about 12 of the men were so badly wounded that they could not be moved. Dr. Wassell remained with these men, knowing that he would be captured by the enemy. But he decided to make a desperate attempt to get the men out of Java. He asked each of them if he wished to take the chance, and every one agreed.

"He first had to get the 12 men to the sea coast 50 miles away. To do this, he had to improvise stretchers for the hazardous journey. The men were suffering severely, but Dr. Wassell kept them alive by his skill, and inspired them by his own courage. As the official report said, Dr. Wassell was 'almost like a Christ-like shepherd devoted to his flock.'

"On the sea coast, he embarked the men on a little Dutch ship. They were bombed and machine-gunned by waves of Japanese planes. Dr. Wassell took virtual command of the ship, and by great skill avoided destruction, hiding in small bays and inlets. A few days later, Dr. Wassell and his little flock of wounded men reached Australia safely. He now wears the Navy Cross . . ."

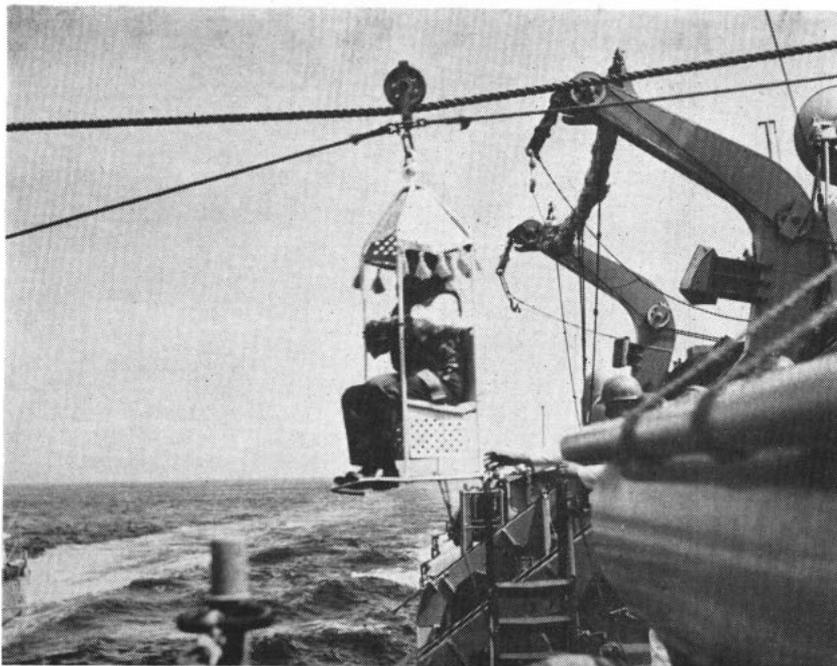
At the time the Java evacuation began, Dr. Wassell was a lieutenant commander in the Naval Reserve, assigned to duty as medical officer in command, U. S. Naval Activities, Surabaya, Java. He was furnished support in the evacuation from the Dutch Naval Liaison Officer there.

When Dr. Wassell entered the Naval Reserve in 1924, it was as lieutenant junior grade. At the time he first accepted his commission, he was serving in China as a medical missionary with the Episcopal church.

During some 14 years in China, Dr. Wassell performed numerous services. He was in charge of the Chinese National Red Cross in 1918 and of the International Red Cross medical relief effort during the Han River levee break and famine of 1921. He was professor of medical parasitology, Hale-Hunan Medical College, Changsha, China, 1920-1922. He was Port Medical Officer and Chinese Maritime Medical Officer at Kiukiang, 1923-1927, and from January to April 1927 served on active duty (without pay) with the U. S. Navy's Yangtze Patrol.

Dr. Wassell was appointed LTJG in the Medical Corps of the U. S. Naval Reserve in September 1924, and was promoted to lieutenant on 9 Apr 1926. He subsequently attained the rank of captain to date from 20 Jul 1943, and was transferred to the retired list of the Navy on 1 Aug 1946 as a rear admiral. He died at Little Rock on 12 May 1958.

After Dr. Wassell returned to the United States in 1942, he toured the country, speaking at war plants to



ON THE LINE — Local citizen is highlined from USS Forrest Sherman (DD 931) during guest cruise off Abidjan, Republic of Ivory Coast.

stimulate production. Despite occasional ill health, Dr. Wassell spoke to well over a million workers in more than 500 appearances during the war years.

The movie of which you speak was produced in 1944. It was titled "The Story of Dr. Wassell." It premiered in Washington, D.C., in April 1944. James Hilton also wrote a book entitled "The Story of Dr. Wassell." It was published in 1943. — Ed.

#### About Alameda County

SIR: It seems your fine magazine has been guilty of oversight in your article on USS Alameda County (AVB 1). It does not credit Alameda County with

all her duty in the Mediterranean.

Alameda County's first change of home port was in June 1953 while she was still LST 32. She left CONUS on 4 Sep 1953 for Mediterranean duty. She went directly from Norfolk, Va., to a small town in Crete for the first advance base operation.

It wasn't until after this operation that LST 32 went to Naples, Italy. She arrived there on 14 Oct 1953, which was before she received her present name and was redesignated AVB.

In March 1955, Alameda County returned to the United States and was converted to AVB 1.

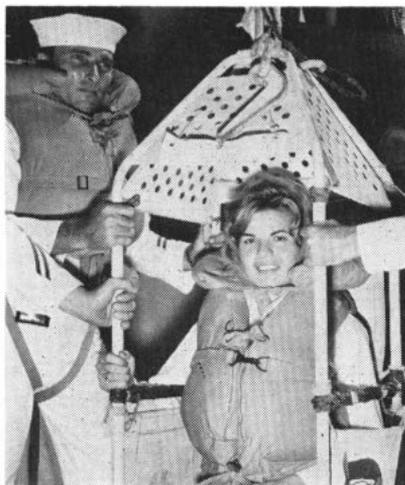
I believe she was the first ship to carry construction equipment to Spain for the construction of the Rota base. I also believe she may have remained overseas longer than any other ship in modern times. — H.E.W., YN2, USN.

• Right you are, in part. An investigation of Alameda County's girlhood reveals the facts of her early life are as you have outlined them.

We are unable to obtain satisfactory confirmation of her part in the construction of the Rota base, but as regards your last statement, we can think of two ships that exceeded Alameda County's overseas stint.

USS Des Moines (CA 134) was deployed as Sixth Fleet flagship in the Mediterranean for 33 consecutive months. She returned to the United States in March 1961 after some 37 months in Mediterranean waters.

The Des Moines' record was exceeded by USS Augusta (CA 31) which was deployed to the Asiatic Fleet as flagship in 1933 and returned to the United States in November 1940. — Ed.



ALL SET—Miss Bambi Shawkey is about to be highlined from USS Turner (DDR 834) to USS Goodrich (DDR 831) during a family cruise.



AIR MAIL — VP-19 plane from NAS Alameda, Calif., makes weekly airdrop of mail to Radar Picket Squadron One operating at sea.

### Ships Without Names

SIR: The other day I was reading about the YW 105 in ALL HANDS and I remarked to one of my shipmates that I had served aboard that ship back in 1946.

He asked me the name of the ship and I explained that it had no name. He insisted that all ships have names. Now he has me wondering if maybe I am wrong. Do all Navy ships have names?

We have lots of time to think about things like this where I am stationed. I am on an island two miles off the Naval Station at Argentia, Newfoundland, and our only transportation is by boat or helicopter.

I am one of four men assigned to this island. We take care of the lighthouse and fog horn. We actually stay aboard one month and then get a week of liberty. This leaves three men aboard at all times.

It isn't bad duty. We have a house with kitchen, dining room, living room, three bedrooms and a pantry. We have an engine house with two engines for the fog horn. We also have a generator for electrical power.

When we get food and supplies, we rig a highline from the boat up the rocks to the house. We have top priority on food and steak is our favorite. We also cook our meals out here. — T.R., Jr., BM3, USN.

• Your friend has something to learn about the Navy. There are many U. S. Navy ships that are not named and the YW 105 is one of them. Others include AFD (auxiliary floating dock), APL (barracks craft), LCU (landing craft, utility), MSB (minesweeper boat),

YC (open lighter), YDG (degaussing vessel), YFU (harbor utility craft), YMS (auxiliary motor mine sweeper), YP (patrol craft), and YTL (small harbor tug).

Until six years ago LSTs were not named. They are now named for counties in the United States, but before 1955 they had numbers only. Perhaps in the years to come all ships will have names, but now many do not.

Your duty assignment sounds interesting. We suspect you don't have any trouble getting to work on time in the morning. — ED.

### Selection for LDO

SIR: I took the battery test for LDO last June, and my formal application for the program was sent in the following month. I understood that the Selection Board would meet sometime last fall (October or November) and that successful candidates would be notified, while unsuccessful candidates would not be.

Is there an approximate scheduled date for this notification? I hate to be left hanging in mid-air, so to speak. — J.T., CS1, USN.

• The LDOT selection board met in November. Names of selectees will be published in a BuPers Notice to all ships and stations, probably during this month. The same Notice will also contain all information available at the time, pertaining to appointing dates and dates of rank. If your name does not appear in that Notice, you'll know you are not selected. Meanwhile — good luck. — ED.

### LDO Retirement

SIR: I was appointed LTJG under the program available to CPOs completing eighteen and one-half years of naval service under Title 10, U. S. Code 5596.

I have been under the impression that LDOs could revert to their permanent enlisted status for purpose of transfer to the Fleet Reserve and, after 30 years of service, be advanced on the Retired List to the highest grade held, thereafter receiving pay and allowances of that grade.

Recent discussions have cast doubt on the accuracy of this information and I have been unable to confirm or refute it definitely. I have been given to understand that I must serve 10 years in commissioned status to retire as an officer. — F.V.M., LTJG, USN.

• If you have completed more than 20 years of active duty (including active duty for training), 10 years of which have been commissioned service, you may request to be transferred to the retired list in an officer grade.

This applies to any naval officer, including an officer holding a temporary appointment with permanent enlisted status. His transfer has to be at his own request and it is made at the discretion of the Secretary of the Navy.

A permanent enlisted man serving under temporary appointment in a warrant or commissioned grade may, upon application therefor to the Secretary of the Navy, have his temporary appointment terminated and be transferred to the Fleet Reserve, providing, of course, he has completed the required service for such transfer.

An enlisted man, after completing 19½ years of active service, may be transferred to the Fleet Reserve in the enlisted grade which he held at the time of transfer.

He will then be transferred to the retired list after completing 30 years of combined active and inactive duty.

If he is found to be physically unable to perform the duties of his enlisted grade while a member of the Fleet Reserve, he may be transferred to the retired list when such finding is made.

If the Secretary of the Navy determines that a man has served satisfactorily under a temporary appointment to a warrant or commissioned grade, he will be advanced on the retired list to that grade effective from the date of transfer to the retired list. His retired pay will be computed on the applicable basic pay of the grade to which advanced. — ED.

### Promotion Zone for LDO

SIR: I have several questions concerning the selection of limited duty LTJGs for promotion to LT. I was selected for LTJG from Chief Warrant Officer. My date of rank is 1 April

1960. Will I be considered for selection? Will other ex-CWOs with the same, earlier, or later date of rank be actively considered? How many LDOs will be selected to fill LT vacancies for the present fiscal year? — P. V. H., LTJG, USN.

• You were not eligible for promotion in fiscal 1962. The promotion eligibility zone ended with an LTJG date of rank of 31 Dec 1959. By law, there is no below-promotion-zone eligibility for LDOs. Of the 466 LDOs eligible for promotion to LT this year, 459 were selected. — Ed.

### Going Into Fleet Reserve

SIR: In your August 1961 issue, you state that after a date has been set for transfer to the Fleet Reserve, a man may request transfer to a duty station close to his legal residence to complete the final months of his service. This, as I understand it, is to allow him some time to do some "job-hunting" before retirement.

The personnel office at my activity hasn't gotten the word on this. Could you tell me the authority for such a request, and how such a request should be submitted? — E. D., BMC, USN.

• In the past, the Chief of Naval Personnel has authorized certain enlisted members of the naval service, who were in receipt of "Authorization



PERSONNEL of Patrol Squadron 66 learn survival-at-sea techniques during drill in 12-man life raft.

for Transfer to the Fleet Reserve (Nav Pers 631)," to be transferred to a separation activity of choice 30 to 45 days in advance of the effective date of transfer to the Fleet Reserve (30 days if in CONUS; 45 days if overseas or deployed outside CONUS).

Such a transfer was contingent upon the member's selecting the specific area as a permanent home after transfer to the FR was executed, and provided

that the home of selection was in the same metropolitan area as the separation activity.

The entire concept of the early transfer is aimed at personnel who are on sea duty and must be transferred to a separation activity in CONUS for the necessary processing incident to transfer to the FR, and is granted to assist such personnel in the transition to civilian life. Personnel on shore duty are generally in a more favorable situation for establishing post-service employment than those on sea duty; however, every consideration is given their desire for early transfer.

Since these requests are individual special requests, there is no written directive or "authority" applicable. Your request may be addressed to the Chief of Naval Personnel (Pers B221), via the appropriate EPDO. Each case is considered on its own merits, and in light of such factors as: Will the best interests of the Navymen and the government be served; are facilities for effecting payments and for conducting separation physical examinations incident to separation available at the temporary duty station? Small activities, such as recruiting stations, Naval Reserve training centers, etc., are not considered suitable for separation purposes, and requests for separation at these activities are disapproved. — Ed.

## Recollections of the Sea-Going Life Strike a Nostalgic Cord

SIR: Here's a letter from my files. All I want to say is that here, in this letter, is expressed much of what all of us who follow the sea must feel. — W. R. Smedberg, III, VADM, USN.

• We believe this letter may be similar to what most of us have thought and what some of us have written in our own letters. Here it is. — Ed.

"I am sitting here, my last night on board my ship, and thinking back over some of the things I have loved about this Navy and what it has meant to me. I am writing it down because I never seem to be able to say what I mean about it to anyone, without a feeling that I'm being sort of armchair-admiralish about it—you know, over a drink, late at night—far from the whole atmosphere of it. It seems so much easier here in the silence of the ship—the silence that is filled with the gurgle of the water under the hull, the thump of the pumps in the engine rooms, the hum of myriad blowers, the sudden slamming of watertight doors and the babble of voices in passageways—this is the silence that I know—the silence of the ship. At sea it was much the same—only louder—with the

added rush of the waves and the occasional thunder when a big roller washed against the deckhouse—a louder silence.

"I think back to the friends I have known here in the ship—almost all of them having one thing in common—the ship. It's funny how these people have come and gone, and yet left very little change in the personality of the ship itself. The captains have made a difference, of course, but not too much when you come right down to it. The ship will continue to operate when the turnover is complete; the guns will fire, the great propellers will push it through the water, the radios and signal lights will convey essentially the same messages—some urgent, some routine, some very official and cold, some very soft and sad. She will not notice my passing any more than she has noted any other's passing. And yet the ship has wrought a change in me, I suppose, and I wonder what it is. Is it a feeling, a new feeling, of self-confidence? Is it a quality of leadership that has been added? Is it a great host of experiences in living and dealing with men? Is it the increase in worldliness because of a few thousand miles of ocean and foreign soil—is

that enough to make a man worldly? I wonder if it wasn't the feeling of adventure—the roll and heave of the deck, the added responsibility of guiding a ship of war through complicated maneuvers, the exhilaration of shooting down a sleeve, or the feeling of "Thank-God-that's-over," when the long hours on the forward fueling station were over and a hot cup of coffee awaited.

"Some of the great opportunities were absorbed. The big seaports; the museums; the great sights of the Mediterranean world; I saw some and missed some. The great sea itself—calm and profound at one minute, tumultuous, roaring, destructive the next—always beautiful, always mysterious—sometimes an enemy more real than sunlight, sometimes a friend, a shoulder to lean on and think—I know I will miss all of the things I've grown so used to, but I hope not for long.

"I now leave the ship for good. I'll miss a lot. I'll miss leaning over the bullnose and watching the bow cut smoothly through the water. I'll miss the ship—I don't know if you understand what I feel, but maybe when we get together I'll be able to tell you more."

**Missouri in Korea**

SIR: I have read several conflicting accounts of the role of uss *Missouri* (BB 63) in the Korean campaign, particularly (1) whether or not she ever anchored at Inchon Harbor, and (2) how many tons of ammo she expended. — E.E.T., EN2, USN.

● *Missouri* saw a lot of Korean action between September 1950 and April 1953. One of our statistical experts states that she steamed more than 80,000 miles and bombarded the enemy with nearly 8000 tons of ammunition.

Most of Big Mo's service was off Korea's east coast. She did make one mission to the west coast, however, when early in 1953, while operating with the British cruiser *Birmingham*, she bombarded enemy installations north of the UN battleline. During this cruise she also anchored for five hours in Inchon Harbor, the scene of a meeting between U. S. military commanders. "Way Back When" page 51, has more on *Missouri*. — Ed.

**Reassignment of PCs**

SIR: When I came ashore in August 1960, I was a YN3 and had a Navy postal clerk NEC. In November 1960, I was selected as a postal clerk and became a PC3.

I am still serving in a yeoman billet in this unit. In my opinion, this is not in the best interests of the Navy.

I am probably not the only PC in this predicament, but I feel that we, as PCs, are not being utilized in the way the Navy intended. Why should I be kept in this YN billet when there are probably many yeomen who are filling PC billets?

If I am reassigned to a PC billet before the end of my normal tour of shore duty, will I be reassigned ashore

**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 Arizona* (BB 39) — A memorial reunion has been scheduled for 21 April at the Lafayette Hotel, Long Beach, Calif. For details, write to Joe Keehen, 811 Locust Ave., Long Beach 13, Calif.

● *LCI (L) Flotilla II* — All who served in the European theater during World War II are invited to the reunion to be held 16-19 August at the Hotel Sheraton Gibson, Cincinnati, Ohio. For more information, write to Paul Carter, 804 — 4th Ave., Iowa City, Iowa.

● *64th Seabees* — The third annual reunion for those who served during World War II is scheduled for 10-12 August at the King Edward Hotel, Jackson, Miss. For additional information, write to W. R. Brown, 1955 Wingfield Circle, Jackson 3, Miss.

or will I be sent to sea? My shore duty tour as a yeoman expires in September 1963. — S.J.W., PC3, USN.

● *You will probably remain in your present billet for the remainder of your normal tour of shore duty. In other words, you will be assigned to sea duty in 1963, just as you would have been as a yeoman. The difference, of course, is that you will be reassigned to a PC billet.*

*For the most part, PCs are being phased into postal clerk billets as they*

*become eligible for normal rotation. A few will, perhaps, be reassigned in the middle of a tour, but only in unusual cases. Whether or not these few would be reassigned ashore or be sent to sea duty would depend on the special circumstances in each case.*

*We have been told that some PCs are being given intra-command transfers to postal clerk billets. If some YN3 is filling a PC billet aboard your station, perhaps you can swap.*

*You asked why you should remain in a YN billet when perhaps there are many yeomen in PC billets. Money is perhaps the biggest and best reason. As you probably know, the Navy has been short of transfer funds for some time. Because there are such a large number of individuals in the new PC rating, reassignments are, in most cases, being made concurrent with an individual's normal rotation. — Ed.*

**More Rig Time**

SIR: Less than a month after assuming duties as flagship for COMCRUDIV 2 in the Sixth Fleet, our fuel gang on board *uss Newport News* (CA 148) twice broke the record cruiser fuel rigging time, which had been established by *uss Little Rock* (CLG 4).

First, while steaming alongside *uss Nantahala* (AO 60), we sent the first messenger over and 5.2 minutes later were receiving fuel both fore and aft. Then, less than two weeks later, we chopped off another minute by doing it in 4.1 minutes. — The Crew, *uss Newport News*.

● *Your time is good, but it's not the best ever (see the November issue, page 26). It is, however, the best cruiser rig time we've received so far — so, until we hear otherwise, we'll go along with your claim that Newport News in the riggingest CA afloat. — Ed.*

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

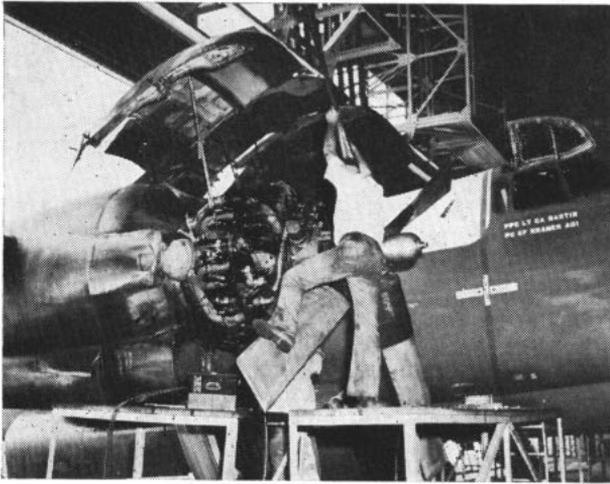
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## At Peak Readiness

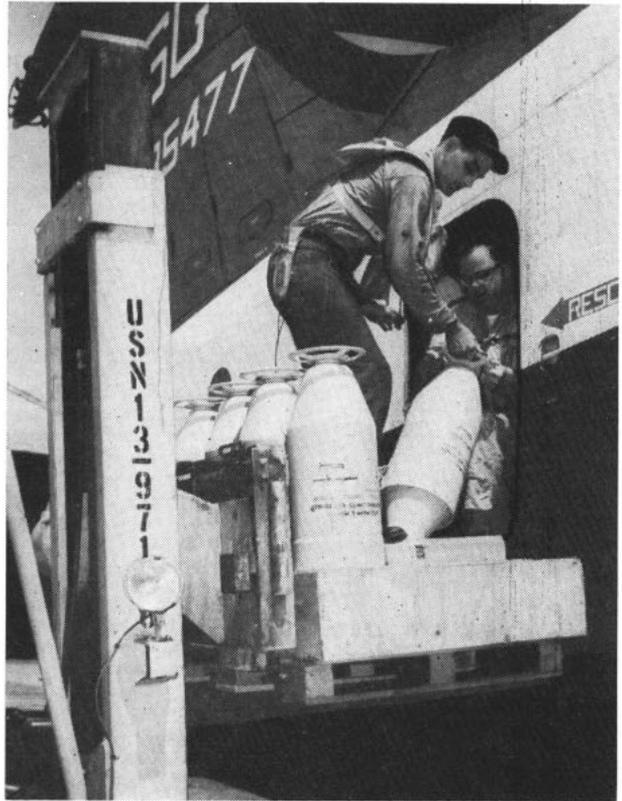
**P**ILOTS OF PATROL and reconnaissance squadrons rack up many flying hours and — at the same time — create steady work for the ground crews who maintain their aircraft.

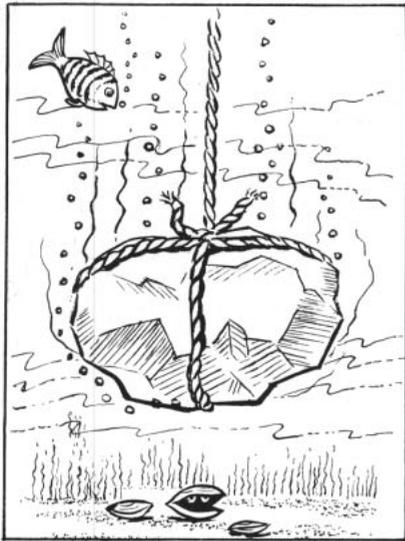
The three squadrons which make up Fleet Air Wing Six are typical.

Operating from the Marine Corps Air Facility, Iwakuni, Japan, units of FAW-6 patrol the seaways and coastlines throughout that area.

Personnel of FAW-6 are trained in precision operating efficiency and strive to keep the squadrons at peak readiness at all times.

Clockwise from upper left. (1) J. P. Strider, AD1, USN, pulls a pre-flight check on a P2V Neptune of Patrol Squadron 28. (2) Members of Patrol Squadron 50 secure buoy lines to a P5M Marlin while under the watchful eyes of LTJG P. J. Wist, USN. (3) JATO bottles, used to assist in takeoffs, are on-loaded for next run by R. A. Lungenbel, AD2, USN, and E. L. Howe, ATC, USN. (4) A P5M-2 Marlin is beached for parking while a construction worker repairs ramp. (5) Beach crewmen of Patrol Squadron 50 stand by with a fire bottle while P5M-2 Marlin is warmed up.

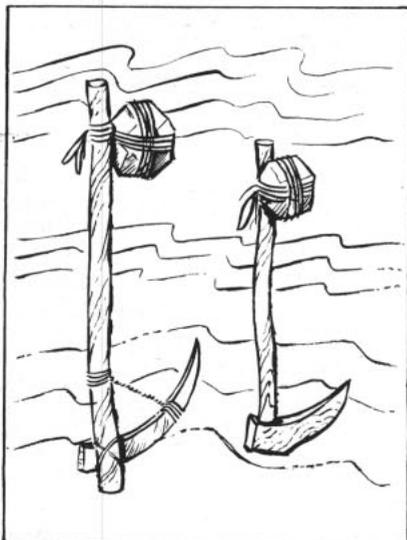




STONE ANCHOR



PRIMITIVE ANCHOR



EAST INDIAN ANCHOR



## ANCHORS OF OLD

Few people who see an anchor stop to think of its origin and its evolution. We might find it interesting, however, to visualize a Stone Age man casting the first anchor from his wooden dugout. Without knowing what motivated his new creation, he was a thinking man of his time.

Many forms of anchors were used by the ancients. The earliest consisted of stones which acted merely as weights without hooking into the bottom. Later, wooden hooks were added to the stones. One-armed hooked sticks, weighted to make them sink, were also used.

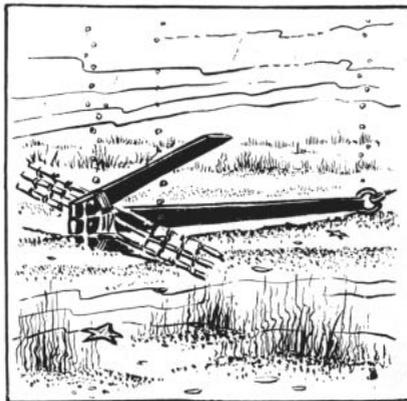
With the advent of the Chinese or Malayan type anchor, a second arm was added. This type of anchor, in existence about 2000 B.C., is still used to hold Chinese junks. It has a stock or crosspiece at the rear and somewhat resembles the modern grapnel.

The earliest recorded use of anchors was by the Egyptians on their Red Sea galleys, while the Greeks are credited with having used the first iron anchor.

## STOCKLESS ANCHOR

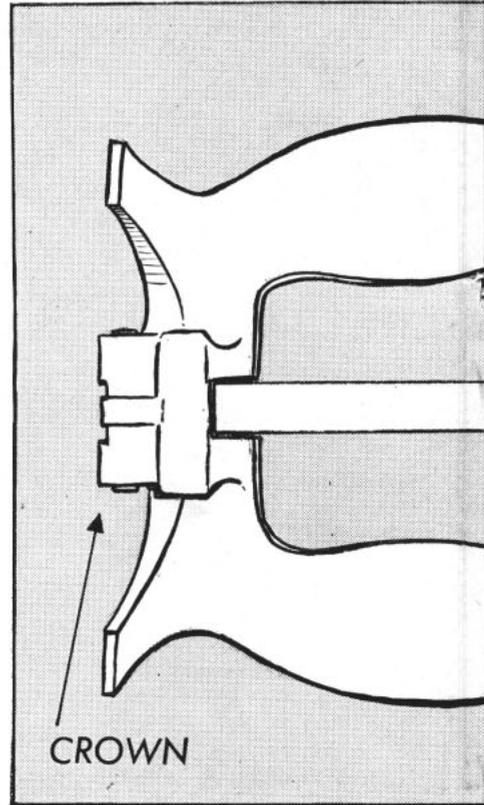
The stockless or "patent" anchor was developed in England, a British patent having been issued in 1821. This is an anchor with which we are all familiar, since it is used on all the larger ships in the U. S. Navy today. It is used on most men-of-war, primarily because of its suitability for stowage and its convenience in handling.

The stockless anchor does not have as much holding power as an "old-fashioned" anchor of the same weight or of the same fluke area (which is a better measure of holding power than weight). With too short a scope of chain, or even under a steady pull, a stockless anchor has a tendency to disengage its flukes by gradually turning them over and rolling them out. It also has a tendency to cloy or ball with mud on a muddy bottom. If this occurs, and the anchor breaks out, the arms may pivot to an angle where it is impossible for the flukes to bite again, and the anchor can offer no resistance to dragging except its weight.



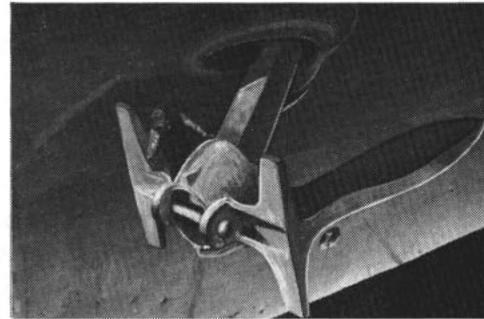
CHINESE ANCHOR

# STORY OF

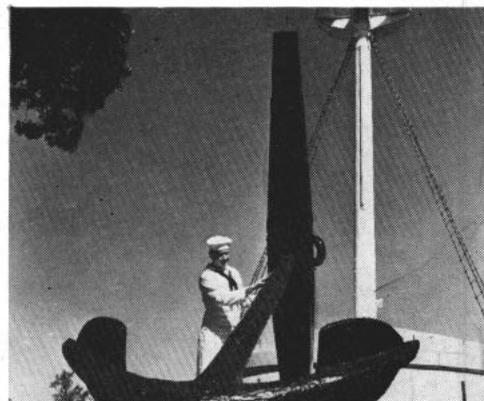


CROWN

STOCK



STOCKLESS



OLD ANCHOR

# ANCHORS



## ANCHORS OF TODAY

To the right are types of anchors, all of which are in use today.

The "common" or "old-fashioned" type anchor has been used since 750 B. C., and is designed on the same basic principle as the Chinese or Malayan type. However, it has the stock, or crosspiece, at the forward end. In the early days, this type of anchor was usually made by forging with heavy hammers, and many defects occurred.

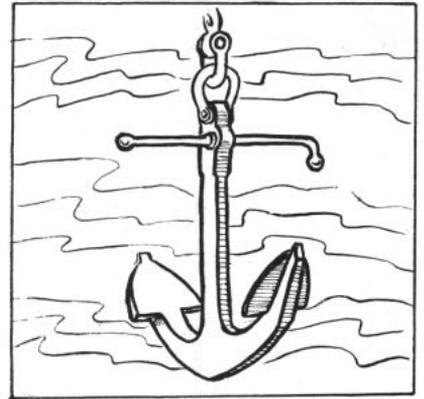
Many experiments have been made to overcome the disadvantages of the stockless anchor, while preserving its handiness. Some of the best results obtained are found in the design of the Danforth anchor, which is rapidly coming into use for many types and sizes of ships. Under a steady pull, it shows a tendency to bury itself deeper in the bottom, as the old-fashioned anchor does, and it will not roll like the stockless. In fact, the difficulty involved in breaking it out before getting underway may be a disadvantage.

It is claimed that this anchor has about three times the holding power of an old-fashioned anchor of the same weight, and around 10 times the holding power of similar stockless anchors of the conventional type. The Danforth anchor was used extensively during World War II for landing craft, seaplanes, ships and moorings.

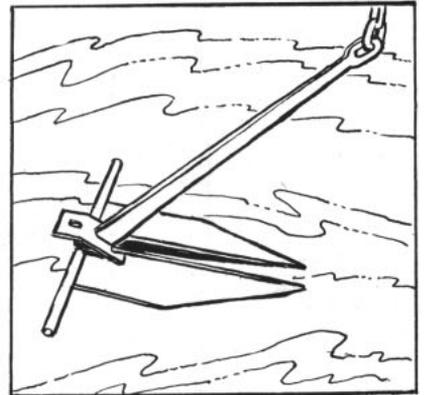
Mushroom anchors derive their name from their shape. This type of anchor has a shank built solidly at right angles to the rounded part, which is slightly cupped to give it a biting edge. A cant in any direction will cause the edge to bite, with a tendency to bury itself in the bottom. Mushroom anchors are usually heavy, and are commonly used for such purposes as moorings for buoys and in salvage operations.

An anchor which is used in England, but is uncommon in the United States is the plow anchor. It was patented in 1933, and is used on smaller craft.

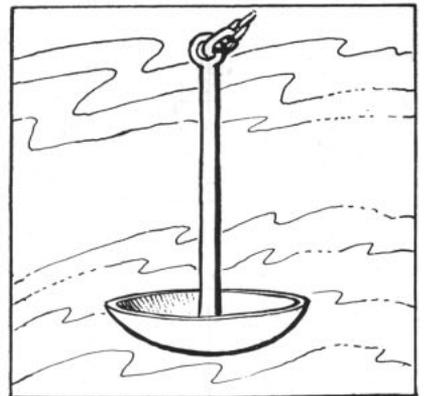
The screw anchor is a large, sharp-pointed screw with a broad flange. It is used principally for mooring.



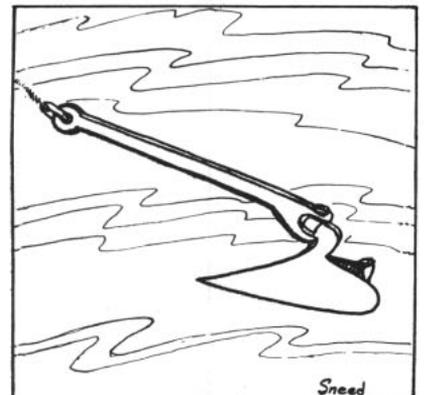
OLD FASHIONED ANCHOR



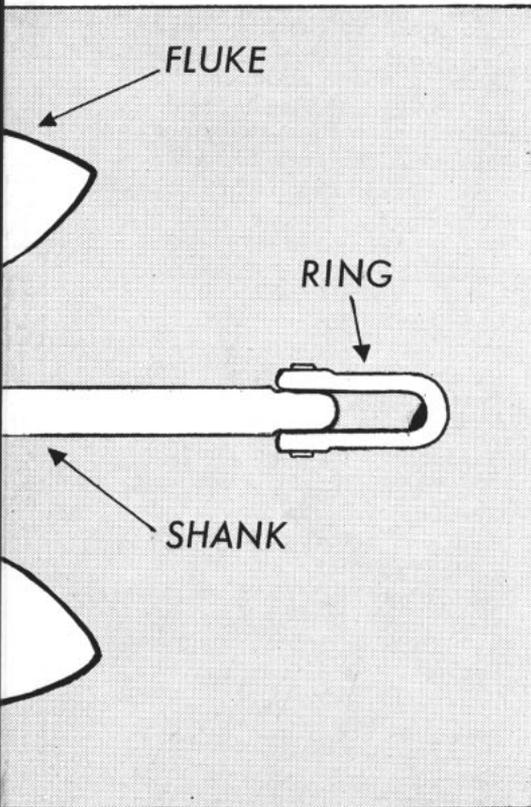
DANFORTH ANCHOR



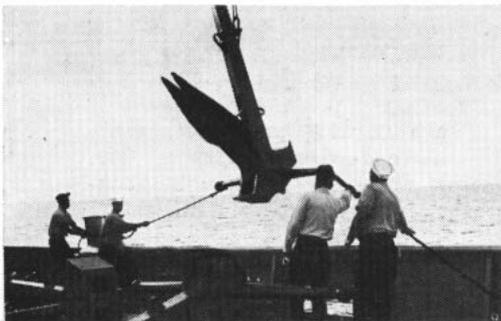
MUSHROOM ANCHOR



FLOW ANCHOR



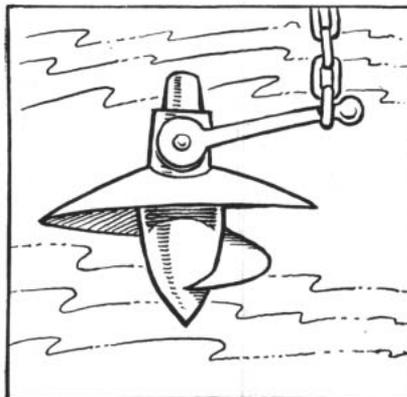
SS ANCHOR



DANFORTH



NEW ANCHOR



SCREW ANCHOR

Sneed

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**BROADSIDE VIEW** — Under way on one of her assignments as a unit of the U. S. Sixth Fleet in the Mediterranean is *USS DuPont* (DD 941).

## Sellers Is Commissioned

*USS Sellers* (DDG 11), the Navy's latest addition to its ranks of guided missile destroyers, has been commissioned at the Boston Naval Shipyard. Ahead are some six to seven months of fitting out and initial training, after which she is slated to operate out of Norfolk, Va., with Destroyer Squadron 18.

*Sellers* will help beef up DESRON 18's antisubmarine warfare capabilities with all of the now-standard DDG equipment — *Tartar* and *Asroc* missiles, ASW torpedoes and five-inch — 54 dual-purpose guns, plus long-range detection and tracking equipment.

Manned by a crew of 340, *Sellers* is the first ship named for ADM David Foote Sellers, USN, whose as-

signments during more than 48 years of naval service included those of Commander-in-Chief, U. S. Fleet, and Superintendent of the U. S. Naval Academy.

## Four New Names in Navy

Three Fleet ballistic missile submarines and a light cargo ship, now being built, have been named.

SSB(N) 624 will be *USS Woodrow Wilson*, SSB(N) 623 will be *Henry Clay*, SSB(N) 626 will be *Daniel Webster*, and AKL 17 will be *New Bedford*.

*Woodrow Wilson* and *Henry Clay* will be commissioned late in 1963, and *Daniel Webster* is scheduled to be commissioned early in 1964. No scheduled commissioning date has been published for *New Bedford*.

## Constellation Is Sea-Ready

A new constellation has made its appearance — not in the sky but on the sea. The Navy's big CVA-64 (see inside front cover) which is scheduled to be sea-ready this month, is the beneficiary of the experience garnered from the construction of all the *Forrestal*-class carriers which preceded her. Her tremendous firepower — her planes and missiles — is reflected in her enormous size.

*Constellation*, like other ships of her class, ranks among the largest in the world. Her length equals the height of an 80-story building. Her height from keel to mast is that of a 25-story building.

Her other statistics are just as impressive. For instance, her flight deck covers 4.1 acres. She was built with 57,615 tons of steel, which took two million pounds of metal to weld together. Her two anchors weigh 30 tons each.

She can carry her crew of from 4100 to 4600 any place in the world at a speed of more than 30 knots. Her men will consume about 13,000 meals daily, and use much of the 280,000 gallons of fresh water which can be produced each day aboard ship.

Each bunking area of the ship has its own recreation space. The ship's air-conditioning plant is capable of cooling two buildings the size of the Empire State building.

*Constellation's* bigness is, of course, the reason she is able to carry the large swarm of planes which represents the bulk of her firepower.

Here is a catalog of the big ship's air power and what each plane can do.

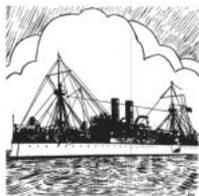
First the jets:

The A3D *Skywarrior* was designed as an atom bomber, but it can also carry almost any weapon in the Navy's arsenal. In addition, it can be converted into a high-speed jet tanker for in-flight refueling.

The A4D-5 *Skyhawk* is a small attack plane which can be armed with nuclear bombs, rockets, guided missiles and machine guns.

The F3H *Demon* is a single-

## YESTERDAY'S NAVY



In January 1855 Lieutenant C. Ringgold completed a surveying expedition covering the Bering Strait, North Pacific and China Sea. On 2 Jan 1794 the House of Representatives resolved that a naval force adequate to protect U. S. commerce from Algerian corsairs should be provided. On 20 Jan 1914 the first naval air station was established at Pensacola, Fla., with personnel and equipment from Annapolis. On 25 Jan 1898 *USS Maine* arrived in Havana for the visit that ended in a disastrous explosion three weeks later.

place, general-purpose jet fighter. It is designed for fast, all-weather Fleet operations, and can carry heavy loads in several combinations — missiles, rockets, bombs, fuel tanks and miscellaneous stores.

*Constellation* also carries propeller-driven planes.

The TF-1 *Trader* is used for transporting supplies and personnel.

The AD *Skyraider* is probably the most powerful single-engine airplane in existence, as well as being the world's most versatile combat aircraft. It is known as the work horse of the Fleet with good reason, because it can be used for almost any mission — from serving as an ambulance plane to an atomic bomber. It has terrific maneuverability, and its range exceeds 1500 miles.

The WF-2 *Tracer* is a twin-engine plane that carries a beetle-like shell above it, full of radar equipment which extends *Constellation's* radar net far beyond the capability of the ship's equipment.

To ward off air attack, *Constellation* is armed with *Terrier* missiles. She carries four fire control units and two dual launchers.

The *Terrier* system automatically selects, sets up and launches a missile within a few seconds. After launch, the missile rides a radar beam to destroy its target, regardless of weather, and without the altitude and range limitations of conventional weapons.

### No Skating on This Pond

The U. S. Antarctic Research Program has yielded some strange discoveries over the years. Few have been more fascinating, however, than one of the most recent finds — a shallow pond of water in southeast Victoria Land which apparently doesn't freeze over, even during the bitterest Antarctic winters.

Water in the 200-by-700-yard pond (located some 80 miles south of McMurdo Sound) is extremely saline — approximately 11 times as salty as sea water. Indications are strong that this briny water remains unfrozen throughout the year in an area where the annual mean temperature is about zero degrees Fahrenheit and where winter temperatures sometimes drop to 50 below and lower. Since the high concentration of salt necessary to keep water from freezing at those temperatures would be so great as to crystallize, it is felt that there must



be other minerals, besides salt, in the pond.

The salty discovery was made last September from a U. S. Navy helicopter flying a scientific reconnaissance mission over Wright Valley. First man to visit the site was Dr. George H. Meyer, a wintering-over microbiologist from the University of Texas.

Dr. Meyer found that the average depth of the pond is only four inches, though numerous small depressions, up to 12 inches deep, were found on the south sides of the many boulders that dot the pond's surface. Old beach lines and other markings, however, suggest that the pond may once have been as much as 30 feet deep.

When first measured, the temperature of the water in the pond was minus 12 degrees — slightly colder than the air temperature at that time. There was no sign of any

ice formation on the water. Dr. Meyer has since demonstrated in the laboratory that water from this pool will not freeze even at temperatures as low as minus 60 degrees, Fahrenheit.

Further studies are being made in an attempt to isolate whatever microorganisms might be present in the water, to identify the exact salts present, and to determine the age of the water. They may also furnish some clue as to the riddle of the pond's existence in the area.

### Largest Barbecue Afloat

While operating in the Mediterranean Sea one balmy Sunday afternoon recently, the heavy cruiser *USS Newport News* (CA 148) had her fantail changed from a helicopter landing area to a setting for lively music and charcoal steak with all the trimmings.

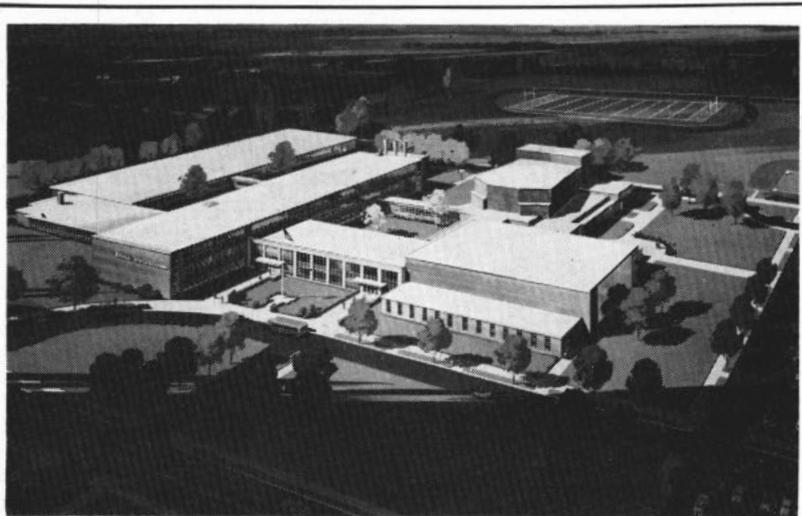
Choice beefsteaks, broiled over charcoal, were served with oven-baked beans, potato and macaroni salad, hot rolls and chocolate cake. The COMCRUDIV TWO band provided music for the affair.

The largest turnout for a single meal in *Newport News* history expressed the crew's enthusiasm for the event — 2400 meals were served to a crew of 1500. Following the steak feast a movie was shown on the fantail.

The next day *Newport News* returned to normal — meals in the mess hall and operations with the U. S. Navy's Sixth Fleet.

**FANTAIL FEAST** — In the Mediterranean Sea, the crew of *USS Newport News* (CA 148) gathers for meal featuring charcoal-broiled beefsteaks.





IN MEMORY—Architect's drawing shows ADM King school in Ohio.

### His Hometown Honors Fleet Admiral King

A four-and-a-half million dollar high school has been dedicated in Lorain, Ohio, to the memory of the late FADM Ernest J. King, USN, World War II Chief of Naval Operations.

Lorain, a busy industrial community with a population of 70,000, was FADM King's birthplace. He was valedictorian of the class which graduated from Lorain High School in 1897.

The new Admiral King High School contains 239,048 square feet and has a 2000-student ca-

capacity. The school and its grounds occupy 31 acres.

The dedication ceremony was attended by 1500 people. Exhibits from the U. S. Naval Air Station at Grosse Ile, Mich., were included in the school's open house and *uss Amherst* (PCER 853) and *usccg Tupelo* (WAGL 303) were open to public inspection on Lake Erie in honor of the occasion.

A highlight of the formal dedication was the unveiling of a bronze bust of Admiral King by his son, CDR Ernest J. King, Jr., USN.



HOMETOWN—CDR Ernest J. King, Jr., USN, unveils bust of his father, FADM King, CNO during WW II, in the dedication ceremony.

### FltActs Transportation Pool

Phileas Fogg and friend are supposed to have junketed around the world in 80 days. Admittedly they were driving a balloon, but still and all, compared to the achievements of the Transportation Division, U. S. Fleet Activities, Yokosuka, Japan, those fictional globe-trotters were just pikers.

According to word recently received from the Far East, the more than 350 vehicles operated by that outfit collectively cover the same amount of mileage *every three days*.

That's a lot of two- and four-wheel driving (more than three million miles during fiscal 1961) by any standard. In racking it up, the division's 14 Navymen and 400-plus Japanese civilian employees work 24-hours-a-day, seven-days-a-week operations, vehicle maintenance and repair shifts.

A branch of the FLTACTS Yokosuka, Public Works Department, the transportation division is itself divided into two large branches — vehicle operations and maintenance — with each of these in turn subdivided into numerous smaller sections.

Operations occupies 16 buildings, and is responsible for maintaining and operating a central motor pool; sub-pools for Fleet and station use; bus service, including school buses, and wrecker and trouble call truck service on a 24-hour-a-day basis.

Off-station buses provide continuous service to NAS Atsugi, the Nagai Housing Area, Tachikawa AFB and the Yokohama Naval Housing Activity. Two of the Tachikawa-run buses have been converted and equipped with aircraft reclining seats to provide more comfortable rides over the long, rough roads.

Still another operations branch responsibility is the FltActs Driving Range — a busy, busy place. During September 1961, for example, five OpDiv personnel processed more than 1000 applications for drivers' licenses, and inspected some 60 commercial vehicles for on-station permits.

Two hundred and fifty-three of the 400-odd Japanese employees work in the operations branch. One hundred and fifty-one of them are drivers and, amazingly, in view of the number of miles driven, 133 of them received Safe Driver Awards in fiscal 1961.

The maintenance branch, cover-

ing more than five and one-half acres and occupying 13 buildings, performs major and minor overhauls, rehabilitation, and, if needed, complete rebuilding services for FLTACTS vehicles and for those of many other commands and forces afloat stationed in the vicinity.

In addition to being the largest Navy vehicle maintenance organization in the Far East, it also contains the only shop properly equipped to repair jet aircraft fuel trucks. Because of this, it also performs maintenance jobs for many other activities, including the First Marine Air Wing at Iwakuni.

Scheduled maintenance is performed on some 1300 vehicles a year, with approximately 50 passing through the shops each day.

In spite of its huge workload, the transportation division, through consolidation with other commands and improved personnel distribution, has managed to save more than a million dollars in money and equipment since January 1960.

It has found time, too, to lend a neighborly helping hand. Personnel and equipment from the division are helping to level ground and build a short section of road nearby for use by the Japanese Maritime Self-Defense Force.

— Cecil G. Smith, JO3, USN.

### Out of the Scrap Pile

With twenty dollars worth of scrap material and 20 hours of volunteer overtime work, the men of the ground support equipment branch at the Navy's Miramar Air Station, San Diego, have put together a device they call the Universal GSE (Ground Support Equipment) Servicing Ramp.

Because modern ground support equipment is built so close to the ground, the maintenance men were having trouble wiggling under it to work on it. Jacks and blocks proved to be both hazardous and time-consuming.

The new ramp enables the maintenance men to run a piece of ground support equipment up to a comfortable height. Furthermore, there's less danger of it falling on the man beneath it.

The Miramar crew says it is willing to furnish the specifications to anyone in the GSE maintenance business. Just write to the Aircraft Maintenance Dept., Naval Air Station, Miramar 45, Calif.



NEW SCHOOL — FADM Nimitz smiles as his portrait is unveiled.

### Nimitz Dedicates School Named for Him

There was standing room only in the 709-seat auditorium as the Navy's senior officer took the lecture. His theme was education:

"The Navy has always encouraged potential recruits to stay in school as long as possible and to obtain as much formal education as possible before seeking a career in or out of military service.

"Only by being well informed in the social sciences can we Americans know the dangers facing a democracy and the ways to combat communism."

The setting was the dedication ceremony of Chester W. Nimitz Junior High School, Tulsa, Okla. The speaker was Fleet Admiral Chester W. Nimitz, USN.

Since his last full-time Navy assignment as Chief of Naval Operations (Dec '45 to Dec '47), Fleet Admiral Nimitz has been active in civil and government affairs as a leading citizen and the Navy's senior ranking officer.

He is perhaps best known for his wartime service as Commander in Chief, U.S. Pacific Fleet, to which he was appointed 10 days after the attack on Pearl Harbor. His job was to put back together what was left of the Pacific Fleet and go on to win a war. Less than four years later, he was on board *uss Missouri* (BB 63) for the signing of Japan's surrender.

The admiral will be 77 years old next month.



NEW GROUP—Fleet Admiral Nimitz swears in new men at Naval Reserve Training Center, Tulsa, while in town for school dedication.

## Master Chief Enrolled in NESEP Stands First in His Class at College

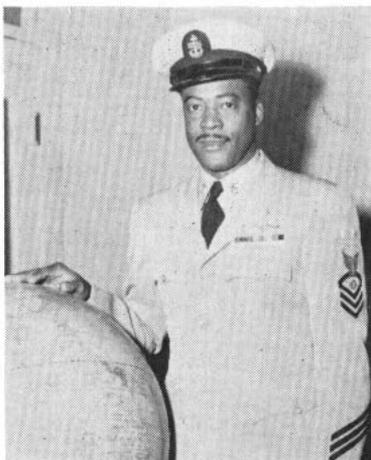
In June 1946 Donald O. Burrell was a high school student and worked part time as a bell boy at a hotel in Mason City, Iowa. Today he's a Master Chief Electronics Technician and an "A" student at the University of Kansas under the Navy Enlisted Scientific Education Program. He stands first in his class after two years of study toward a degree in electrical engineering.

Chief Burrell contends that NESEP is the greatest opportunity ever offered to Navy enlisted men. And he has been around long enough to make valid comparisons.

Before he entered the Navy, Chief Burrell didn't like school—he wanted to quit. His parents suggested otherwise. "My father didn't say much," he recalled, "but he backed up mother. When he said, 'You will I did.' He graduated from the Mason City, Iowa, high school in June 1946 with just below average grades.

He joined the Navy in July 1946 to get away from school and studies. Like many others have before him, Chief Burrell learned that Navymen also found it necessary to hit the books. Somehow his attitude changed.

After recruit training he attended his first electronics school. As in high school, he ended up in about the middle of his class. At a 28-week advanced ET course, however, he was second in his class.



EARNING a college degree under NESEP, and first in his class, is Donald O. Burrell, ETCM, USN.

This was the last time. At a 52-week ET course, at a four-week ET course, and at a three-week instructor's course, he was first in his class. And now he is again first in his class, after two years of study at the University of Kansas.

Advancement came fast for Burrell because of his own initiative and hard work. In less than seven years he was advanced to chief petty officer. He made E-8 in 1958 and E-9 in 1959.

Chief Burrell applied for NESEP while in the Nuclear Power Training Program at Idaho Falls, Idaho. In the same year, he also applied

for a commission under the Navy's Limited Duty Officer program.

He was accepted into NESEP, but before a relief could be ordered in to replace him, he was also notified of his selection as ensign in the LDO program. He refused his LDO commission in favor of NESEP.

"It required a good deal of thought," he admitted, "but I felt the NESEP opportunities—the advantages of an education plus a commission—far outweighed the advantages of the LDO program." He entered the University of Kansas—one of his choices—in September 1959.

Chief Burrell attributes his scholastic success to his previous Navy training, which taught him to allocate his time and efforts properly. Burrell pointed out that poor study habits are the cause of most of the trouble in the first and second years of school. "You must make good use of your time to succeed," advises Burrell.

Upon graduation in 1963, Chief Burrell will attend Officer Candidate School before receiving his commission. He hopes to keep a special designator in electronics.

Chief Burrell has not, perhaps, achieved any more success than some other Navymen have before him. He is, however, an outstanding example of what hard work and devotion to duty can achieve.

—LCDR R. L. Dodd, USN

### Training Korean Navy Divers

Every six months, the Seventh Fleet's *uss Conserver* (ARS 39) calls at Chinhae, Korea, where members of its crew instruct Korean sailors in the important art of salvage diving.

The ROKN divers in *Conserver's* classroom are students in a six-week course at the ROK Navy's school at Chinhae, where they learn the fundamentals and theory of deep-sea, shallow-water and Scuba diving.

While under U. S. Navy instruction, Korean divers are taught safety precautions. They are also tested for oxygen tolerance.

In *Conserver's* pressure chamber, Korean divers are taught how to exhale correctly underwater to avoid rupturing their lungs.

After the ROKN divers pass their

oxygen tolerance tests, they are put through their paces at typical underwater salvage jobs in 50 feet of water—such as cutting, welding, patching and tunneling under heavy objects with high-pressure water hoses.

*Conserver* also conducts similar training in Formosa.

### Aluminum Submarine

Will submarines of the future be made of light, shiny aluminum? They may. The Woods Hole Oceanographic Institution is planning a series of tests with the world's first aluminum sub—appropriately named *Aluminaut*—when the 50-foot craft, now under construction, is ready for sea early next year. If successful, the idea of such subs may go further.

Navy interest in *Aluminaut* em-

braces both oceanography and sub design. When she begins to operate she will represent a major Navy contribution to the National Oceanographic Research Program, which involves several government agencies. New facts on minerals of the deep and the location of previously untapped food sources on the ocean floor may be developed.

The sub is designed to operate deeper than any manned vehicle except the bathyscaph *Trieste*, which in 1960 submerged to a record 35,800 feet in the Marianas Trench. The ship will carry three men, two of them scientists, and more than a ton-and-a-half of instruments. She should be able to submerge to 15,000 feet, but has a slow, 3.8-knot predicted maximum speed.

*Aluminaut* will be propelled by

two main five-horsepower units, each driving twin propellers. Some of her equipment will include underwater TV, a mechanical arm with which scientists can pluck oceanographic samples from the bottom and underwater searchlights. Four plastic viewing ports will make it easy to study features of the ocean floor too large to photograph and too small to study with echo sounders.

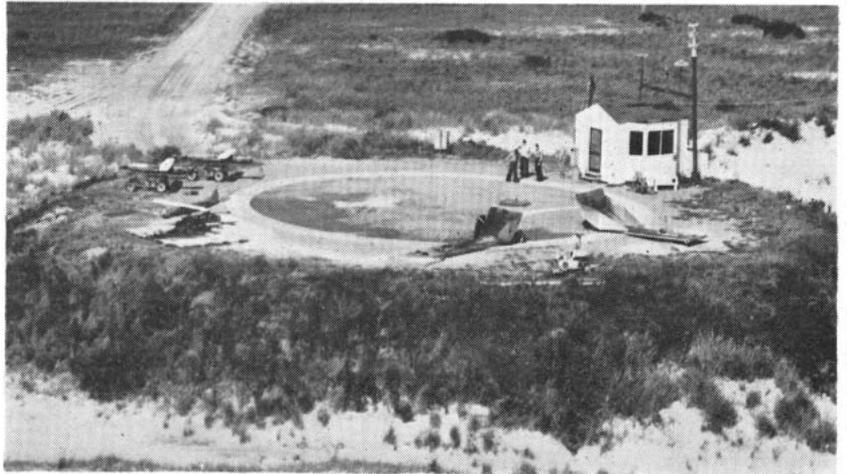
Enthusiastic "aluminiks" figure the sub will be able to gain access to 60 per cent of the ocean bottoms throughout the world—an area greater than all the dry land of the earth, or five times the surface of the moon. Dr. Paul Fye, Director at Woods Hole, calls it a "giant step forward in the furtherance of the science of oceanography."

### Big Noise at Dam Neck

The U. S. Fleet Anti-Air Warfare Training Center at Dam Neck, Virginia is now going on 21. It completed two decades of service last November.

When the center's first CO assumed command, the facility consisted of two frame buildings, both of which were still under construction. Four gunner's mates were assigned to begin training gun crews on the firing line as soon as the 20 and 40-millimeter guns were installed. The CO's wife doubled in brass as a volunteer yeoman.

The next month, the Japanese attacked Pearl Harbor and, like many other installations, the center at Dam Neck sprang suddenly to life, training more than 200,000 enlisted men and 25,000 officers during the first two years of the war on gun lines that operated from noon until midnight every day. Dam Neck is still the Navy's only live firing range



RADIO-CONTROLLED drones used as aerial targets for live firing by gunnery students at Dam Neck, Va., are launched from this mound.

for training ship's gunnery crews.

The installation survived the mass deactivations of the immediate post-war years, and was converted to a permanent activity in 1949. Five years and several million dollars later, the center had permanent buildings and facilities for radar and combat information center team training and a guided missiles school.

The future promises continued growth for the center. A Fleet programming center will be commissioned at Dam Neck in the near future.

### From Warehouse to Gym

Navy men stationed in the Sasebo, Japan, area, and visiting Seventh Fleet sailors as well, now have a spacious new sports arena at their disposal.

It was converted from a no-longer-in-use general storage warehouse.

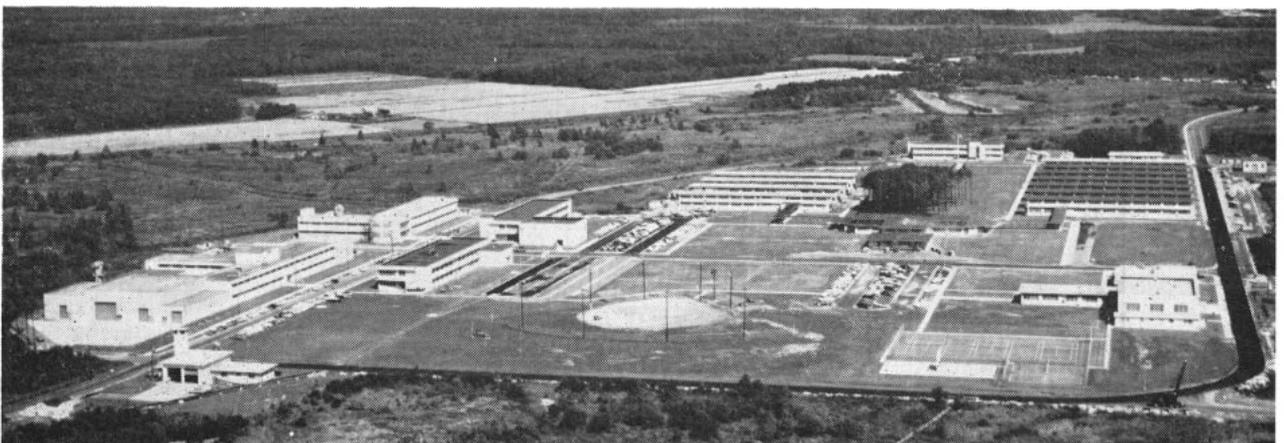
Designed to fill a long-standing need for more recreational facilities around Sasebo, the gym's 28,000-square-foot area makes it the largest military gymnasium on Kyushu Island.

With its 11 separate compartments and courts it can handle two basketball games at once, while simultaneously providing space and facilities for handball, volleyball and badminton, plus several exercise rooms.

The bleachers have a seating capacity of more than 700. Two large locker rooms can accommodate almost 100 persons at a time.

There is also a separate area marked off for the broad jumps, high jumps and other minimum requirements set forth in the Navy's new physical fitness program.

The new gym is named for Captain William R. (Ike) Wilson, USN, Commander Fleet Activities, Sasebo, who was the prime mover behind a drive to convert the warehouse into a Fleet gymnasium.



AERIAL VIEW shows general layout of the U. S. Fleet Anti-Air Warfare Training Center at Dam Neck, Va.



IN DINING room of their houseboat *Peregrine* are CDR and Mrs. Sidney E. Taylor. Rt: *Peregrine* is launched.



### Navyman's Houseboat

Got a high rent problem? If you have, you might be interested in the solution of one Canal Zone-based Navy commander.

CDR Sidney E. Taylor, USN, who candidly admits that "the last thing I ever tried to build was a picnic table, and that has always wobbled," realized a quarter-of-a-century dream recently with the launching of his 35-ton houseboat *Peregrine*.

A large crowd of well-wishers, including RADM R. S. Craighill, USN, Commandant of the 15th Naval District, stood by at the Fort Amador, C. Z., building site as Mrs. Taylor, a hard-working collaborator on the actual construction of the boat, splattered the traditional bottle of champagne on *Peregrine's* hull and sent her sliding down the ways.

The commander and Mrs. Taylor, a Civil Service carpenter, fellow officers, other "experts" from among the local boating fraternity and occasional casual laborers have worked on *Peregrine* since November 1957. Some 20,000 board feet of lumber and approximately \$18,000 have gone into the craft, which CDR Taylor, 15ND Planning Officer, and his wife call "a labor of love."

Upwards of 25 years ago, CDR and Mrs. Taylor were a pair of young Californians active in yachting off the Pacific Coast, and intensely interested in some day building, and owning, a yacht of their own.

Those plans kept getting pushed aside, however, first by World War II, and then by the commander's decision to make the Navy his career. Four years ago, they finally decided a houseboat was the answer.

It's no ordinary houseboat, either.

CDR Taylor may have been designer and O-in-C of construction — but it was Mrs. Taylor who laid down the law when it came to a good share of the *Peregrine's* interior.

Their houseboat would have, she decided, a bath and shower; a full-sized refrigerator; a regular stove with waist-high broiler; a bedroom big enough for a double bed; air conditioning; lots of closet and storage space, and wall-to-wall carpeting.

In the salon hang the original crests of the British ships *Nelson*, *Newcastle* and *Sheffield*. The dining table is a large wheel from an old Turkish sailing ship, mounted on a binnacle taken from the hulk of a British ship sunk in the Dardanelles during World War I.

To contain all of this, and more,

*Peregrine* has been built 48 feet long, 16 feet wide, and is powered by two 225-horsepower diesel engines. She will make about eight knots.

*Peregrine* is designed for offshore waters, and would be out of its element in the open sea. Upon his retirement, however, CDR Taylor plans to ship his houseboat across the Atlantic on a freighter, and spend several years "just cruising" in the Mediterranean.

### Seagoing Platform

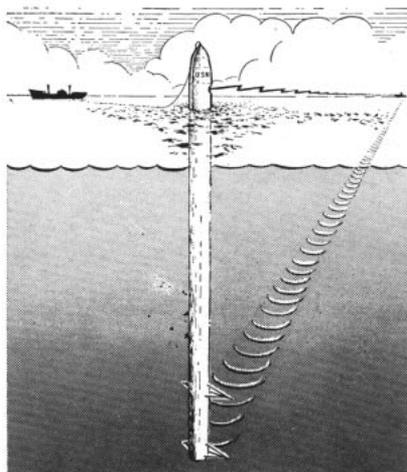
The Navy will soon be using a new technique to plumb the depths of the Atlantic Ocean for its acoustical secrets. The technique is based on an unmanned research vessel called SPAR (Seagoing Platform for Acoustics Research.)

SPAR is essentially a 350-foot long compartmented steel tube only 16 foot in diameter, and with a displacement roughly comparable to that of a World War II U. S. submarine. Ballast and free-flood tanks make up the interior of its lower 300-foot section, while the upper buoyancy section houses operating machinery, a gyroscopic compass and a radio direction finder.

Attached along the lower 200 feet of SPAR's rigid exterior structure, and on protruding outriggers as well, are sensitive underwater listening devices called hydrophones, all accurately aligned with the radio direction finder. Still other instruments attached in the same general area measure water temperature and pressure, and the amount of salt in the surrounding sea.

Here's how it will work.

SPAR, leashed to a tending ship



RECEIVER — Artist's conception shows Navy's seagoing platform for acoustics research in action.

by a half-mile of power supply and tow cables attached to the top of the buoyancy section, will be towed horizontally to a selected location in the Atlantic. There, its aft end will be flooded until the vessel swings down on its end, and settles into the water. In this state, SPAR will somewhat resemble an iceberg, in that there will be much more to it than meets the eye. Carrying its hydrophones and other instruments, 300 feet of it will be floating vertically beneath the water, while only the 50-foot buoyancy section will be visible above the surface.

In this position, SPAR will be so stable in the water that its vertical motion will be less than one foot per second. This stability, which will reduce acoustical background interference from water noise to a minimum, will enable the Navy to study sound transmission over a range of depths. These will include not only the surface layer, in which temperatures are quite variable, but also the region of comparatively stable temperature below the upper layer.

SPAR has been designed to operate unmanned for months at a stretch in the frequently rough seas of the Atlantic. For this reason, all of its operating instruments and equipment are either remotely controlled or fully automatic. Even its running lights will automatically switch on at dusk.

It differs radically in this respect from its still-under-development Pacific Ocean counterpart known as FLIP (Floating Instrument Platform).

FLIP will be manned, and allowed to drift with the winds and currents of the relatively calm Pacific.

SPAR was developed by the U. S.



TEACHING lab diagnosis of cholera to a Philippine doctor is CAPT Robert Phillips, MC, USN, of Navy's cholera research team in Manila.

Naval Ordnance Laboratory, Silver Spring, Md. Contracts for its construction will be administered by BuShips.

### A New Guided Missile Frigate

The commissioning pennant has been run up over *uss MacDonough* (DLG 8) in the Boston Naval Shipyard. During the commissioning ceremony, the Navy's newest guided missile frigate lay beside one of the Navy's oldest frigates, *uss Constitution*, in which *MacDonough's* name-sake once served.

*MacDonough* is 512 feet long and displaces 5,000 tons. She is the fourth U. S. Navy ship to bear the

name and the ninth of the nation's guided missile frigates.

The new frigate is equipped with the advanced *Terrier* missile and also carries *Asroc* armament, torpedoes and conventional destroyer-type guns.

*MacDonough's* home port is Charleston, S. C.

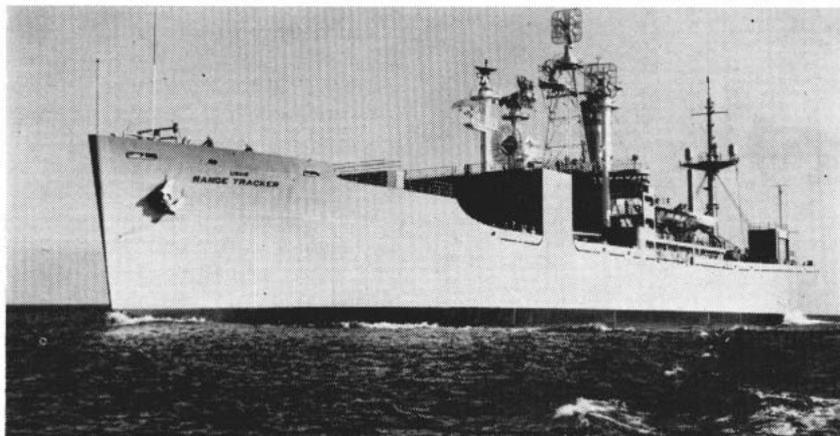
### Missile Tracking Ship

A new eye has been added to the Navy's fleet of Pacific Missile Range ships in the form of USN *Range Tracker* (T-AGM 1). The acquisition of *Range Tracker* expanded the fleet to seven ships which serve as mobile tracking platforms for recording data on missiles and satellites that are out of range of established land stations.

*Range Tracker* was converted from the 455-foot, World War II ship, *ss Skidmore Victory*, which was taken out of the Maritime Reserve Fleet.

The ship was converted, at a cost of more than two million dollars, into a complex electronic center which includes equipment for telemetry, tracking data handling, navigation, timing, aerology, communications, radio command and surveillance.

*Range Tracker* carries a crew of 17 officers, 42 crew members and 30 civilian electronics specialists. Her home port is Port Hueneme.



MISSILE TRACKING ship, USNS *Range Tracker*, becomes seventh mobile down-range tracking station to join Pacific Missile Range fleet.



REACTIVATED USS *Ruchamkin* (APD 89) joins active Fleet during ceremonies at Boston, Mass.

### Part-time Hurricane Hunter

USS *Firedrake* (AE 14) should be made an honorary member of the Navy's Hurricane Hunters. While en route to join the Seventh Fleet recently, this ammunition ship discovered a typhoon forming in the Pacific.

*Firedrake* was some 1,000 miles east northeast of Guam when she encountered progressively heavier weather which had not been reported by Fleet Weather Service.

At first the storm appeared to be a series of line squalls. As *Firedrake* continued on her course, however, the skies darkened, the seas grew and heavy rain and drizzle reduced visibility. The wind grew steadily stronger — 20, 30, 40, then 50 knots, gusting to 65 — and the barometer began to fall rapidly. *Firedrake* had no aerologist aboard, and her weather equipment consisted of a barometer, thermometer and relative wind indicator.

It became apparent, instruments or not, that more than a front or line squall had been encountered. But where was the eye of the storm, and in what direction would it move? Using all information available, the storm was judged to be perhaps 75 to 150 miles south and slightly west of *Firedrake*.

Additional weather information was requested from the Fleet Weather Service, but none was available since the storm was too young and was not on the weather map. *Firedrake* sent an urgent report on weather conditions and headed out of the storm area in nearly mountainous seas. Despite the heavy winds, she slowly worked her way

northeast and gradually increased speed. With the dawn came clear weather.

Fleet Weather Central, Guam, named the storm Clara.

This was not a new experience for Captain John E. Parks, USN, commanding officer of *Firedrake*. He has seen many Pacific typhoons during his Navy career. Perhaps the most memorable occurred in 1945 off Okinawa, when he rode through the eye of the typhoon on board the escort carrier USS *Salamaua*.

### Life at Holy Loch

For the past several months USS *Proteus* (AS 19) has been anchored in the Holy Loch, Scotland, to service and maintain units of the *Polaris* fleet. During that time she and the Scots have established a warm friendship.

Her crew of almost 1000, plus crews from stopover submarines and supply ships and many *Proteus* crew members' families have accounted for a sudden surge in the year-round population of this summer resort area.

Hundreds of letters of welcome, sent to the ship by local residents, give an indication of the reception

they have enjoyed. A town dance, with full civic honors was given for the sailors on their second day there.

According to CAPT Richard E. Laning, USN, commanding officer of *Proteus*, many men on liberty are taken into neighborhood homes for dinner. Lasting friendships have been established.

"It has been a very warm reception," he said. "The Scots are wonderful and friendly."

Soon after the *Proteus* operations began in March last year, families started arriving in the area. It was to be a different type of living from the life they were used to back in the States.

Homes are quaint. Central heating is practically unknown — and unwanted. Refrigerators are small. Some would fit inside an American model. Streets are empty before 11 p.m. Shops hang meat in the open, close for the noon period, and stock for traditional Scottish tastes.

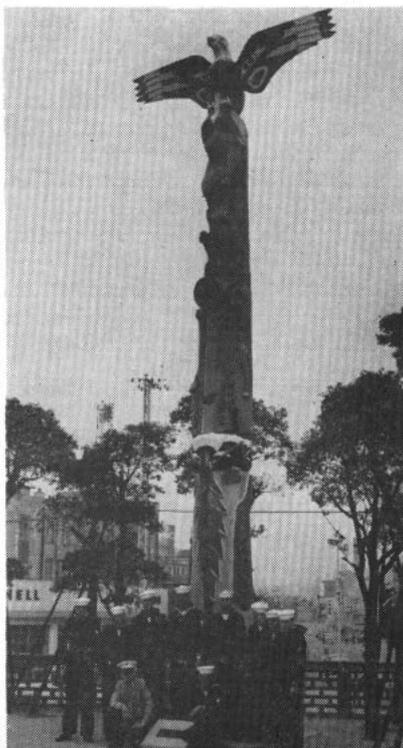
And most of all, the Scottish heritage, dialect and wit combine to form an amiable and friendly society quick to welcome the U.S. sailors and families.

Scots have opened their homes to the Navy families by taking in boarders where limited accommodations have presented a housing problem. Newspapers have repeated messages of welcome, and run many picture stories of the Americans being oriented into Scottish life. Local medical officials have cooperated in arranging temporary medical care for dependents at a minimum cost until a Navy out-patient clinic becomes available.

If it weren't for this genuine friendliness, life could be difficult and perhaps discouraging for the newcomers.

Before the temporary limitations on travel of service families to Western Europe, several hundred dependents had arrived. Dependent facilities — U.S. style — are non-existent. (The nearest commissary is at an Air Force installation 50 miles away, a trip involving a five-dollar ferry crossing for cars from Dunoon.) In contrast to many overseas locations, there is no PX in Holy Loch, no American school and no American community as such, and the Americans like it! Holy Loch is not even a base — it is an anchorage — and the husbands go to and fro in small boats.

The Americans have responded to



MEN of USS *Los Angeles* (CA 135) pose in front of a totem pole presented to Kobe, Japan, by their home town, Seattle, Wash.

this welcome by joining in Scottish activities. The *Proteus* dance band has played a number of engagements, including an appearance at a school for convalescent children. An Easter egg hunt, with new shoes and sweaters for prizes, was organized for local children. Sailors and their wives have taken interest in the local Boy Scouts, Girl Guides, charity bazaars for the benefit of the aged, a local toastmasters' organization, a choral singing group and a dramatic arts group located in the area.

Sailors are packing off to rewarding fishing trips with their new friends who have known the Clyde waters all their lives. American children are joining Scottish youngsters in the native country dancing lessons, and joined them in schools last fall.

*Proteus'* skipper has a keen eye for recreation programs and community relations. He has encouraged Navy interest in the local Highland Games. These miniature Olympics are now as exciting to *Proteus* sports enthusiasts — spectators and participants — as they have always been to Scots.

Though life is different, the Navy-men and their families are thoroughly enjoying it. They and their Scot hosts have already conquered the biggest problem of settling in a new area — getting to know one another.

— Wm. L. Howard, JO2, USN

### He Drew a Blank

So you think peacetime duty isn't tough?

Consider, then, the pandemonium which erupted when a series of sharp reports, sounding for all the world like a sustained burst of small arms fire, shattered the mid-forenoon calm at Mobile Construction Battalion Seven's base camp one drowsy day awhile back.

The effect was instant — and electric. All over the immediate vicinity chair legs hit the deck, doors flew open, windows slammed up. Then cautious pairs of eyes began poking around door jambs and over window ledges, all asking the same mute question — "wha hopen?"

Outside, a small tableau presented itself — but it furnished scant enlightenment to the astonished onlookers.

There, legs spread and hands on hips, stood "Tiny," a large Battalion



ENTERING PORT at Tagbilaran, Philippine Islands, *USS Enhance* (MSO 437) is the first United States warship to visit there in 14 years.

Ship's Serviceman largely outraged, hurling imprecations through the open Battalion Laundry door.

Understanding, however, arrived with the next morning's Plan of the Day.

One item, prominently underlined, read:

"Please remove all blank cartridges from clothing before sending it to the Battalion Laundry. The heat of the driers causes them to explode. Laundry personnel are not drawing hazardous duty pay." —

— R. L. McMeekin, YNCA, USN

### Bean Soup a la McGinty

Navy Day, last October 27, was "B-day" too for Commissaryman Second Class Joseph Ventura, USN, ship's cook of the Pearl Harbor-based escort vessel *McGinty* (DE 365.)

That was the day a six-man panel of judges gave a final lick to their chops, a final pat to their mid-sections, and selected Ventura's entry for the grand prize in the NAS Memphis Fifth Annual Navy Bean Soup Contest. Ventura, a Bristol, R. I., native who is a 15-year Navyman and father of four, was awarded a \$100 check for his efforts as this year's best bean soup cook.

His winning recipe, an exotic combination of beans, sausage, tomato juice, bouillon cubes, onions, etc., topped upwards of 500 other contestants who submitted concoctions

from the far corners of the world.

Co-runners-up were an NAS Alameda tandem, CSC William C. Shirley and CS3 Roy E. Freiberg, while third place honors went to Irene L. Malloy, a Navy Department Civil Service employee in the office of the Inspector of Naval Material, Atlanta, Ga.

The NAS Memphis annual salute to the bean opened officially last August, with entries confined to military personnel, their dependents, and civilian employees of the military services. Each was required to submit a recipe which would serve six persons.

Entries flowed in from ships and stations all over the Navy. They came from new atomic-powered ships, and from the old Navy as well — from a woman, for example, who cited her recipe as "the same as that used for the bean soup served my husband when he first enlisted in the Navy almost 30 years ago."

The field was eventually narrowed to six finalists in early October. Then, on Navy Day morning, the NAS Memphis galley's culinary experts prepared these six recipes with tender loving care.

Ventura's entry, as already noted, bowled over all opposition, winning unanimous approval of the judges. And, in addition to the check, his ship will receive an engraved trophy commemorating his achievement.

# THE WORD

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

• **FEBRUARY EXAM** — If you expect to be advanced in rating as a result of the Navy-wide examinations being held next month, you'd better be hitting the books right now.

The test for chief petty officer (E-7) will be held on Tuesday, 6 February; for E-6 (PO1) on Thursday, 8 February; for E-5 (PO2) on Tuesday, 13 February; and E-4 (PO3), on Thursday, 15 February.

If you fail your examination this year, or if you pass but are not rated, you will be told by the Naval Examining Center in what areas you were weak, and also in what areas you were strong.

The information will be returned to you on an individual examination profile card, which will be sent to your command, and then given to you after the results of the examination have been published.

Recently, nuclear submarine allowances have been changed to include the machinist's mate rating. Enginemen trained in nuclear propulsion are also filling some machinist's mate billets in the surface nuclear propulsion program. To place these men in their proper billets, authority has been granted for enginemen or EN strikers in pay grades E-3 through E-6, who hold a BuPers-assigned NEC of nuclear powerplant operator, to compete for advancement in either EN or MM in the next higher pay grade.

Involuntarily recalled Naval Reservists will be administered the same examinations as active-duty personnel. They will, however, be processed separately, thus competing among themselves. Separate,

proportionate quotas will be computed for men in this category so that they will not compete for Navy-wide quotas.

Those Reservists who pass the examination, but are not advanced because of quota limitations, may be advanced after release to inactive duty and return to a Naval Reserve unit, in accordance with BuPers Inst. 1430.1D and P1430.7D.

Information concerning the February examination was listed earlier in BuPers Notice 1418 of 20 Nov 1961.

• **ALIENS MUST REPORT ADDRESS** — If you or your family are aliens, and are living within the United States or one of its possessions, you must report your address to the U.S. Attorney General during the month of January.

During January, all post offices have cards on which to file this report, or they may be obtained from the Immigration and Naturalization Service of the Justice Department at any time during the year.

If you willfully fail to submit this report, you are subject to fines, imprisonment or deportation.

Aliens who are temporarily outside the United States during January must report their address within 10 days after they return to the U.S.

• **IS YOUR FITNESS REPORT IN?** — If you are an officer of the Regular Navy serving on active duty under a permanent appointment in the grade of ensign, you are eligible for *permanent* promotion to the grade of Lieutenant (junior grade) on the third anniversary of your date of rank as ensign.

Mental, moral, and professional qualifications for such promotion will be determined solely on your record by the Naval Examining Board. If you are eligible you should insure that your last regular fitness report has been forwarded to the Chief of Naval Personnel. Your physical qualifications will be determined from your most recently reported physical examination in conjunction with your records and present duty status, thus eliminating the special physical previously required.

This change, described in detail in BuPers Inst. 1426.1B, applies only to those officers serving on active duty who hold permanent appointments as ensigns, and does not apply to Regular Navy officers serving solely under temporary appointments nor to Reserve officers.

• **NEEDED: SUBMARINE VOLUNTEERS** — Because of the accelerated shipbuilding program for Fleet Ballistic Missile Submarines (SSBNs), there is a growing need in submarines for top-notch petty officers. There are 110 men in each of the two crews for a *Lafayette* class sub, and every man of each crew must be qualified in submarines. These men can be divided into three groups:

Group I (35 men per submarine crew) ET, EM, IC, EN and MM ratings are qualified nuclear power plant operators, graduates of the one-year nuclear power training course.

Group II (31 men per crew) — ET, FT, GS and TM ratings are graduates of various advanced courses in the *Polaris* weapon system.

Group III (44 men per crew) — QM, SO, RM, YN, SK, CS, EN, HM and SD ratings are not required to have advanced technical training in either nuclear power or the *Polaris* weapon system. QMs, SOs,



START THE NEW YEAR off right—Pass ALL HANDS Magazine on to the nine other Navymen waiting for it.

RMs and HMs do, however, receive special training in connection with the duties of their ratings.

At present, requests for submarine duty are urgently needed from men in these ratings and pay grades:

MM1, 2, 3	_____	See Note 1, 3
ETC, 1, 2	_____	Note 2, 3
GSC, 1, 2, 3, Striker	_____	Note 2, 3
TMC, 1, 2, 3, Striker	_____	Note 2, 3
QM1, 2, 3, Striker	_____	Note 3
YN1, 2, 3	_____	Note 3
SK1, 2	_____	Note 3
CS1, 2, 3	_____	Note 3
SD1, 2, 3, TN, TA	_____	Note 3

**Note 1:** Must be eligible for nuclear power training in accordance with Chapter 11, *Enlisted Transfer Manual* (NavPers 15909A).

**Note 2:** Must meet current eligibility requirements for Class A Schools in order to be eligible for *Polaris* training (See NavPers 91769E, *Catalog of U. S. Naval Training Activities and Courses*).

**Note 3:** All applicants for submarine training must be eligible in accordance with Chapter 10, *Enlisted Transfer Manual*.

Men in other ratings, eligible for submarine training in accordance with Chapter 10, *Enlisted Transfer Manual*, are also encouraged to apply. Currently, however, there is a waiting list of SOs and RMs.

Requests for sub training should be submitted on the Enlisted Evaluation Report (NavPers 1339) via your commanding officer direct to the Chief of Naval Personnel (Attn: Pers-B2131).

• **SO(A) AND AT(S) GET AX** — The rating of Aviation Antisubmarine Warfare Technician (AX) has been established to replace the ratings of Sonarman (Airborne), SO(A), and Aviation Electronics Technician (Antisubmarine Warfare Equipment), AT(S).

The duties of men in the new AX rating will encompass all the operating and maintenance functions of airborne sonar and ASW detection equipment now carried in fixed-wing aircraft and helicopters. (It is anticipated that greater quantities and varieties of ASW detection equipment will be installed in helicopters in the future.)

Men who are now SO(A)s or AT(S)s will be given the opportunity to qualify for the new AX general rating.

Instructions to implement this rating structure change should be issued in about August 1962 and the

first Navy-wide examination for AX is scheduled for February 1963.

• **CHANGEOVER TO BOILERMAKER** — If you're a boilerman (BT2, BT1 or BTC) and could use an extra \$30 a month (with a chance for \$60), you should change your rate to Boilermaker (BR). The Navy needs boilermakers, and the Chief of Naval Personnel has indicated there is a good probability the BR rating will be added to the list of 14 ratings currently eligible for automatic proficiency pay.

At the end of fiscal year 1961 the on-board strength of the BR rating was about 30 per cent of requirements even though BTs are given an option, when they make second class, either to continue in the BT rating or change to the BR rating. Most remain in the BT rating.

Aging ships and heavy operating schedules have placed increased emphasis on the skills of men in the BR rating. Because of the shortage of BRs, there are excellent advancement opportunities in that rating, plus the possibility of automatic proficiency pay (P-1) and the chance to compete for P-2.

To help men in the BT rating meet the requirements for BR, a mandatory quota of eight BTs per class has been established for the intermediate welding course of the Class C-1 welding school in San Diego. All BTs in pay grades E-5 through E-7 are eligible, provided they complete a signed statement of intent to change rating to BR. Special training to supplement your experience in boilermaking will be provided at the Class C-1 welding school.

Naval shipyards can also furnish supplemental welding training for enlisted personnel. This training is outlined in BuShips Notice 1541 of 31 Jul 1961.

If you are a BT, and wish to change your rating to BR, you should submit your request to the Chief of Naval Personnel, via your commanding officer. Your CO will screen your application, and decide whether or not you need to attend welding school.

BT2s who have completed the Class C school or similar training, as explained in BuPers Notice 1440 of 3 Nov 1961, may be recommended for participation in the regular Navy-wide examination for Boilermaker first class.

The Navy is a military organization. Perhaps we don't normally march and fight in the same manner as men in our land-going sister services, but we are expected to know, and be able to execute, certain fundamental military drills. If you are non-rated you should know them so you can follow instructions. If you are a petty officer, you must know them to command a group of men. See if you know these basic commands.

1. While AT EASE, you: (a) Keep your right foot in place and remain silent, but are allowed to shift your weight and move your left foot; (b) Remain in general formation, can move either or both feet, but must remain silent; (c) Keep your left foot in place, but you are allowed to talk in low tones.

2. When given the command REST, you: (a) Remain in the general area, but need not keep either foot in place or remain standing; (b) Keep your right foot in place, but you may talk; (c) Keep one foot in place, and remain silent.

3. When given the command FALL IN, you are required to: (a) Form ranks and stand at attention; (b) Form ranks and stand at ease; (c) Form ranks and stand at Parade Rest.

4. When the command FORWARD MARCH is given, you should step out first with: (a) The left foot; (b) The right foot; (c) Either foot.

5. The command HALT from forward march (quick time) should be given: (a) As the left foot strikes the ground; (b) As the right foot strikes the ground; (c) As either foot strikes the ground.



6. If you are required to stand at attention for a long period, you should: (a) Shift weight and relax even if it makes you sway; (b) Lock knees and remain rigid; (c) Flex and unflex muscles, shift weight, but do so in a way that onlookers can't detect.

Quiz answers may be found on page 54.

# THE BULLETIN BOARD

## Reemployment Rights Protected During Partial Mobilization

**R**EEEMPLOYMENT RIGHTS for personnel enlisting in the Navy—or called to active duty—during the current period of partial mobilization have been provided by additional amendments to the Universal Military Training and Service Act.

The changes are contained in Public Law 87-391. Following is a summary of the provisions of the new law:

- Any person who, after entering the employment to which he claims restoration, enlisted in the armed forces (other than a Reserve component) shall be entitled, upon release from service under honorable conditions to all reemployment rights and benefits provided persons inducted under this law, if the total of his service performed between 24 Jun 1948 and 1 Aug 1961 did not exceed four years, and the total of any service, additional or otherwise, performed by him after 1 Aug 1961 does not exceed four years (plus, in each case, any period of additional service imposed by law).

- Any Reservist who, after entering the employment to which he claims restoration, enters upon active duty (other than for the purpose of determining his physical fitness and other than for training)—whether or not voluntarily—in response to an order or call to active duty shall, upon his relief from active duty under honorable conditions, be entitled to all of the reemployment rights and benefits provided persons inducted under this law, provided the total of active duty performed between 24 Jun 1948 and 1 Aug 1961 did not exceed four years, and the total of active duty, additional or otherwise, performed after 1 Aug 1961 does not exceed four years (plus, in each case, any additional period in which he was unable to obtain orders relieving him from active duty).

- Reservists shall, upon request, be granted a leave of absence by their employers for the period required to perform active duty for training (ACDUTRA) or inactive duty training. Upon release from a

period of ACDUTRA or inactive duty training—or upon discharge from hospitalization resulting from that training—the Reservist will be permitted to return to his position with the seniority, status, pay, and vacation he would have had if he had not been absent. To qualify for this benefit the Reservist shall report for work at the beginning of his next regularly scheduled working period after expiration of the last calendar day necessary to travel from the place of training to the place of employment following his release—or within a reasonable time thereafter if delayed return is caused by factors beyond his control. Failure to report for work at the next regularly scheduled working period shall make the employee subject to the conduct rules of his employer pertaining to explanations and discipline with respect to absence from scheduled work.

(A previous amendment to the law provides reemployment rights for all Reservists who are ordered to an *initial* period of ACDUTRA of not less than three consecutive months, provided they apply for reemployment within 31 days after release from ACDUTRA. This provision applies to all Reservists entering on an *initial* period of ACDUTRA on or after 10 Sep 1960.)

All-Navy Cartoon Contest  
A. J. Spencer, IC3, USN



"This is your operator; your time is up; please deposit . . ."

Reservists must request leave of absence from their employer for any kind of Reserve training—other than their initial ACDUTRA period of not less than three consecutive months—which will require absence from their work. This would include weekly or weekend drills, annual tours of training duty, special courses of instruction and other types of Reserve training. In the case of drill attendance, a single request citing the date and time of the regular drill periods will be satisfactory; however, whenever the date and time of the regular drill periods are changed, a new request will be necessary.

If the employee is hospitalized as a result of ACDUTRA or inactive duty training, he shall be required to report for work at the beginning of his next regularly scheduled working period after expiration of the time necessary to travel from the place of discharge from hospitalization to the place of employment, or within a reasonable time thereafter if delayed return is caused by factors beyond his control, or within one year after his release from ACDUTRA or inactive duty training, whichever is earlier. If an employee covered by this provision of law is not qualified to perform the duties of his position because of disability sustained during ACDUTRA or inactive duty training, but is qualified to perform the duties of any other position in the employ of the employer or the employer's successor, he shall be restored to the position which he is qualified to fill so that he will have like seniority, status, pay, or the nearest approximation consistent with the circumstances in his case.

The new law also provides that an employee shall be considered as having been on leave of absence during the period required to report for the purpose of being inducted into, entering, or determining by a pre-induction or other examination his physical fitness to enter the armed forces. Upon his rejection, following completion of his pre-induction or other examination, or upon his discharge from hospitalization incident

to that rejection or examination, the employee shall be permitted to return to his position.

Further details on reemployment rights will be contained in a forthcoming revision of BuPers Inst. 1571.16A.

## PO Military Academy At NAS Whiting Field Rates High in Leadership

Effective naval leadership, as defined by General Order 21, is the art of accomplishing the Navy's mission through people. And people, in the Navy's case, are the officers and petty officers who furnish the Navy its leadership.

Unfortunately, while there have been, and are, born leaders, there are all too few of them. Most Navy-men, however, can be taught to be better and more effective leaders. At Whiting Field, Fla., POs serving with the Naval Air Basic Training Command are reaping the benefits of such instruction at a very fine leadership school—the Whiting Field Petty Officer Military Academy.

Several items help make the Whiting Field POMA outstanding in its field. A main reason, of course, is the solid command interest and backing the school receives. Another is POMA's staff of instructors — all veteran CPOs who are themselves graduates of both the Military Management Academy at NAAS Saufley Field and the NATC CPO Leadership School at Pensacola.

Still another is the fact that POMA functions under the control of the Training Department, enabling the school's instructors to make full use of that establishment's extensive facilities.

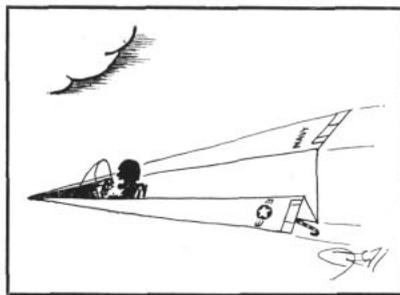
Whiting Field POMA students get a concentrated three-week course offering a total of 98 hours of instruction in six separate and distinct phases.

They are:

- Phase I — Drill and Command
- Phase II — Teaching Principles
- Phase III — Military Justice
- Phase IV — World Situation
- Phase V — Human Behavior and Leadership Techniques
- Phase VI — Final Presentation

• *Phase I* (Drill and Command) consists of 17 hours on the drill field and five hours of classroom instruction. Students receive two daily in-

## Sandpoint Skylines NAS Seattle, Washington



"Brand new aircraft design or not,  
I still have a funny feeling that I've  
seen it before."

spectations for practice and instructional purposes during this phase.

• *Phase II* (Teaching Principles) devotes 17 hours to the various techniques of preparing and presenting a lesson, or conducting discussion groups. Students must give at least two 10-minute presentations during this phase as an aid in developing skill in self-expression.

• *Phase III* (Military Justice) entails 17 hours of study and review of the UCMJ, with emphasis on the

fact that the UCMJ is for the protection of all military personnel, and not just an instrument of punishment.

• *Phase IV* (World Situation) covers the field of geopolitics, and gives the student an up-to-date outlook on current world problems. This in turn provides him with a better understanding of newscasts, newspaper articles and interpretation of current events. The most popular and thought-provoking phase of the entire course, it covers a total of 17 hours.

• *Phase V* (Human Behavior and Leadership Techniques) deals with the reactions of a Navyman as a human being, involves the study of basic psychology, and points up the need to consider each man as an individual, with individual needs and motivations.

In addition to the regular lectures in this 17-hour phase, guest speakers are invited to present talks relating to leadership.

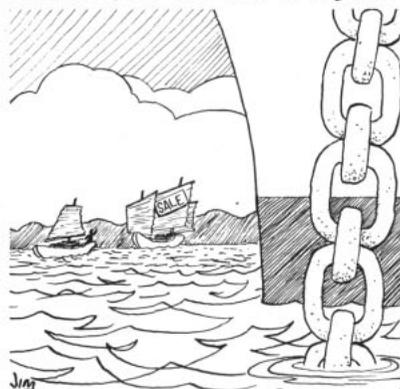
To conclude the course, the final presentation consists of an address by the CO or a guest speaker.

## HOW DID IT START

### Bumboat

A bumboat is any small boat which carries items for sale to men on board ships in port or offshore. It is not necessarily the hobo's answer to a yacht, as the name implies.

The word bumboat is thought to be a corruption of the Dutch "boom boat", a small craft permitted to lie at the boom of a ship and remove refuse. The word first appeared in English in 1685, when bylaws were established to regulate the scavenger boats which serviced ships in the Thames, the chief river in England.



During the 19th century bumboat salesmen in foreign ports supplied many U.S. Navy-men with such items as pastry, milk, fruit, tobacco, stationery, sewing materials, towels and soap. Only bumboaters of high repute were permitted to peddle their wares to Navy-men, and then only after obtaining the consent of the ship's executive officer. Even then the bumboats were inspected by the ship's master-at-arms. He saw that no unauthorized articles were carried aboard. The ship's surgeon also checked bumboat goods to make sure the men didn't purchase items of food that would make them sick.

Now that most ships have their own stores, in which any necessary supplies are available at reasonable prices, bumboat peddlers pretty well limit their selection of products to native clothing, trinkets, baskets, mats and other souvenir-type items.

These days, bumboats are perhaps most plentiful around the small islands of the Pacific and the Asiatic coast. Samoa and Hong Kong, to mention a couple, are well known among Navy-men as ports in which you need simply lean over the side of your ship to haggle for trinkets with enterprising native hucksters in bumboats.

## Here's a Chance for Navy Juniors to Receive Scholarship Aid

**Y**OUR SON OR DAUGHTER may receive that college education after all. A number of organizations and schools have set up scholarship assistance programs, for which your son or daughter may be eligible. The Chief of Naval Personnel has been asked to help award these scholarships.

To be eligible, your youngster must be a graduate of an accredited high school or its equivalent, or be expected to graduate from such a school before the start of the next college year. Applicants who are already working at the college level are also eligible.

Your son or daughter should normally be approved for admission to the college of his or her choice, or at least be reasonably sure of admission to that school, before requesting consideration for one of the available scholarships. These funds are paid directly to the school.

The following scholarships are available to sons and daughters of naval personnel, and are supervised by the Chief of Naval Personnel:

- *The Clausey Medal of Honor Scholarship Foundation* — This foundation provides a scholarship award, for study at or beyond the college level, to a child of an officer or enlisted man of the Navy or Marine Corps who died in service or of a disability incurred or aggravated during World War I, World War II or the Korean conflict. The award is an outright grant of not more than \$500. It is given annually to an individual, or may be divided between two or more applicants.

- *Navy Wives Clubs of America Scholarship Foundation* — This organization makes one or more annual scholarship awards to sons and daughters of enlisted Navymen. The grant may be used for a college education or vocational, business or similar training. The applicant for this award must be the child, legally adopted child, or stepchild of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty, retired with pay or deceased. This is an outright grant of at least \$350 per academic year. The number and value of the awards offered each year by the foundation depend on available funds.

- *Naval Academy Women's Club Scholarship* — This provides for an annual four-year scholarship of \$1500 which is allocated as follows: \$500 in freshman year; \$400 in sophomore year; and \$300 in both junior and senior years. The recipient must be the daughter or stepdaughter of a Naval Academy faculty member, or of a Regular Navy or Marine Corps officer on active duty, in a retired status or deceased.

- *Marianas Naval Officers' Wives' Club* — This club provides \$500 a year to a dependent of an officer or an enlisted man of the Regular Navy or Marine Corps serving on active duty, retired with pay, or deceased in line of duty or after retirement. The grant must be used for education at or beyond the college level, and is awarded to an applicant considered most worthy on the basis of merit and scholastic promise. The money may be awarded to one individual, or be divided between two individuals at the discretion of the Selection Committee.

- *The Dolphin Scholarship* — This award, for \$350 annually, is being made available by the Submarine Officers' Wives' Club. The recipient must be a son or daughter (natural, adopted or stepchild) of a member of the submarine service who has served at least five years in the submarine force since qualification. This includes sons and daughters of

retired, Reserve, or deceased members of the submarine service, as well as sons and daughters of those on active submarine duty. The minimum time period of five years' submarine service following qualification does not apply in cases where the submariner died on active duty in the submarine force.

- *Bainbridge Officers' Wives' Club Scholarship* — For the school years of 1961-62 and 1962-63, the Bainbridge Officers' Wives' Club, Bainbridge, Md., will award \$250 per year, for education at the college level, to an applicant deemed most worthy on the basis of need, scholastic standing, character and leadership. An applicant must be a dependent of an officer or an enlisted man of the Regular Navy or Marine Corps serving on active duty, retired with pay or deceased in line of duty or after retirement. Other factors being equal, preference will be given to the dependent of someone who is or has been stationed at the Bainbridge Naval Training Center.

If you have a son or daughter who is interested in one or more of these scholarship awards, you should contact the Chief of Naval Personnel (Attn: Pers-G221) for application forms. When writing, make sure you specify the scholarships for which they wish to compete.

IN ADDITION TO the above awards, the following schools or groups also offer scholarships for financial assistance to sons and daughters of military personnel. These awards are not supervised by the Chief of Naval Personnel. For information write directly to the individuals named in each case.

- *Valley Forge Military Academy Scholarship* — The Valley Forge Military Academy offers eight scholarships a year to sons of Regular officers of the armed forces who have high academic standing and an interest in military life. These scholarships are awarded for a three-year period in the amount of \$1015 per year. This is about half the all-inclusive tuition rate at Valley Forge. The applicant must be either a boy between 14 and 16 years of age preparing to enter the 10th grade who will continue on at Valley Forge to receive his second-

All-Navy Cartoon Contest  
Charley Wise, HMCA, USN.



"Now we know why your feet hurt so badly. You're wearing your shoes on the wrong feet."

ary school diploma, or a young man preparing to enter the 12th grade who will receive his secondary school diploma and continue at the Academy for two years of junior college. Entrance to the Academy is by written examination. Applications should be directed to The Registrar, Valley Forge Military Academy, Wayne, Pa.

• *Culver Military Academy Scholarships*—This, too, is open only to sons of military personnel. Information may be obtained from Major General Delmar T. Spivey, USAF (Ret.), Superintendent, Culver Military Academy, Culver, Ind.

• *Jango Scholarships*—Daughters of commissioned officers in the U. S. armed forces who live in the Washington, D. C., area are eligible for this one. Write to Mrs. Evelyn M. Hemenway, Executive Secretary of Jango, 1112 20th Street N. W., Washington, D. C.

• *Mount Vernon Seminary*—This school grants, to the daughters of officers and of widows of officers of the Regular Navy, Marine Corps, Army, Air Force and Coast Guard, a reduction of 10 per cent in tuition fee for both boarders and day scholars. Further information may be obtained from Mount Vernon Seminary and Junior College, 2100 Foxhall Road N.W., Washington, D. C.

• *Massachusetts Institute of Technology*—Not more than 10 sons a year of Regular Army, Navy, Marine Corps and Coast Guard officers will be admitted as undergraduate students to this Institute at half the regular tuition. Those considered must be recommended by the Faculty Committee for Undergraduate Scholarships. Write to Dean of Freshmen, Massachusetts Institute of Technology, Cambridge, Mass.

• *Society of Sponsors of the United States Navy*—This group awards one or more scholarships annually, to sons of deceased or retired Navy and Marine Corps personnel, for one academic year at a preparatory school for the U. S. Naval Academy. Write to Mrs. George R. Weaver, 3709 N. Woodstock, Arlington, Va., for further information.

• *Daughters of the Cincinnati*—Daughters of military personnel are eligible. More information may be obtained from Mrs. Bronson Trevor,

Scholarship Secretary, Daughters of the Cincinnati, 953 Fifth Avenue, New York 21, New York.

• *Admiral Nicoll Ludlow Scholarships*—Sons of commissioned officers in the Navy should write to St. Paul's School, Concord, N. H., and daughters of commissioned officers of the U. S. Navy may get more information from Emma Willard School, Troy, N. Y.

• *St. Margaret's School*—An annual tuition scholarship of \$325 is available to daughters of members of the naval service (active, retired

or deceased). Write to St. Margaret's School, Tappahannock, Va., for more information.

Many other schools, colleges and universities, quietly and without publicity, also give financial help to children of Navy and Marine Corps personnel. This help is based primarily on evidence of financial need, but in addition may be dependent on scholastic records, character or leadership.

Some further information about these scholarships may be obtained from SecNav Inst. 1755.5.

## WHAT'S IN A NAME

### Log Book

It probably isn't likely but in case you should ever get the urge to build a logbook here's how to go about it: Cut some shingles from a log, write something on them, then hinge them so they open like a book. The result would be, literally, a logbook.

This, according to some versions of the story, is how the records of early sailing ships were kept. The name logbook stuck through the years, and now applies to an official journal maintained at sea. This explanation seems logical. Too logical; therefore only partly correct.

It's probable that a more accurate description of the origination of the logbook would link it with the old systems of determining a ship's speed. Originally, a small "log" or chip of wood, would be tossed overboard from the bow and watched to see how long it would take to pass the stern. Since the length of the ship was known by those who did the figuring, it was possible to calculate how long the log took to pass a given point. This showed, more or less, how fast the ship was going.

By the 16th Century, this method had been improved considerably. A line was

attached to a chip log, which also had been weighted at one end with lead so that it would remain upright and stationary in the water. The line was divided into sections, called knots. (Knots were actually tied in the line at first, but, in later years, pieces of cord worked in between the strands became standard.) The number of knots that ran off the log reel held aboard the ship in 28 seconds (timed with a sand glass) showed the number of nautical miles the ship traveled in an hour. The distance between the knots (47 feet 3 inches) bore the same ratio to a nautical mile as 28 seconds does to an hour.

The log, or speed of the ship in knots, was then written on a piece of board known as the log board, and the records were later entered in a book—the logbook. In time, this was shortened to log.

Today, for general purposes, the log of a ship contains the official record of the ship's activities along with observations on weather and sea conditions and navigational data. It gives a complete chronological history of the ship from the time she is first commissioned until she terminates her seagoing career. The navigator has over-all responsibility for the preparation and care of the log, which is usually referred to as the deck log on ships of the U. S. Navy.

Other logs are also maintained. The engineering log, for example, is a complete daily record, by watches, of important events pertaining to the engineering department and the operation of the ship's propulsion plant. Then there's the engineer's bell book—a chronological record of orders which pertain to the speed of the engines. This is used in preparing the engineering log.

The quartermaster's notebook is another chronological record of events occurring during the watch. It is also a "work sheet" type of log, used in preparing the deck log. You might say it's a log's log.



## You'll Find Hot Springs Along with Glaciers on Iceland Duty

IF YOU RECEIVE ORDERS for a tour of duty at Keflavik, you will be a member of the Iceland Defense Force, a joint Navy and Air Force Command which forms a link in the NATO defense system. The naval component (naval station) is the host service at the airport, operating the base and maintaining a majority of the facilities for the use of all.

Keflavik is an international airport (not a naval base), operated jointly by the Icelandic government and the United States. During your tour you are subject not only to the UCMJ but to the laws of Iceland as well. You are subject to trial in the local courts of law. Under the agreement between the United States and Iceland, the governments of the two countries have concurrent jurisdiction over all Americans on Keflavik airport and the "Agreed Area." The Agreed Area, broadly speaking, is the area used by the defense force in Iceland.

On the airport and the Agreed Area, you will find Icelandic policemen patrolling the roads and guarding the gates to the bases. They are usually accompanied by Shore Patrolmen or Air Police. These Icelandic policemen usually understand English and speak it with a fair degree of fluency.

Iceland, with an area of some 40,000 square miles, is somewhat larger than Ireland. After Greenland and Britain, it is the largest island in the Atlantic. However, with a population of only 170,000 it is one of the smallest nations.

It is a land of glaciers, geysers and hot springs — a land of extreme contrasts, of frosts and fires. Snow-covered mountain tops cover boiling volcanoes and, though located just south of the Arctic Circle, there is less ice than the name implies.

The island compares with the state of Kentucky in land area; however, only one quarter of it is habitable. Iceland's population is settled in the coastal area, with one third of its population in the vicinity of Reykjavik, the capital city. Akureyri, in the north, is the second largest city; its population numbers 8000.

Iceland's climate is milder than you would suppose, but the island is subject to rapid weather changes and high velocity winds. Warmed

by a branch of the Gulf Stream which nearly encircles the island, the mean average temperature of Reykjavik, 39° F., is higher than that of New York City.

Owing to her northerly latitude, Iceland's day varies extremely with the seasons. During the summer months when the sun is nearer the North Pole, the days grow longer until they merge into a period of continual light during June and July. In December, there is less than five hours of light each day.

The tour of duty is one year for single officers and enlisted personnel and for married men not accompanied or joined by their dependents. The tour for all personnel with dependents on station is two years.

**Money Conversion** — Conversion of American currency to Military Payment Certificates (MPCs) is made in the Air Terminal Building shortly after arrival. All purchases in the Exchange and concessions are made with MPCs. All transactions with Icelandic establishments and Icelandic nationals, on and off the airport, are conducted in kronur, the Icelandic monetary unit of exchange. Present exchange rate is one U. S. dollar for 38 kronur. The American Express Company office at the airport is the only place where MPCs may legally be exchanged for kronur.

**Uniforms and Civilian Clothing** — In accordance with the terms of the agreement between the governments of the United States and Iceland, the uniform is normally worn by all military personnel. However, civilian clothing may be worn by mili-

tary personnel on base during off duty hours. The clubs on station require dress uniform or proper civilian dress (suit coat and sport or dress shirt) after 1800. Uniforms are worn off base except when personnel are actually engaged in sports and recreation such as fishing, picnicking and hiking.

Complete winter uniforms are essential, and the summer uniform is optional during the warmer season. The winter service uniform is, however, an excellent working uniform, even during the summer months. Civilian clothing appropriate for the Icelandic climate would be about the same as one would normally wear during fall, winter and spring in New York and New England. Arctic clothing, including foul weather gear and parka type outer clothing, is issued upon arrival.

**Housing on and off Base** — Family, or government housing at Keflavik airport is limited and available only on a rank and seniority basis. Advance approval must be obtained from the Commander, Naval Forces Iceland, for dependents.

On-base housing consists of one-, two- and three-bedroom apartment units. These are furnished with stove, refrigerator, rugs, bedroom, living room and dining room furniture and miscellaneous items. Washers and dryers are furnished on a "share with others" basis.

The weight allowance for household goods is subject to the usual limitations. Only minimum furnishings should be shipped. Essential items which you will need include kitchen utensils, electrical appliances, dishes, silverware, linens, equipment needed for infants and small children and items for personal family use. Only limited supplies of these items are available through the Exchange. American-made electrical appliances, television sets and radios may be used without conversion. No facilities exist for the use of gas appliances.

Owing to the limited number of government-owned family quarters available, concurrent travel of dependents is not authorized. Quarters are allocated on the basis of rank and/or rate and date of application. At present, only CPOs and LCDRs and above have much like-



"Do you mind if I close the window, Chief?"

likelihood of obtaining quarters for dependents on station. The only temporary accommodations on base are in the Keflavik International Airport Hotel. Because of space limitations, use of the hotel is limited to transient military personnel and commercial guests.

Some dependents have joined their husbands while on a tourist visa with varying degrees of satisfaction. Normally the Icelandic government will not grant tourist visas to dependents of military personnel for a period longer than one month. After dependents arrive in Iceland and obtain a domicile off the base, application may be made to the Icelandic authorities for an extension of the visa. There appears to be no set policy in the granting of visa extensions, but current practice indicates that extensions are normally granted in periods of 90 days. There is no assurance that visas will be extended and the military takes no cognizance of such matters.

Civilian housing standards are lower than normally expected for the rental rates charged. Rentals range from \$65 to more than \$100 per month, depending on size and conveniences. In many cases, baths and/or kitchens must be shared with other tenants. Although dependents living off station are entitled to commissary privileges, Icelandic customs regulations prohibit taking food off the base. Prices of food off-base are high, usually two or three times stateside prices and the foods generally available differ from those to which most Americans are accustomed. Fish, sheep and dairy products are plentiful and excellent. Beef, pork, vegetables and fruits are rare and, when available, expensive.

**Private Autos**—Private cars are accepted for shipment in accordance with current BuSandA instructions. The usual waiting period is approximately one month from the date of delivery to the shipping port in the United States. No tax is imposed on cars shipped on an American vessel at government expense. Icelandic liability insurance is required on all private autos. The minimum coverage required is 500,000 kronur, which costs approximately \$60 per year. Icelandic license tags are also required.

It is suggested that you ship a sound, older car. Road conditions and lack of garaging facilities cause rapid depreciation and deterioration of cars. Most roads are unpaved, rutted and made of rough lava rock or gravel. Spare parts are in limited supply on the base through the Exchange and auto repair hobby shop. Parts are usually available for the most popular makes in Reykjavik, but prices are high. Icelandic laws require chains or snow tires when there is snow or ice on the roads.

**Passes**—Four types of passes —

liberty, recreation, special and official duty passes — are used. Liberty passes are granted on a quota basis, subject to rigidly enforced curfew hours. The curfew is 2200 every evening except Wednesday, when it is 2400. A reasonable amount of time is allowed for personnel to return to the base, up to two hours after curfew. Military personnel must, however, be off the streets and out of public places by curfew.

**Medical Facilities**—Medical and dental care is provided for all personnel. The hospital has facilities to

## WAY BACK WHEN

### The Sailor and the General

The formal surrender of Japan to the Allied powers, which took place on board USS *Missouri* (BB 63) on 2 Sep 1945, is well established in history as a highlight of the 20th Century. Not so well known are the behind-the-scenes activities which occurred aboard *Big Mo* in preparation for the signing ceremony.

Several days before the ceremony, rehearsals were held on board. Two hundred and fifty crew members, filling in as admirals and generals, played their roles with determination. Details included practice in rendering the appropriate honors to each dignitary who would board *Big Mo*. Men in other ships in Tokyo Bay, after an initial startled reaction, soon became accustomed to the unorthodox routines being carried out aboard *Missouri*.

The day before the ceremony, a final dress rehearsal was held. At a signal, a working party of sailors was brought to *Big Mo* by launch from a nearby destroyer and a mystified young seaman in dungarees was told to climb one of the battleship's ladders and walk on board. He did not know he was standing in for General of the Army Douglas MacArthur.

As the seaman approached the quarterdeck, ADM William F. Halsey (then Commander 3rd Fleet) and *Missouri's* commanding officer, CAPT S. S. Murray, stepped forward to greet him. Guns boomed, a band blared "Ruffles and Flourishes," a double row of sideboys snapped to salute, a 90-man Marine guard of honor presented arms, a red flag with five white stars unfurled at a yardarm, and the band struck up the National Anthem.

It is not clear how "General MacArthur" reacted to this sudden recognition, but one of the more conservative reports described him as unnerved to the point of being unable to return the salute.

Despite the careful rehearsals, however, some hitches developed when it was time for the real thing. For example, ceremony planners decided that the table on which the surrender document was to be signed should have some historic significance. The British battleship *King George V*, anchored across Tokyo Bay, had on board a table that had been in the Royal Navy since the days of Sir Francis Drake (1545-1596). At considerable trouble it was brought to *Missouri*, but was found to be too small. At the last moment an ordinary mess table was substituted and covered with a green baize cloth.

Also on that historic day on board *Missouri*—the Russian delegation persisted in wandering about the ship until FADM Nimitz told them to stay put or get off; an Allied representative inevitably signed on the wrong line; it was rumored that diehard kamikaze pilots intended to crash the ship in a last suicidal gesture, so, throughout the ceremony, every antiaircraft gun was trained skyward.

Otherwise, things went smoothly. By 0900, 2 Sep 1945, all the Allied and Japanese dignitaries had taken their places on board. Then 12 signatures on a piece of paper brought to an end the war in the Pacific.



perform all types of emergency medical care, including minor surgery.

**Education** — A full scale education program is available. This includes University of Maryland college courses, USAFI and Navy correspondence courses. A group study plan for completing high school, GED and occupational interest testing and educational counseling are also available.

A complete grade school with grades one through 12 is available at no cost to all dependents, whether living on or off the base. The school year begins the second week in September and continues through May.

The base library offers a wide selection of books and current issues of magazines and newspapers, in addition to a selection of hi-fi and stereophonic records.

**Post Office** — Stamps, registered and certified mail, parcel post and air parcel post service are available. Your address will be: Name, rank or rate, unit or department, U. S. Naval Station, Navy No. 568, FPO, New York, N. Y.

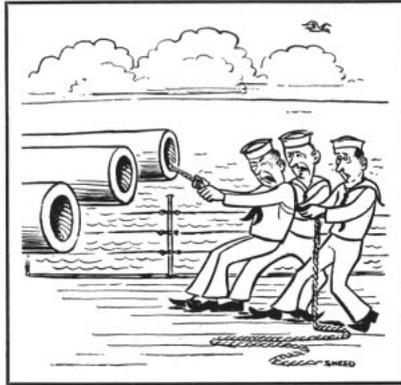
**Services** — Laundry and dry cleaning service is available with normal service requiring from four to seven days, depending on the workload. Finished laundry service is available.

A launderette, operated as an Exchange concession, is located just to the rear of the Exchange. Attendants are on duty, but self-service machines are also available.

Tailor, shoe, watch and radio repair shops and services are available at the airport. Time required for service and repairs varies in each case, depending on the shop workload.

Base shuttle buses operate daily to all areas at the airport. A military taxi service is available for official use only. Two commercial taxi companies operate at the airport. Commercial taxi operators must be paid in kronur. Public utility buses operate from the base Exchange and air terminal building to the town of Keflavik, where connections may be made to Reykjavik and other cities.

Operated as a concession of the base Exchange, a beauty shop is located just to the rear of the main Exchange building. Service is on an appointment basis only.



"Come on out, Joe, the MAA is gone now!"

Among the services available to newly arrived families is the temporary loan of dishes, silverware and some household appliances. Information on Iceland, travel and various other assistance and advice that dependents may need is provided in the orientation program for newly arrived personnel and families.

**Commissary** — A fairly wide selection is available at the commissary. Temporary shortages do occur, however, from time to time.

**Exchange** — A fair supply of the usual items found in Exchanges in the States is available. Supplies of civilian clothing and particularly children's clothing are limited and it is recommended that all items of this nature be purchased before reporting.

**Recreation and Entertainment** — Clubs have been established for officers and for enlisted personnel of every grade. Entertainment of the usual type is offered in each. The Viking Service Club is open to both officers and enlisted personnel and offers a full program of entertainment each day of the week. Special USO camp shows and Sunday and weekend tours to various places of interest on the island are two of the club's special attractions. Table tennis, pocket billiards, hand shuffleboard and cards are available. The club also has a snack bar, reading room, television and music rooms, in addition to its large auditorium and ballroom.

**Sports Program** — The athletic program includes most of the popular sports to be found in the States. Outdoor sports are at times limited by climatic conditions.

Of all the sports activities avail-

able off the airport, fishing is perhaps the most popular. You are in for a treat when you visit the fishing camp located about 80 miles from the airport. Three-day recreation passes are available, with transportation, food and lodgings provided.

There are two theaters on the base, showing a wide variety of films.

Base Special Services maintains auto, leathercraft, electronics, woodwork and photo hobby shops. Tools, instructors and materials are available, at most times, in all the shops excepting the auto shop. In most cases, auto parts must be ordered in advance from the States.

In addition to the tours mentioned above, military personnel and their dependents are granted one trip to the United Kingdom or Europe on authorized leave, with transportation via government aircraft, when available.

## New Correspondence Courses Include Space Technology

Five new correspondence courses — three for enlisted men and two for officers — have been issued by the Bureau of Naval Personnel. Seven others, four enlisted and three officer, have been discontinued.

Enlisted courses for active duty Navy men are administered, in most cases, by the local command. Your division officer will help you select the courses best suited to your rate and training program, and will see that your application (NavPers 231) is forwarded to the Correspondence Course Center.

### NEW COURSES

- ECC Engineman 1 & C (NavPers 91521-C)
- ECC Steelworker 1 & C (NavPers 91591-1B)
- ECC Aviation Machinist's Mate 1 & C (NavPers 91599)
- OCC The Communications Officer (NavPers 10403)
- OCC Introduction to Space Technology (NavPers 10404)

### DISCONTINUED COURSES

- ECC Engineman 1 (NavPers 91520-C)
- ECC Engineman C (NavPers 91521-B)
- ECC Steelworker C (NavPers 91591-1A)
- ECC Steelworker 1 (NavPers 91590-C)
- OCC General Communications (NavPers 10916-A3)
- OCC Merchant Ship Communications (NavPers 10917)
- OCC Shipboard Communications (NavPers 10918-2)

# Summary of Legislation Enacted into the Law During Past Year

**A**N ANNUAL ROUNDUP of legislation acted on by Congress during 1961 includes bills which may sooner or later affect your paycheck, the length of your Navy hitch, your family's protection after your death, or the amount of duty-free goods you may bring home from overseas.

The main "service" bills of the 87th Congress, signed off as Public Laws by the President, include:

**PL 87-117** — Grants the President authority to call up to 250,000 Ready Reservists and to extend some terms of service up to 12 months.

**PL 87-188** — Permits service men to authorize advance payments of basic pay to dependents ordered to evacuate overseas areas in an emergency.

**PL 87-145** — Fixes flat rates of diving pay from \$55 to \$110 a month, depending on diver qualifications.

**PL 87-374** — This is the "trailer bill" which authorizes up to 36 cents a mile for mobile home moves.

**PL 87-132** — Cuts duty-free allowance from \$500 to \$100 when you return from overseas.

**PL 87-84** — Extends home loan programs for World War II veterans to 26 Jul 1967, and to 1 Feb 1975 for Korea veterans.

**PL 87-207** — The "forgiveness bill" applies to you only if you, in good faith, received a family separation allowance between February and September 1956, when the allowance was withdrawn. If you accepted, you will not be required to repay the government, and if you already paid back part (or all) of the allowance, you may ask for a refund. Applications for refund must be made within one year.

**PL 87-103** — Changes the Career Compensation Act to read "three months" instead of "90 days." (Many men missed out on reenlistment bonuses when they shipped over on the 91st or 92nd day following release.) The law is retroactive. Applications must be made within one year.

**PL 87-164** — Provides that the allowances for transportation specified under the Career Compensation Act be uniform for all Reservists, active or inactive.

**PL 87-381** — Broadens the coverage under Uniform EP Services Contingency Option Act (renamed Re-

tired Serviceman's Family Protection Plan). An 18-year cutoff rule is modified to permit an option election to be made three years before retirement; a new provision allows you to make an election with less than 18 years service; waiting time for changes or revocations is reduced from five to three years; and withdrawal is provided in cases of severe financial hardship.

**PL 87-140** — Authorizes the shipment of household effects of retired members to locations other than those originally selected, provided the members pay any excess charges above the original cost.

**PL 87-102** — The end of military duty becomes effective on midnight of the day of discharge.

**PL 87-53** — Authorizes \$13 billion for the procurement of aircraft, missiles and ships for fiscal 1962.

**PL 87-118** — Provides additional funds for the improvement of non-nuclear capabilities of ground forces, increased air and sea lift strength and an expanded antisubmarine warfare program.

**PL 87-57** — Provides \$831 million for the construction and improvement of military bases at home and abroad, including missile sites and

nuclear submarine bases.

**PL 87-385** — Amends the Uniform Code of Military Justice by removing some of the problems in pleading or proving bad check cases.

**PL 87-109** — Provides that NROTC graduates be treated the same as Naval Academy graduates in that they will be continued on active duty as Regulars after completing their obligated tours, unless they specifically ask to be shifted to Reserve status and inactive duty.

**PL 87-391** — Increases the reemployment protection of men extended or called up from the Reserves. (Amendment to Universal Military Training and Service Act.)

**PL 87-201** — Authorizes \$150,000 for completion of the Pacific War Memorial on the hulk of *uss Arizona* (BB 39) at Pearl Harbor.

## ECC Assignment Booklets Will Be Distributed Locally

That correspondence course assignment booklet you'd like to use in studying for advancement in rating will be easier to obtain from now on. You'll be able to get hold of it a lot faster, too.

This happy state of affairs has

## WHAT'S IN A NAME

### Navy's Most Fired Gun

There is a gun at the Fleet Anti-Air Warfare Training Center, Dam Neck, Va., which bears the unimaginative designation of Mount 51.

It may be the most fired gun in the Navy, if not the world.

Many of its parts have been worn out and replaced piece by piece several times. It has had, for instance, 12 gun barrels from which 49,650 rounds of 5-inch ammunition were fired — all for the purpose

of training ship's gunnery crews.

If all this ammunition were gathered together and weighed, it would amount to 1520 tons of projectiles and 415 tons of powder — enough to fill 244 semi-trailers.

Mount 51 has had quite a role in making Navy gun crews better marksmen.

About 1210 gun crews have trained on Mount 51. At 17 men per crew, this figures out to 20,570 men who have taken part in firing the gun.

These Navymen may be sorry to hear that repair bills were running too high on their old alma mater, so the Navy traded her in on a new model.

A dismantling crew disconnected her electrical leads, removed the barrels and shield, and hauled her away.

Now a new Mount 51 stands ready to train Navy gun crews. Old Mount 51 was taken to the salvage section of the Norfolk Naval Shipyard to await its disposal.



resulted from a change in distribution methods, announced recently in BuPers Notice 1552 of 2 Nov 1961. According to the Notice, correspondence course administering commands, which have maintained their own supplies of Navy Training Course texts since 1958, will henceforth be provided an initial supply of the associated assignment booklets.

The new system will eliminate the time lag which occurred in the past between actual application for the course and receipt of the assignment booklet through the mail.

Here's how it will work.

Each administering command will be shipped an initial supply of the assignment booklets direct from the printer — the quantity depending on the command's allowance and on-board strength. A destroyer, for example, might be provided with an initial issue of five assignment booklets for a particular course. When a crew member applies for that course, he can be issued a text and assignment without delay. When replenishment is necessary, assignment booklets will be obtained as in the past, by forwarding completed NavPers 231 forms to the Naval Correspondence Course Center, Scotia 2, N. Y. A form must be forwarded for each assignment booklet desired; the Center will not honor requisitions for bulk quantities of booklets.

The new system applies only to active-duty Navymen. Inactive Reservists will continue to obtain their courses by individual application to the Naval Correspondence Course Center, Scotia 2, New York.

**Medicare Provides Treatment For Dependent Parents At Military Medical Facilities**

Does the Navy foot the medical bills of dependent parents? Yes, if treatment is performed by service doctors at military medical facilities. No, if treatment is handled by civilian doctors, or at civilian hospitals.

The Medicare (Dependents Medical Care) program provides treatment through civilian hospitals for spouses and children of active duty personnel, who do not have access to military dispensaries or hospitals.

Medicare does not provide this civilian treatment for dependent parents (or parents-in-law). They may

**QUIZ AWEIGH ANSWERS**

1. (a) Keep your right foot in place and remain silent, but you are allowed to shift your weight and move your left foot.
2. (b) Keep your right foot in place, but you may talk.
3. (a) Form ranks and stand at attention.
4. (a) The left foot.
5. (c) As either foot strikes the ground.
6. (c) Flex and unflex muscles, shift weight, but do so in a way that onlookers can't detect.

Quiz Aweigh may be found on page 45.

be treated at government expense only at uniformed services medical facilities.

But, before a dependent parent, or any dependent, is treated at a service facility, he or she must possess a Uniformed Services ID and Privilege Card (DD Form 1173).

It is not necessary for dependent parents actually to reside with you to be eligible for treatment. By providing them with more than one-half of their income, you are considered to be maintaining their home. (A dependent parent or parent-in-law is one who receives more than one-half of his or her support from the active-duty Navyman or woman, who resides in the household of the active-duty member. For Medicare eligibility, however, the "reside in household" requirement is fulfilled when the parent resides in a dwelling place "provided or maintained" by the service member.)

BuPers Inst. 1750.5B, the official Dependent's ID Card guide, lists dependent parents' Medicare privileges. This directive could be worth its weight in money — your money — if your dependent parents ever require medical treatment. It doesn't say it in so many words, but this



"You sure we haven't met before? . . . You sure look familiar to me!"

is made pretty clear: If your dependent parents go to a civilian doctor, you will foot the bill.

**List of New Motion Pictures and TV Series Available to Ships and Overseas Bases**

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series — all westerns — available for selection are: *Rawhide*, *Stagecoach West* and *Wagon Train*.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

**Motion Pictures**

*Snowwhite and the Three Stooges* (1823) (C) (WS): Comedy; Carol Heiss, Three Stooges.

*Everything's Ducky* (1824): Comedy; Mickey Rooney, Jackie Cooper.

*The Trunk* (1825): Melodrama; Phil Carey, Julia Arnall.

*Two Rode Together* (1826) (C): Drama; James Stewart, Shirley Jones.

*The Big Gamble* (1827) (C) (WS): Comedy - Drama; Stephen Boyd, Juliette Greco.

*Twenty Thousand Eves* (1828): (WS); Melodrama; Gene Nelson, Merry Anders.

*Unstoppable Man* (1829): Drama; Cameron Mitchell, Marius Goring.

*Weekend with Lulu* (1830): Comedy; Bob Monkhouse, Leslie Phillips.

*Fanny* (1831) (C): Drama; Leslie Caron, Maurice Chevalier.

*Morgan, the Pirate* (1832) (C) (WS): Melodrama; Steve Reeves, Valerie Lagrange.

*Honeymoon Machine* (1833) (C) (WS): Comedy; Steve McQueen, Bridget Bazien.

*Invasion Quartet* (1834): Comedy; Bill Travers, Spike Milligan.

*Bridge to the Sun* (1835): Drama; Carroll Baker, James Shigeta.

*The Pit and the Pendulum* (1836) (C) (WS): Drama; Vincent Price, Barbara Steele.

*Alakazam, the Great* (1837) (C) (WS): Cartoon-Feature.

*Twenty Plus Two* (1838): Melodrama; David Janssen, Jeanne Crain.

### Television Programs

5196: TV-1 *Rawhide* — Incident of the Dry Drive. TV-2 *Stagecoach West* — The Land Beyond.

5197: TV-1 *Rawhide* — Incident of the Dangerfield Dip. TV-2 *Stagecoach West* — The Storm.

5198: TV-1 *Rawhide* — Incident at Buffalo Smoke House. TV-2 *Stagecoach West* — Three Wise Men.

5199: TV-1 *Rawhide* — Incident of the Stalking Death. TV-2 *Stagecoach West* — The Bold Whip.

5200: TV-1 *Rawhide* — Incident at Spanish Rock. TV-2 *Stagecoach West* — Never Walk Alone.

5201: TV-1 *Rawhide*—The Deserter. TV-2 *Stagecoach West* — The Renegades.

5202: TV-1 *Rawhide* — Incident of the Blue Fire. TV-2 *Stagecoach West* — The Dead Don't Cry.

5203: TV-1 *Rawhide* — Incident of the Calico Gun. TV-2 *Stagecoach West* — A Fork in the Road.

5204: TV-1 *Wagon Train* — The Bleymier Story. TV-2 *Stagecoach West* — Come Home Again.

5205: TV-1 *Wagon Train* — The Candy O'Hara Story. TV-2 *Stagecoach West* — By the Deep Six.

5206: TV-1 *Wagon Train* — The Roger Bigelow Story. TV-2 *Stagecoach West* — Image of a Man.

5207: TV-1 *Wagon Train* — Path of the Serpent. TV-2 *Stagecoach West* — Root of Evil.

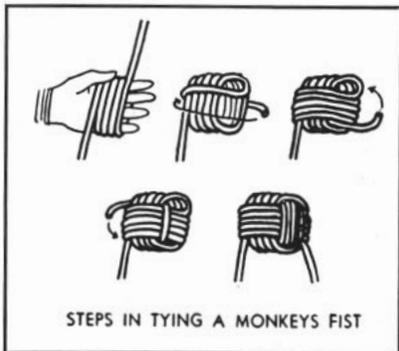
5208: TV-1 *Wagon Train* — The Sam Elder Story. TV-2 *Stagecoach West* — Songs My Mother Taught Me.

5209: TV-1 *Wagon Train* — The Earl Packer Story. TV-2 *Stagecoach West* — The Brass Lily.

5210: TV-1 *Wagon Train* — The Christopher Hale Story. TV-2 *Stagecoach West* — A Place of Still Waters.

5211: TV-1 *Wagon Train* — The Nellie Jefferson Story. TV-2 *Stagecoach West* — The Swindler.

### Grains of Salt —



### 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. 48 — Authorized 10 November as an alternate day for observance of Veteran's Day.

No. 49 — Directed that issue and use of certain drugs be suspended.

#### Instructions

No. 1301.34A — Issues instructions concerning use of Officer Data Card (NavPers 2626) (Rev 10-61).

No. 1426.1B — Advises line and staff officers, who hold permanent USN commissions, of qualifications which must be met and procedures involved before permanent promotion to lieutenant (junior grade).

No. 1640.5C — Announces revised criteria for designation of the place of confinement for persons sentenced to confinement by courts-martial.

#### Notices

No. 1416 (20 October) — Cancelled BuPers Inst. 1416.7, which is concerned with physical examinations, for promotion, of Navy and Marine Corps officers on active duty.

No. 1552 (2 November) — Described new procedures that will be followed in distributing many enlisted correspondence course assignment booklets to Navy commands that administer these courses for their active-duty enlisted personnel.

No. 1440 (3 November) — Announced to personnel in the BT rating the advantages to be achieved by a change of rate to the Boiler-maker (BR) rating.

No. 5390 (9 November) — Explained how to request and use the services of a leadership field team.

No. 1430 (9 November) — An-

nounced the names of those who will be advanced in rating to senior and master chief petty officer.

No. 1080 (20 November) — Advised commands of procedural changes in the NMIS (Naval Manpower Information System) and in the enlisted personnel accounting system.

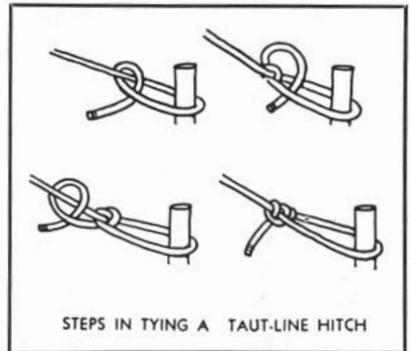
No. 1418 (20 November) — Announced the schedule for Navy-wide advancement examinations for enlisted personnel to be held in February.

### Films and Slide Presentations on Seapower Available To Ships, Stations, Civic Groups

Several years ago the Office of the Chief of Naval Operations commenced giving wide distribution to the annual visual presentation prepared to supplement the testimony of the Chief of Naval Operations before the Congress. Naval personnel, civilian employees of the Navy, and members of civic organizations throughout the country are able to obtain a current understanding of the role of the United States Navy in support of our government's foreign policy. The Office of the Chief of Naval Operations now has an expanded program to provide visual aids for telling the Navy story.

The latest slide presentation, **New Frontiers for Sea Power**, explains how seapower continues to be a mighty instrument of national policy, as it has been for seagoing nations down through the centuries. The presentation reviews the mobile ships and planes of the Fleets, and shows how they are utilized to apply exactly the precise force needed to support United States foreign policy in trouble spots around the world. The

### Grains of Salt —



role of the *Polaris* submarine and a preview of the Navy of the future are also included.

To help inform America about what lies beneath the surface of the seas, a 35mm color-slide presentation, **The Conquest of Inner Space**, points out some startling and interesting facts. For example, the mineral and food resources under the sea are of increasing importance in solving the economic problems of the future. The National Education Association has publicized the presentation for use in high schools. It is interesting to anyone who desires to learn more about the mysteries of the deep and recent scientific revelations.

In addition to the color-slide presentation, a special series of films has been prepared. These films provide general information and increased understanding within the naval service and among civilian groups. They are excellent means to help naval personnel (military and civilian) understand the importance of their individual contributions. The films are excellent aids to naval speakers asked to appear before the general public.

Two of the latest films in the series have been well received by all types of audiences.

**Summer Incident** (MN-8982) is a 27-minute, 16mm color motion picture. It shows how United States seapower helped stabilize cold war crises and local crises that have occurred throughout the world.

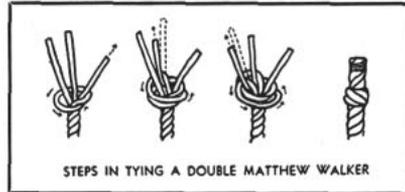
**Mr. Push-a-Button** (MN-9483) is also a 16mm motion picture, in color. Most of the 28-minute film was made aboard the guided missile cruiser *uss Canberra* (CAG 2). It points out that man is still the indispensable ingredient in weapons systems of the machine-age Navy.

Among the other 16mm color films in the series are:

- **Sixth Fleet — Force for Peace** (MN-8529) — This film, about 55 minutes long, is a story of the Sixth Fleet in the Mediterranean and its role as ambassador and keeper of the peace.

- **The Growler Story** (MN 8679) — This film (running time, 20 minutes) tells of CDR Howard Gilmore's heroic command: "Take her down." With it, Commander Gilmore sacrificed his life to save his submarine and his crew during World War II.

Grains of Salt —



- **Operation Sunshine** (MN 8936) — Portrayed in this film is the history-making voyage of *uss Nautilus SS(N) 571*, as she pioneered a new Northwest Passage under the North Pole: Running time, 27 minutes.

- **Security Through Seapower** (MN 8864) — A carrier launches two high-performance jets in the Pacific, off California, and less than four hours later the planes have spanned the continent to land on another flattop in the Atlantic: Running time, 11 minutes.

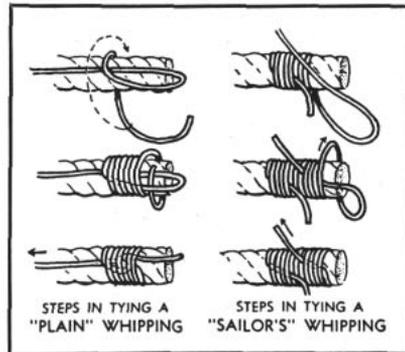
- **Navy Wives** (MN 8794) — This 27-minute film is dedicated to the distaff side of the Navy family.

- **Silent Sentinel** (MN 9439) — This is a 15-minute report on the development of the *Polaris* missile, which became operational in our nuclear-powered submarines in 1960.

These visual presentations are some of the materials given wide distribution by the Office of the Chief of Naval Operations. Copies of the films *Summer Incident*, *Navy Wives*, and *Mr. Push-a-Button* have been distributed through the Fleet Entertainment Motion Picture Exchange and to a large number of naval activities. The remainder of the films and slide presentation may be obtained from appropriate naval district training aids sections or film libraries on a temporary basis.

Naval representatives visit civic groups upon request, make presentations and, if desired, conduct discussion periods.

Grains of Salt —



Best Messes Ashore and Afloat Are Preparing to Prove It to Ney Committee

Now is the time for all good mess cooks to prove they have the best mess in the Navy.

Each year, at about this time, BuSanda accepts nominations for the Captain Edward Francis Ney Awards for the best general messes afloat and ashore.

Here's how the machinery works: Each type commander, each overseas area and force commander and every district and river command commandant nominates the command under his jurisdiction which, in his judgment, has the most outstanding food service.

The nominations must be in the hands of the Chief, Bureau of Supplies and Accounts (Code S10) not later than 1 May.

An awards committee composed of Navy line, medical and supply corps officers and representatives of the Food Services Executives Association will meet in Washington during the first half of May to select three finalists for each of the afloat and ashore categories. The selections will be made on the basis of established guidelines.

The Ney Awards Committee then visits the six finalists during the first half of June to make a final evaluation. Winners will be announced around the end of June.

Judging will be based on three general areas, each of which is divided into several parts.

The first area — efficiency of food preparation, is broken down into menu planning, preparation of food, acceptability of food and efficiency of serving techniques.

The second area — sanitation, includes general sanitation, scullery cleanliness and care of equipment.

Area three — management, is divided into conservation practices, training and supervision.

The Ney Awards program was established in 1958.

This year's program is again being sponsored by the Food Service Executives Association. Awards will be made in each category to the best general mess and runner-up at the association's August convention.

Full details concerning the contest are published in BuSanda Notice 5061 dated 20 Oct 1961.

## First Year of STARs Program Was a Huge Success

**M**ORE THAN 6500 MEN reenlisted under the Navy's STAR Program during its first year of operation. At the time of reenlistment, the average STAR reenlistee had two and one-half years of service.

Of the 6500 reenlistees, 74 per cent were in critical ratings. The list below shows the number of men in each rating who have reenlisted under the STAR program during its first year (September 1960 through September 1961). Critical ratings under STAR are marked with an asterisk:

RATE	E-3 Strikers	E-4	E-5	TOTAL
BM	4	2	—	6
QM	1	4	1	6
SM	1	2	4	7
*RD	35	101	48	184
*SO	30	98	26	154
TM	20	45	7	72
GM	4	27	1	32
*NW	13	11	7	31
*FT	19	79	31	129
*GS	18	23	10	51
MN	—	2	—	2
*ET	61	182	66	309
IM	2	2	1	5
OM	2	4	2	8
*RM	121	274	75	470
*CT	28	103	37	168
YN	26	94	15	135
PN	1	31	7	39
MA	—	1	—	1
SK	4	15	3	22
DK	5	3	—	8
CS	3	12	1	16
SH	4	1	—	5
JO	3	5	4	12
PC	1	—	—	1
LI	—	1	1	2
DM	4	11	1	16
MU	—	—	—	—
*MM	62	154	39	255
EN	5	56	16	77
*MR	4	26	8	38
*BT	16	201	35	252
BR	—	—	—	—
*EM	61	182	67	310
*IC	50	120	31	201
SF	1	30	4	35
DC	1	12	—	13
PM	—	1	1	2
ML	—	—	—	—
SV	—	—	—	—
EA	—	3	—	3
CE	—	2	—	2
EO	1	6	1	8
CM	—	4	—	4
BU	—	3	—	3
SW	—	2	—	2
UT	1	4	2	7
*AD	15	220	25	260
*AT	50	225	145	420

RATE	E-3 Strikers	E-4	E-5	TOTAL
*AO	2	36	15	53
*AQ	10	52	23	85
AC	6	25	8	39
AB	4	13	4	21
*AE	42	141	60	243
AM	24	127	29	180
*PR	13	27	8	48
AG	16	17	10	43
TD	19	40	8	67
AK	8	5	—	13
PH	2	21	5	28
*PT	1	1	1	3
HM	4	45	9	58
DT	—	7	1	8
SD	—	—	—	—
TOTALS	828	2941	903	4672

Non-petty officers who were not designated strikers also reenlisted under the STAR program during the year:

SA/SN-795, FA/FN-418, CP/CN-4, AA/AN-568, HA/HN-39, DA/DN-9, TA/TN-2: Total 1835.

In all, 6507 men reenlisted under the STAR program in one year.

The STAR Program enables selected first-cruise enlisted personnel with at least one year of active duty to be discharged for immediate reenlistment for either four or six years. In return for this, the Navy gives these benefits:

- Guaranteed assignment to Class A school of choice.
- Automatic advancement from pay grade E-3 to E-4 for those who graduate from Class A school in the upper half of their class.
- Guaranteed assignment to Class B school for PO3s and PO2s.
- Automatic advancement to PO2 for PO3s who graduate from Class B school.

Full information on the STAR Program may be found in BuPers Inst. 1133.13.

## Snook's Successor Is New Atomic-Powered Sub

USS *Snook* SS(N) 592, the Navy's 21st atomic-powered sub and the second sub to bear the name, was commissioned in November.

Seven crewmen of the first *Snook* were on hand to see the second join the Navy.

*Snook* is a *Skipjack*-class submarine which can dive to depths of more than 400 feet and attain speeds of more than 20 knots.



The Office of Naval Research is engaged in a project which, it is hoped, may help solve a food shortage problem in several areas of the Caribbean, and, - - at the same time - - answer some questions about the navigational instincts of turtles.

ONR recently stowed 30,000 freshly hatched green turtles in plastic bags and transported them by seaplane from a hatchery in Costa Rica (one of the few Caribbean countries with an abundance of turtles) to British Honduras, Colombia, Barbados, Grenada and St. Lucia, in the Windward Islands, and Antigua and St. Kitts in the Leeward Islands - - all places badly in need of turtle meat. The turtle population in these areas has been diminishing rapidly, and with it goes the main source of meat for the natives. ONR will also study turtle migration habits, and perhaps discover some secrets of navigation. (Turtles are considered excellent navigators.)

The operation is based on an ONR theory that green turtles, when three years old, return to their spawning grounds to lay eggs. Scientists hope that by transplanting the turtles just after hatching, they will accept their new location as "home," and return by instinct. As a result, natives will eventually have an abundance of meat for the first time in years.

Also, ONR will attempt to discover the clues turtles use in navigating thousands of miles to sea and back to their hatching ground, and how turtles spawned far inland unerringly find their way to the sea they have never seen.

All this may contribute to a long range program in biological orientation through which the Navy hopes to improve navigation and detection devices.



HERE IS A SELECTION from the latest list of new books available to your ship or station library.

**Our Modern Navy**, by CAPT Joseph L. Howard, USN, tells how the United States is proceeding toward a fuller use of the sea in American interests and in the cause of freedom throughout the world. It describes the wide range of interests of the Navy, its broad strategic scope, its needs and its prime significance to the security and influence of the United States. The author portrays the Navy as more than just ships, guns, planes, missiles, space satellites, and hardware as he tells of the men and women who are members of the service. Navy men will find the combat elements of their branch and specialty presented in perspective to show that the Navy's success in modern warfare depends upon a fine balance between many different talents and disciplines.

**PT 109**, by Robert J. Donovan, is much different. In a sense, it tells just how minute elements of this power are applied in time of war. It is, of course, the story of President Kennedy's experience as a war-time skipper of a PT boat, but it can be read with pleasure as a straight adventure yarn of the this-is-how-it-really-was genre. Told in smooth reportorial style, the story picks up at the point where LTJG Kennedy arrives at Guadalcanal during an air raid as a green young skipper and carries the yarn along until he is surveyed out of the Navy after injuries received when his PT boat is rammed and sunk by a Japanese destroyer. The story is well told, with no political overtones, with infinite, fascinating details. The portion concerning the rescue of the boat's crew after the sinking is a real hair-raiser. Firmly recommended as a good yarn.

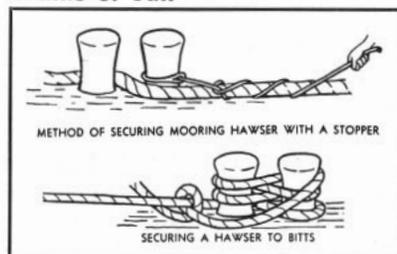
**Sir Hubert Wilkins**, edited by Lowell Thomas, may not, at first, appear to be quite as gee-whiz as PT 109 but it is nevertheless an exciting, interesting piece of work. Wilkins, a South Australian who became one of the first men to fly across the Arctic, led a life rivaling fiction. A stowaway aboard a ship, he reached North Africa while

still a boy, and there escaped slavery or death at the hands of Arab smugglers. After making the first motion pictures ever taken of war (in the Balkans in 1912), he went on a two-year Arctic expedition with Stefansson, then joined the Australian Army in World War I, during which he was wounded many times and buried by shellfire at one point. As you may recall, it was his ashes that CDR James Calvert, while commanding officer of USS *Skate*, scattered at the North Pole in 1959.

Another view of war is seen in **The Civil War at Sea** (subtitled *The River War*), which is Volume II of a three-volume narrative history by Virgil Carrington Jones. This volume describes the river battles from March 1862 to July 1863, when the capture of Vicksburg closed off the Mississippi and split the Confederacy in two. The names that fill these pages—Yazoo Pass and the Red River, Pumpkin Hill Channel and Galveston Bay—all represent close-fought skirmishes of considerable importance. At this stage of the war, with Southern ports rapidly being closed and her remaining railroads threatened, the inland waterways of the Confederacy became increasingly important. With a sure, professional touch, Jones tells of David Farragut, who achieved fame by capturing "invincible" New Orleans; David Dixon Porter, whose dummy ironclad caused the Southerners to destroy a ship they had just captured; and Isaac Newton Brown, who finished and commanded *Arkansas* for the Confederate Navy. History as it should be written.

At this time, books about the sea itself are almost as popular as those of the Civil War. **The Mysterious Sea**, by Lester del Rey, is another

### Grains of Salt —

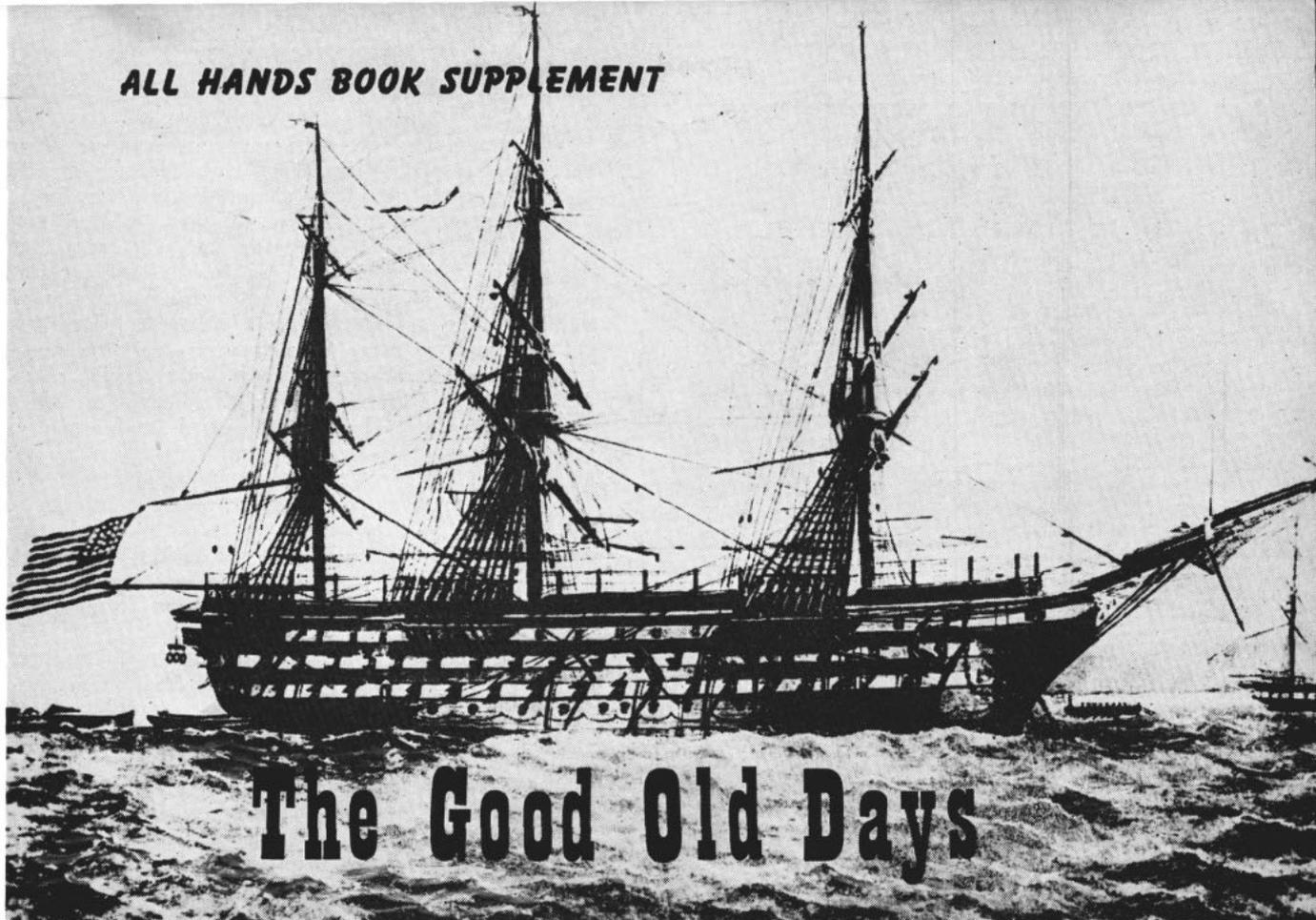


such. As he points out, although the face of the earth is more than three-quarters covered by the sea, we know far more about the moon, and even Mars, than we do about the great deeps. It is estimated that during the International Geophysical Year of 1957-58, more was learned about our oceans than in the previous 2000 years. Del Rey attempts to pass on much of the knowledge thus accumulated, plus the lives of many of the inhabitants of the sea, including the dolphin who may, according to recent tests, be more intelligent than man, even though man is the tester.

Not nearly so pleasant, but quite as important professionally, is **Guerrilla War**, by Colonel Virgil Ney. This book on guerrilla warfare explains basic principles by historical examples. Ney holds to the belief that Americans have a tradition of successful guerrilla war operations from the earliest days of the nation's history. It was a military phenomenon for centuries, but it has now been seized and converted into a vehicle of Cold War combat by international communism. To defeat it, we must know what it is and how it works; to wage it, we must understand its principles.

Enough of realism. **The Game of Kings**, by Dorothy Dunnnett, is guaranteed to take you away from it all. A violent bit of historical fiction, the time and place is that moment in history when Mary, Queen of Scots, was a child and her throne the target of machinations by both the English and French. The hero would appear to be an improbable combination of the skills of Robin Hood, d'Artagnan, Lochinvar, Rhett Butler and Douglas Fairbanks, Sr. There is a plot, of course, but who cares?

**The Blue of Capricorn**, by Eugene Burdick, is something else again. A mixture of a personal account of the South Pacific where he fought in the war and in which he traveled for a number of years, plus fictional episodes, this is almost a must for those who dream of the soft breezes of Tahiti. In part, this tells of the natural characteristics of Oceania; also a comparative portrait of the people who inhabit the South Seas. Burdick, as you may recall, is co-author with William Lederer of *The Ugly American*.



## NAVY LIFE IN 1829

The ships were different, and so were the guns. The chow was not so palatable, and some of the ranks and ratings sound strange, but despite all there is a familiar ring to this account of life in the Navy in 1829. The author was a schoolmaster engaged to teach academic subjects to the midshipmen of the frigates *USS Brandywine* and *Constitution* in 1829.

**M**Y OFFICE is that of schoolmaster but what this means or what are its duties, I cannot exactly tell. I only know that those who understand these things say it is a better situation than that of clerk, for which I thought of applying. The midshipmen are to be my pupils, and a fine industrious set of pupils they will be, to judge from present appearances. But I do not know them yet, and it will be a long time before I shall well understand any of the characters around me.

Our frigate *Brandywine* is of the first class, carrying 54 guns, 30 long 32s on the main and 24 32-pound carronades on the upper deck. She has a round stern and is considered a fine model; what strikes me most, however, is the dark threatening character of her hull.

The upper deck is called the spar deck, and all from the mainmast aft forms the quarterdeck. No seaman is allowed to be seen on it except on business.

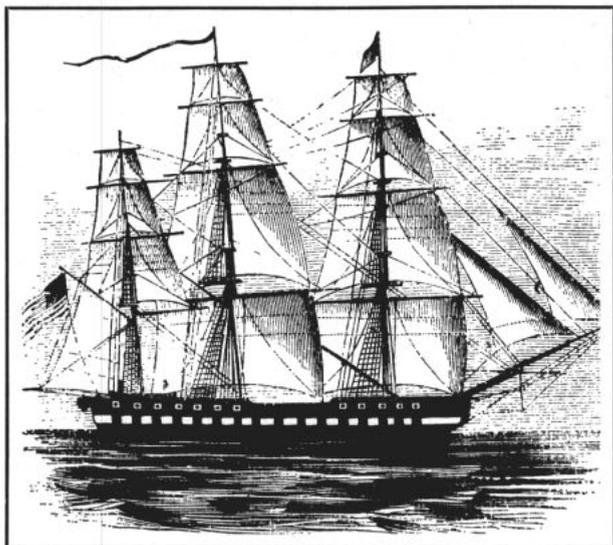
The ship's sides extend about five feet above this deck, and are surmounted by a trough of painted canvas running the whole length, the use of which

puzzled me at first. This is called the hammock nettings, and contains the sailors' hammocks during the day. It is weather proof and the hammocks, ranging with the sailors' heads, are said to be a good defence in time of action. The whole of this wall, if I may call it so, running about the spar deck is called the bulwarks.

**T**HE NEXT DECK BELOW this is the main or gun deck; the cabin occupies its afterpart and reaches nearly to the mizzenmast. The partitions of the cabin, or bulkheads, are movable and taken down before action. All the rest of this deck is open and clear, except for its range of heavy guns. To us it is a fine promenade, being of sufficient height to admit my walking erect, though I want but a trifle of six feet. Our walk is usually between the cabin and mainmast, an interval called the half deck, the larboard side of which belongs also to the officers, though it has not the sacred character of the quarterdeck.

One story lower, we come to the berth deck, so called because originally used for swinging the men's hammocks during the night, though the main deck is now also used for that purpose. They are excluded

From *Sketches of Naval Life*, by a "Civilian" (George Jones), printed and published by Hezekiah Howe, New Haven, in 1829.



SCHOOLMASTER'S second ship was USS Constitution.

from this in day time except at meals; the mess cooks only are allowed to remain. Each of these has his particular place, his mess chest and its utensils are deposited there, and it is his duty to keep them clean and in order.

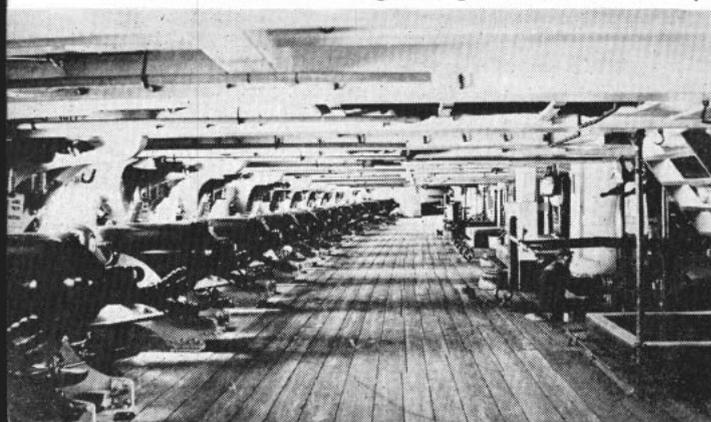
The berth deck, however, extends only a little abaft the mainmast. In its center is the sick bay, a room with bulkheads of open work and forming our hospital, now well filled, for a large part of our men are sick. This deck is supplied with air by a range of air ports 12 inches by eight, a few feet above water mark; these are closed at sea.

Abaft the mainmast on each side of the ship are three staterooms of comfortable size occupied by the forward officers, who are the boatswain, gunner, carpenter, sailmaker and purser's clerk. Just astern of these, a bulkhead extends entirely across the deck and shuts out further view, but the bursts of laughter and odd noises that come from beyond it show us that there is the steerage, the midshipmen's domicile.

This is a room extending the whole breadth of the vessel and about 20 feet the other way. It is lined with chests for their clothing and lighted, as well as may be, by two air ports and a hatchway above, down which however is the ladder which leads to the wardroom.

**T**HE WARDROOM is occupied by the lieutenants, purser, surgeon, chaplain, master and Marine officers. It occupies all abaft the steerage and is lined on each side with apartments about seven feet by five, which in the sad lack of room aboard ship are

PHOTO shows how frigate's gun deck was set up.



dignified with the name of staterooms.

But you have not seen my messroom yet, nor would you suspect where it is, for our feet are already below water mark and you would not look for it under the sea and in a region of utter darkness. But there it is. Stand in the steerage and look down that dark hole. It opens into a room they call the cockpit, a room wide but low and with scarcely a ray of light. It is lined on three sides with store rooms including the dispensary or medical chamber and state rooms. Beneath and opening into it is the spirit room and abaft is the bread room, so that it is a considerable thoroughfare. The bread is served out frequently, the spirit pumped twice a day and in the latter case, all lights in the room must be extinguished.

Here are to mess the two surgeon's mates, the captain's clerk and myself, but as I am to do also the duties of clerk until we reach the Mediterranean, our mess will consist of but three, unless we choose to invite down some of the midshipmen as is sometimes done.

I have no objection to a little inconvenience. It saves the feelings from stagnating, and an accommodating mind will work some happiness even out of miseries. Nor is our room so bad after all. In winter, it is the most comfortable in the ship; in summer, the officers all spend much of their leisure time on the half deck. We are remote from noises and our mess is small. The latter is an important consideration with me. In front of the cockpit is the mainhold and beyond it, the ship's store rooms, usually fitted up by their occupants with considerable taste.

**M**OST OF THE CREW are suffering from seasickness. Our ship pitches and rolls very much and many, even of the old sailors, are much affected. The scene after all is an amusing one. One of my messmates is laid up completely; the other goes about his business, but his face is pale as paper, his lips livid and his eyes, with a blue semicircle marked below them, have a most woeful expression. Nor am I better off myself.

I go into the steerage and find it strewed with its inmates. Some of them, poor fellows, are in a bad way. The best relief is to lie down and be quiet; that is, in such quiet as a sick man would enjoy on shore, with a person on each bedpost, every one trying who could rock him the most, if indeed, his bed does not slip from him altogether.

On deck, the first sight that strikes one is the Marines, clustering about the forward ports, casting a longing but despairing glance towards the West. The old tars sympathize deeply with them, and offer them salt water, with fat bacon and molasses as a grand specific.

It seems as if a pestilence had passed on the ship. The stoutest hearts quail before it, and the haughtiest faces grow pale. Add to this that the main deck, including the forward cabin, is flooded; that the water ever and anon, comes dashing into the steerage and wardroom and along the berth deck, so that ours is the only place in the ship quite dry; that every timber is creaking as if about to start from its place; picture too, half a dozen midshipmen lying around our room where they have taken refuge, and you may imagine the scene as the night approaches.

ON WEDNESDAY the men exercised the guns. There are 12 men appointed to each gun and its opposite; eight or ten guns make a division; and each division has over it a lieutenant and two or three midshipmen. Everyone has his part prescribed, and in the exercise goes through the evolutions of a real engagement, except that no powder is used.

It is superintended at first, and the orders are given by the lieutenant, but he retires and his place is assumed at each gun by its captain; usually the most experienced in the number. They run in the gun, load, prime, point and fire it with great rapidity and each evolution is performed by order. The men are thus accustomed to the ready use of their guns and grow confident and expert.

We never indeed lose sight for a moment of the true character of our ship. Though in no expectation of an enemy, the ship is so as to be ready for action in a few minutes and, unless the weather is bad, we have every evening what is called *quarters*, presenting all the pomp and circumstance of an expected engagement. The music is ordered up just before sunset and a well known beat of the drum summons each man to his gun. Their names are called by the midshipman and each replies by rapidly stating the part assigned him.

Nearly all the officers and men have their stations on the two upper decks; a few on the berth deck to pass powder; the non-combatants such as the purser remain in their rooms; the surgeon, his mates and myself have our place in the cockpit where the wounded are to be brought.

In some of our ships, they have quarters in the morning as well as evening, and those who go most for discipline have the drum beat at unexpected moments, frequently at night. In eight minutes (on the average) every man must be dressed, have his hammock lashed and in the nettings, and be at his station, all ready for a fight.

THE MARINES form a class distinct from all others, associating little with the rest and, from their duties, never high in favor with the tars. In port, a sergeant's guard, consisting of 13, is always kept during the day on the quarterdeck. The remainder take turns at guard in different parts of the ship; two at the gangways, one at the bow, one at the cabin door, one at the water cistern, one over the prisoners, and one at the store rooms. At sea, the lower guards are the same; the rest pull and haul on the spar deck and are, there, subject to the same orders as the sailor.

A ship like this (a frigate) is entitled to about 60 Marines and 380 sailors, and the proper selection and distribution of the latter, which belongs to the first lieutenant and is a matter of great importance, is always considered as an excellent trial of his tact.

THE SAILORS are formed into several grades. The first is called *seamen*, and comprises those capable of doing any ship's duty aloft and on deck; they amount to about 100, and receive 12 dollars per month with a ration. The second class receives two dollars less, and includes what are denominated *ordinary seamen*, men accustomed to salt water but not so expert as the former. They are about 150 in



A CHANGE—Messes were more informal in 1829.

number and to them, with the seamen, are assigned the yards, the forecabin and all the difficult and dangerous parts of the ship's duties.

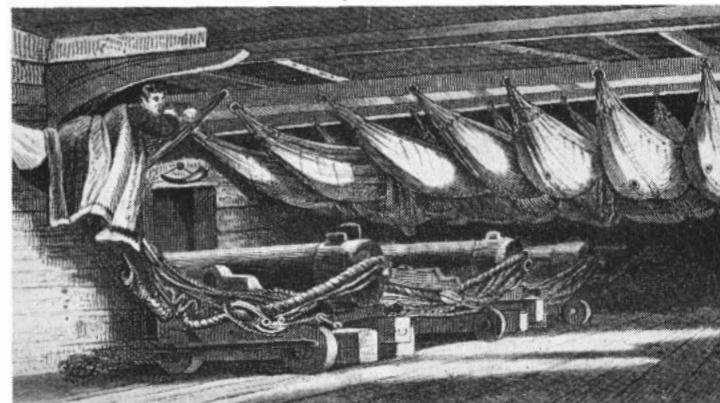
We come now to the *landsmen*, or green hands, here, amounting to about 100; and for eight dollars pay, performing the less honorable services of the after-guard and waisters. The after-guard comprise the better characters among these and have their station on the quarterdeck; the waisters settle a degree lower and occupy the gun deck. When a man is fit for nothing else, he is made a waister, and set to sweeping on the gun deck; sometimes, also, it is used as a punishment with very good effect.

The last class is that of *boys*, not universally youths, but those who wait upon the officers and seldom do other duty except when "all hands" are called. They are often nicknamed idlers, a term of reproach frequently given to all in the ship who do not keep watch. The boys receive six dollars, with a ration, and are about 20 in number.

ALL THE MEN are employed during the day. In port, a half watch is called every four hours at night, but they generally are permitted to find a corner on the gun deck for a nap and frequently they even turn into their hammocks "all standing," that is, with their clothes on. The officers alone are seen above.

At sea, however, the whole watch, comprising one half of the men must be on deck at night, and if the weather is stormy, no hammocks are piped down at all. They are divided into two watches, denominated starboard and larboard. Each is called every

HAMMOCKS were a far cry from modern bunks.





'EXERCISING the guns' kept crew members expert.

four hours and every man has his place and duty assigned him in a book called the station bill, kept in some public part of the ship. There are generally four such books — *quarter bill*, *station bill*, *tacking and veering bill*, and *mooring and anchoring bill*. Each man thus, in every case, knows just exactly where he should be and what is his duty and, amid apparent confusion, there is always perfect order.

In port, you are likely to see an old man, usually on the quarterdeck but often at the gangways, or you may observe him hurrying along the deck, touching his hat whenever he passes the companionway or an officer, and yet he has an air of considerable consequence. Usually, he carries a spy-glass which he has frequently at his eye and which he often drops suddenly to tip his hat and say something to the officer of the deck. His communications appear to be important, for they frequently produce a general movement on the deck. This is a *quartermaster*.

We have eight of them; they are taken from the most experienced and orderly of the seamen and receive \$18 with a ration for pay. Their duty is to take turns on the quarterdeck where, in port, they keep a constant lookout on things abroad. They give notice when a boat approaches and are the medium of communication between the gangway sentries and the deck officer. They have the bell struck every hour and form an exceedingly useful set of men. At sea, they attend the wheel, keep the ship to her course, and, when she is closehauled, take station in the quarter boats, to see her kept to the wind.

**A** STRANGER ON BOARD is frequently struck at night with a person on the gun deck who, while all around are sunk in sleep, is seen creeping silently about among the hammocks, with a lantern in hand, apparently without an object. He is a *gunner's mate* going his rounds, which he does every hour, to examine the lashings of the guns and keep them secure.

Then comes a man who uncovers one of the pumps and lets down a line with a strip of iron attached to it. This he examines and perhaps ascends to the quarterdeck to make his report — a *carpenter's mate*. The *carpenter* has two of them, and a gang of six to eight more; the *sailmaker* has his *mates* and *aids*; the *boatswain*, four *mates*; and the *gunner*, besides his two *mates*, six more *aids*, called *quarter gunners*. These last, as well as the *quartermasters*, have also the most responsible stations on the lower yards.

The *master-at-arms* has charge of the prisoners, who are always given to him for confinement, and

if they escape through his neglect he must suffer in their stead. He accompanies them to the gangway for punishment and must count audibly, the lashes as they are laid on. The deck lights are also under his care; he sees them extinguished at the proper hour and the galley, or stove fire, all out and reports them to the officer of the deck. Under him, as aid, is the *ship's corporal* whose duties are multiform.

When the men return from works or visits ashore, he searches them to ascertain that they bring no liquor on board; he examines the shore boats (called *bombboats*) when they come alongside; and watches the men in their dealings with them, both to see that the sailors are not cheated and do not purchase liquor, as well as to keep order. He also assists in the management of the prisoners.

The brig is nothing more than the space between the two forward starboard guns on the main deck. A sentry keeps guard there over the prisoners, and if their crimes are gross, they are also put in irons. Should they be very noisy a gag is employed; an instrument consisting simply of an iron bar which is passed through the mouth and fastened by a cord that goes around the head.

**T**HIS MORNING found us lying to, a few miles from the Rock of Gibraltar. A cloud rested on its summit, forming a fine contrast to the dark solid mass below. The opening of the Mediterranean is just as it should be, and so is that of the Atlantic.

We discovered our squadron in the Bay and, running in, fired a salute to the Commodore, after which we took our station a short distance from his ship.

This is *North Carolina*, one of the finest vessels in the Navy. She is a two-decker, and is called a 74 but carries 94 and may carry 102 guns. The lower range are 42s; the next, 32s; and the upper, with the exception of two long pieces, 42-pound carronades.

I have seen a calculation which makes her, without her gangway guns, throw 304 pounds of ball more than *Lord Nelson*, the heaviest ship in the European navies. In this she is said to be equal to *Santissima Trinidad*, the largest vessel ever built, which was sunk at the battle of Trafalgar.

*North Carolina* looks small at a distance, but a nearer approach shows her to be a powerful vessel. The next is *Constitution*, the "old *Constitution*," as the English say in their questions about her. She is a fine ship but does not have the dark, proud look of our own, nor does she show as many teeth. *Brandywine*, with the sloops *Erie* and *Ontario*, each of 18 guns, make up the squadron.

**C**OMMODORE RODGERS has the command. Our motions are all guided by those of the Commodore; we cannot beat to quarters, or strike our bell or fire our evening guns till he does so and, of course, every movement of the ship will be subject to his bid. The Commodore's ship is distinguished by the broad pendant at her main sky sail mast head during the day, and a light in the mizzen-top at night. The other ships carry only the single pendant.

A few days ago we commenced sending the men ashore in parties of about 50 each with permission to stay a few days and a proper sum of money to spend.

'They are suffered to go ashore only three or four times a year.

Man will have amusement; his nature demands this and it is as much the duty of the moralist to lead him to what is innocent as to decry what is wrong—a factor which moralists usually overlook.

There is good society here at Gibraltar; and some speak English. Where they do not, it would be an incentive to the young men to learn the Spanish language, for Spanish is spoken by the better class and it is a language that is becoming an essential qualification in our officers. I hope it will soon become an article in the midshipman's examination; most of these officers may learn it as easily as not. I would not have it a requisite, as are navigation and seamanship, but it should be dispensed with only in peculiar cases.

French, too, should be added, not as a thing expected, but one for which credit would always be given in the examinations for promotions. Then, we should have our officers at home in foreign society. Nothing makes a man feel so insignificant as to be in company where those around him converse in three or four different dialects with fluency while he can speak only the language of his country.

The Dutch, French and Austrian officers do all this and have to do it. And it is a matter of more consequence than it seems at first sight for, besides the advantages that would arise in official intercourse, each officer is the representative of his nation abroad, often the only American seen there, and his appearance will always affect the reputation of his country.

*After Brandywine had served with the Mediterranean Fleet for a time, she received orders to return to the United States for overhaul in preparation for a Far East tour, where her presence was urgently needed. The author elected to remain in the Mediterranean and, as a consequence, was transferred to Constitution. A description of Constitution's educational system follows:*

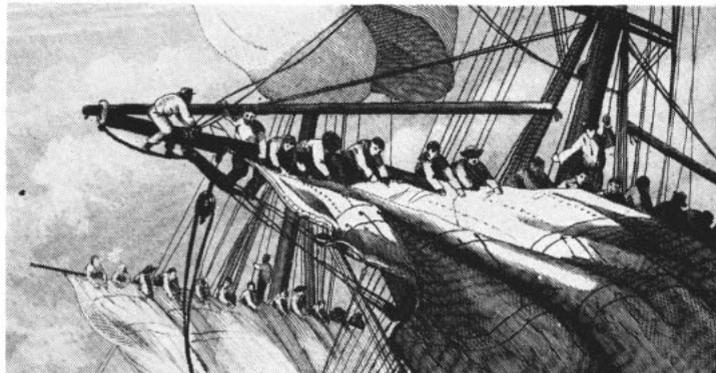
**T**HE SCHOOL is now underway, with very excellent regulations. We have a room screened off on the starboard side of the gun deck, just forward of the cabin.

The first lieutenant received a paper from the cabin with the names of 15 of the youngest midshipmen and directions to order them to attend school. A copy was sent to me, with orders for myself, and a form by which I am to make out a weekly report. It gives account of their studies, daily attendance, absences and reasons, and is to be closed with any general remarks I may think proper.

We had a school on *Brandywine* after leaving Havre, but its rules were not sufficiently strict and it did not amount to much.

This one promises fair; we have a blackboard and all in style. The young gentlemen enter on their studies with spirit—a few are grumbling at being treated so much like boys as to be forced to go to school. Navigation is the study.

I teach two hours in the morning. The afternoon is occupied by a Spanish instructor whom the captain has attached to the ship. Captain Patterson



THE MORE SKILLED were assigned the duties aloft.

shows in all things a laudable regard to the improvement of his midshipmen, and they appear to be worthy of it.

A more gentlemanly set of young men, both as to manners and appearance, I have not yet seen in any ship in the Navy. Most of them are old in date and experience, and the greenhorns imbibe something of their character.

I find them agreeable pupils, but am amused sometimes with the recitations. One of them began to talk the other day about "A regular built straight line."

Many of the older ones are hard at work, not from choice but from necessity, for examination is not far distant and whether they will or no, study must come.

But close application of the mind goes hard with an old man-of-war's man. He gets his slate in nice order with sponge and pencil, shapes the pencil to a delicate point, draws a diagram with the most exact precision and then, at last (for he can find nothing more to prepare), he sits down to study.

But there's the rub—in five minutes his ideas are a confused mixture of sines and tangents, back-stays and haul-yards, and in five more, are in airy visions, far away.

Someone catches him by the shoulder: "Hallo there!—Rouse up, man, and study!"

He starts, gives his book a thump with his fist with an odd mixture of mortification and despair in his face, and sits down to study and sleep again.

"That talk about hypotenuse and secants," he mutters, "I just can't get the hang of it."

*This was the Navy of one hundred and thirty-three years ago. It is not the nucleonic, electronic, supersonic Navy of today, but it is a Navy already rooted in tradition, and it has much the same spirit that is evident wherever you find seafaring men.*

KNOTTY WORK—QMs take soundings the old way.



# TAFFRAIL TALK

Before the end of this hitch, you could serve aboard a 300-ton hydrofoil research ship that can skim over the water at 75 to 85 knots.

The Bureau of Ships has awarded a cost-plus-fixed-fee contract to an aircraft corporation to build such a craft. The contract will be completed in two phases. Phase I, which will cost an estimated \$1,597,718, includes design, preparation of contract plans and specifications, and the procurement of long-lead-time items. When this phase is satisfactorily completed, the contractor will construct the hydrofoil research ship in conjunction with a commercial shipbuilder. This work will cost an estimated \$10,309,174, and is expected to begin in mid-1962.

A hydrofoil craft designed as a submarine chaser (designated PC-H) is already under construction. It should be completed late in 1962.

\* \* \*

ALL HANDS Magazine avoids the preaching approach like the plague. For one thing, we're just not in the business, and for another, we're convinced that the majority of our readers are mature Navymen who can use a minimum of it.

We're not above an occasional soft sell, however. In that vein, and with the February exams just around the corner, we observe that:

Happiness is oftentimes just a thing called advancement in rating — and a quick glance at the calendar shows that the big moment of truth is all too close at hand once again.

You know — that sinking sensation that settles over you when all the preliminaries have been disposed of, and, in the midst of a roomful of your contemporaries, you are alone with your test booklet, answer sheet, pencil, sponge and little jabber, plus a slowly dawning sense of inadequacy.

Most of you, we suspect, at that fatal instant when you flip open the front cover of the examination booklet to reveal the first page of test questions, have on more than one occasion leaped to the same conclusion we've often reached — that you've been handed the booklet for an entirely different rating by mistake. Like, it's bad enough when you don't know many answers — but when you don't even recognize the questions, you're really in trouble.

The horrible part of all of this is that, if you're not adequately prepared, it's too late at that stage of the game to do much but resort to one or more of several time-honored guessing formulas.

It won't help much, for example, to roll your eyes imploringly skyward. According to most reliable sources, He only helps those who have shown a willingness to help themselves. It won't help, either, to gaze despairingly at a proctor. He's been thoroughly motivated and equipped with the standard dead-pan expression. You'll be lucky if he pays any attention to you when you hold up two fingers.

It doesn't have to be this way — if you've hit the books. And in the weeks left to us, there's still time to do a powerful amount of studying.

In any case, to everyone here's a wish for a happy 1962 from —

*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 is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

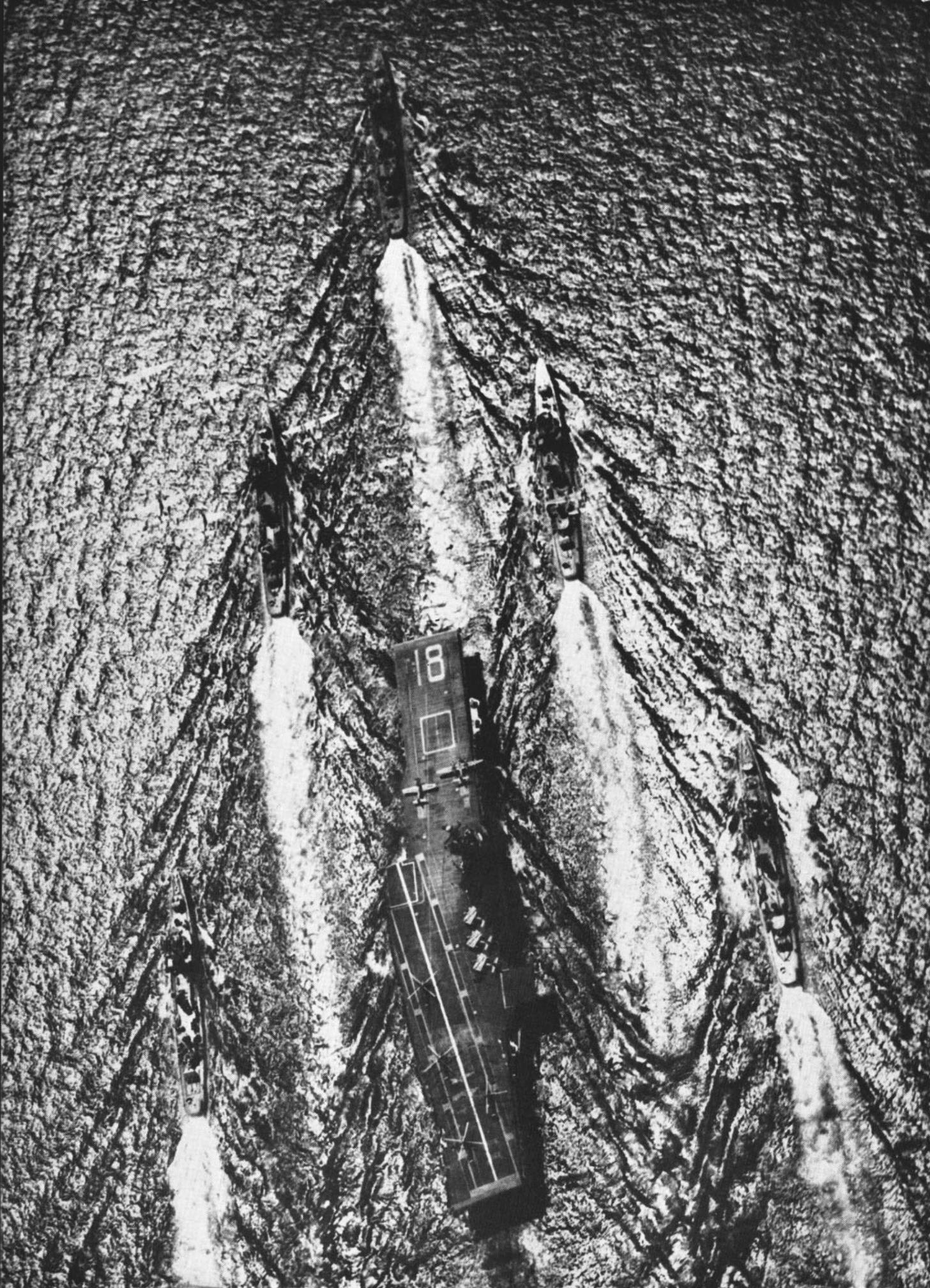
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Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

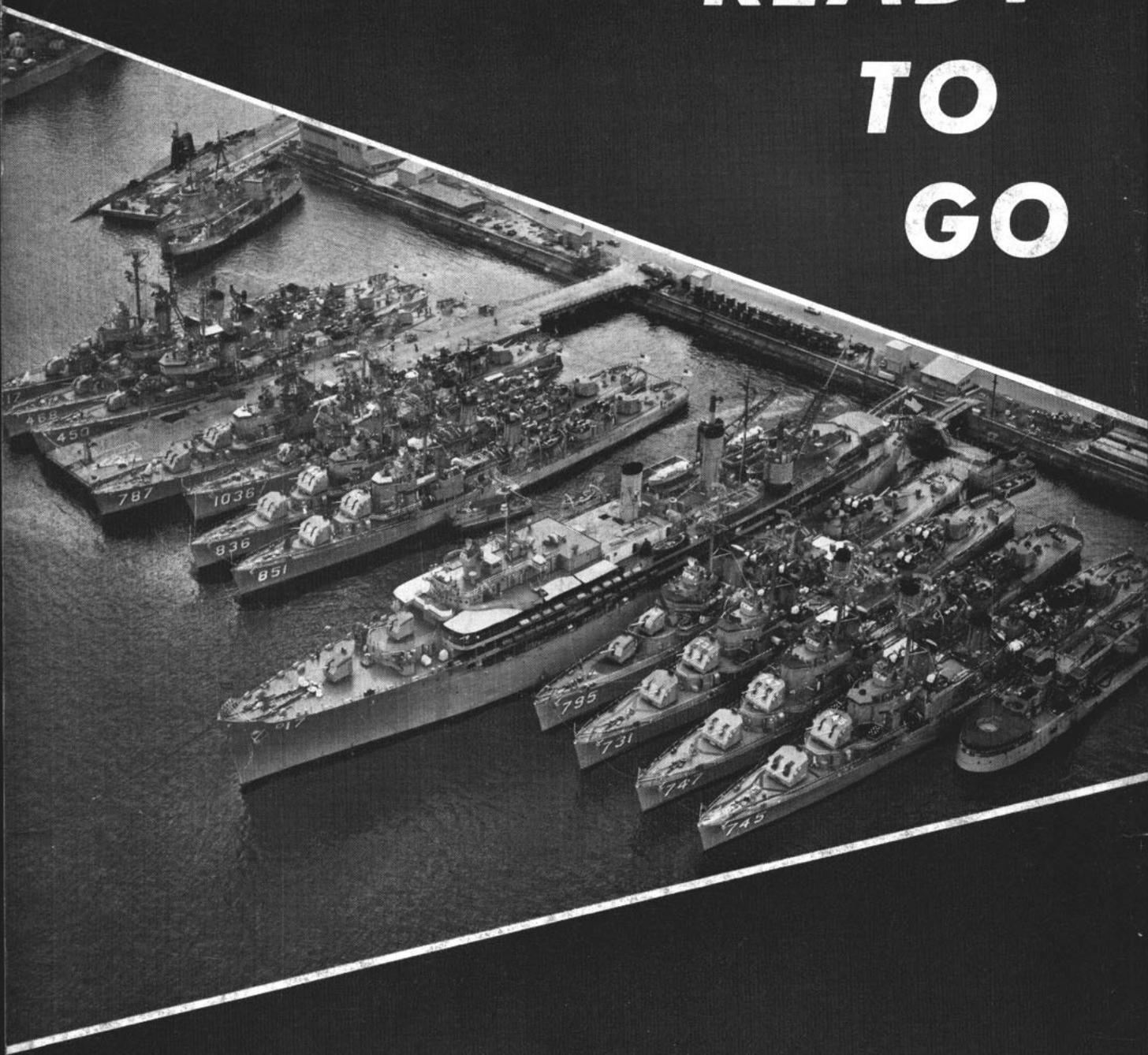
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● AT RIGHT: BRAVO PHOTO — Destroyer escorts of Norfolk-based Squadron 36 lead sub-hunting Task Group Bravo, following operations in the Mediterranean, as aircraft from ASW carrier USS Wasp (CVS 18) fly above.



**READY  
TO  
GO**



**THE DESTROYER  
NAVY**