

MR. J.R. DURNELL
PERS.-1A3

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended
for 10 readers. All should
see it as soon as possible.

PASS THIS COPY ALONG

JULY 1949

SUNNY SCHOOL



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1949

Navpers-O

NUMBER 389

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Salvage Saga	2
The Word	4
Ambassadors of Goodwill.....	6
Sky-Going Viking	9
They Speed the Word Around the Ship.....	10
Shipboard Teamwork	13
Strong Navy Means Freedom of the Seas.....	14
All-Navy Boxing and Sports Roundup.....	16
Veteran of 3 Wars Gets GI Training.....	21
Letters to the Editor.....	23
NAVAL COURTESY ASHORE AND AFLOAT.....	27
Decorations and Citations.....	39
Today's Navy	40
Servicescope: News of Other Armed Services.....	44
Bulletin Board	46
The Story of Navy Manpower.....	47
School Required for Advancement.....	48
Postgraduate Training	50
Legislative Roundup	53
Directives in Brief.....	56
Books: Lives and Legends Lead List.....	58
Book Supplement: <i>Expendables of 1898</i>	59
Taffrail Talk	64

• FRONT COVER: This Independence Day, more than ever the world's freedom-loving people look to the U.S. for leadership and example. Here William J. Winters, Jr., YN1, USN, faces the music and salutes as the national anthem is played aboard a naval station. See special section on *Naval Courtesy Ashore and Afloat*, beginning on p. 27.—*All Hands* photo by Walter G. Seewald.

• AT LEFT: A group of marines of the marine detachment on board USS *Albany* (CA 123) listen to a lecture by MSgt W. G. Ferrigno, USMC, beneath the guns of turret three.

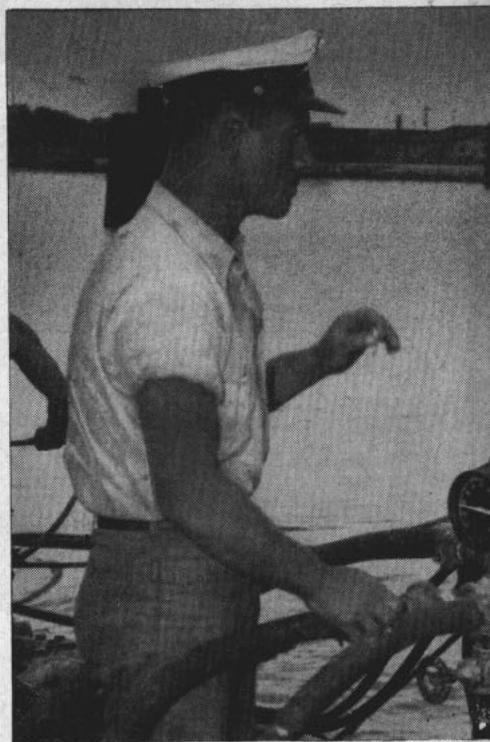
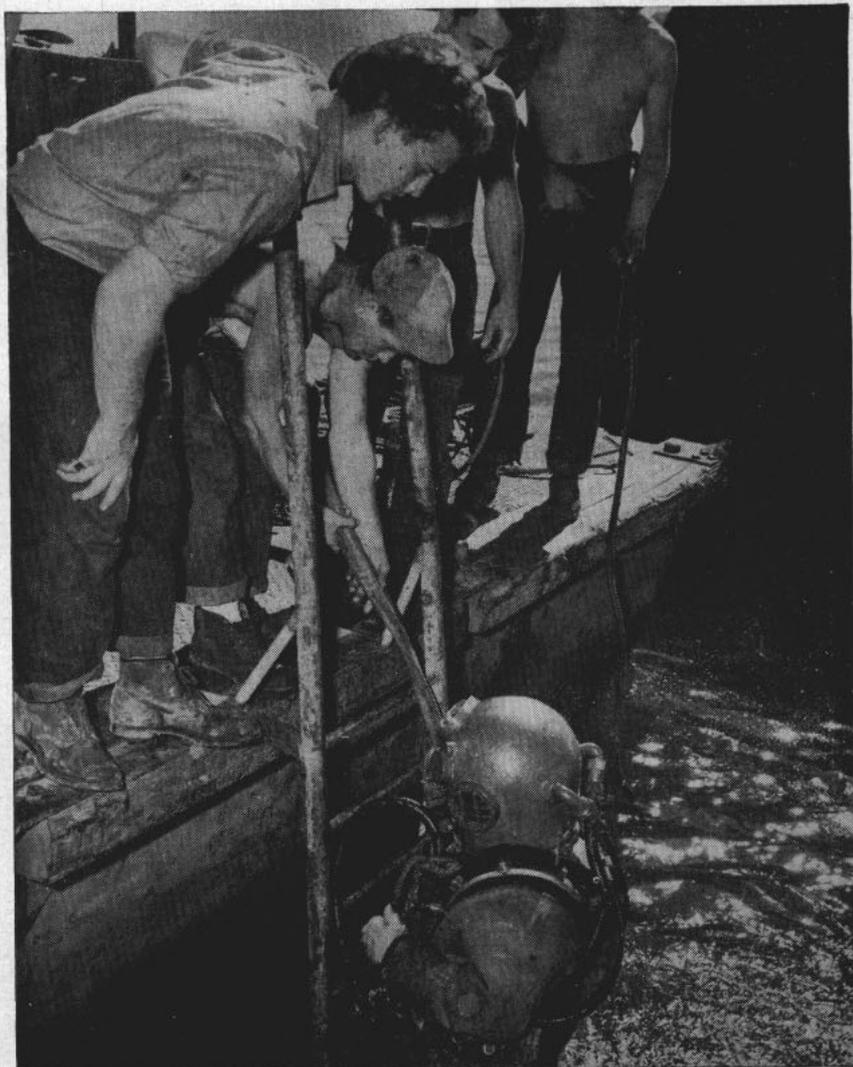
CREDITS: All photographs published in *All Hands* are official U.S. Navy photos unless otherwise designated.



SALVAGE SAGA



PRIOR to salvage, *Oneyana*, (YT 262) lay five fathoms deep in Pearl Harbor, T. H. (above). Below: Diver descends to excavate under the hull.



ONEYANA (YT 262) was raised by a Navy salvage crew in 43 days. She lay in 28 to 30 feet of water off Iroquois Point in Pearl Harbor following a collision with *uss General H. W. Butner* (AP 113). The pictures on these pages show the progress of salvage operations begun three days after the accident.

Divers excavated under the tug, using small demolition charges to break away coral and Falcon nozzles to push aside



BRIDLE is rigged to YT 262 and to the pontoons for tow to a drydock in Pearl

ALL HANDS



CHIEFS prepare to blow out the YSP pontoons already attached (at left). Above: Air vent hoses are rigged to pontoon before it is sunk into position.

débris. Chains were then worked into positions under the hull and, since floating cranes were not available, four YSP pontoons were sunk off the tug's bow and stern and secured to the chains.

With all four pontoons blown dry and exerting a lifting force of 80 tons each, *Oneyana* rose slowly from the floor of the harbor. Supported by the pontoons she was towed to drydock where she was repaired and returned to service.



DIVER waits, face-mask in hand, for instructions from salvage vessel (above). Below: All pontoons blown, *Oneyana* rides 10 feet off the bottom.



Harbor where she was repaired. Tug was sunk in collision with Navy transport.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **OVERPAYMENTS**—The Bureau of Supplies and Accounts has reminded naval personnel that an audit of the books will eventually uncover any overpayment that has been made with Navy funds.

So, if overpaid, it is best to speak up at once.

If this is done, the account will be kept straight; if it is not, the payee will have to pay it back in the future when it may not be convenient.

Recognizing, however, that an overpayment is its own mistake, the Navy does have an "easy payment" installment system of repayment of money "unknowingly and honestly accepted."

• **OFFICERS' ORDERS**—To avoid duplication, offices under orders will henceforth send only one copy of their orders to BuPers.

This copy is to be the final one, i.e., the orders complete with *all* en-

dorsements, including the one at the officer's final destination or at completion of duty.

BuPers has in the past received many incomplete copies of orders and endorsements, BuPers Circ. Ltr. 84-49 (NDB, 15 May 1949) states. The directive makes it clear that BuPers needs only one copy of an officer's orders—the complete one.

Present practices, it continues, are "wasteful of postage, time and paper" and should be stopped.

This order, however, will not affect the requirement of staff corps officers that they send an additional complete copy of their orders to their cognizant bureau as well as to BuPers.

The directive concerns these orders: permanent change of duty, temporary duty, temporary additional duty, medical transfer, release, retirement, resignation or initial orders to duty (other than training duty).

• **FLIGHT DUTY**—Under a new plan, BuPers each year will review the status of naval aviation ground officers who are drawing flight pay to see if they should be continued on flight duty.

The Bureau will determine whether flight duty is necessary to the performance of duty by naval aviation observers.

Recommendations and constructive suggestions, forwarded by commanding officers, were used by BuPers in its first annual review of the observers for fiscal 1950.

Ground officers affected are naval aviation observers, observers (aerology), observers (navigation), observers (radar) and technical observers.

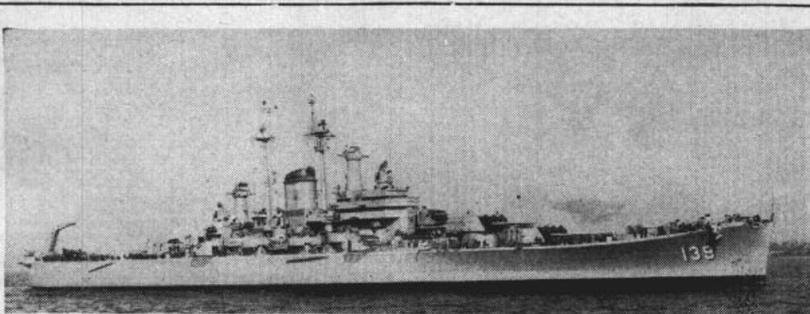
• **LTA TRAINING**—A new class will convene 15 August at NAS Lakehurst, N. J., including a number of HTA fliers who will receive instruction in lighter-than-air. This class will be part of a long-range program designed to increase the integration of LTA into the naval aeronautic organization.

HTA aviators who go to Lakehurst will receive a six-month course. After graduation, all will be assigned for two years to LTA squadrons based on the U.S. east coast. Thereafter, they will rotate between LTA and HTA duties. While undergoing training at Lakehurst, aviators will have access to service-type planes to maintain their efficiency in HTA flying.

• **ALIEN WIVES**—All enlisted personnel concerned should contact their commanding officers before requesting permission to bring an alien wife or prospective bride into the United States. Commanding officers of ships operating in foreign waters are kept informed of the latest regulations on this subject, which vary from time to time.

The length of time required before an alien wife can enter the U. S. varies, depending on various factors such as the time required by the applicant (the wife) to procure a birth certificate and proof of citizenship. Her papers then must be approved and she must obtain a medical certificate, as no one is allowed to enter the U. S. unless physically fit.

The quickest and most satisfactory results may be obtained by contacting the office of the nearest American Consul, stating what is desired and requesting information in regard to the necessary procedure. This changes from time to time in different coun-



ARMED with fully automatic, rapid-firing 8-inch guns, USS Salem is fully air-conditioned, will carry helicopters instead of usual scout planes.

USS Salem, Newest Heavy Cruiser, Joins Fleet

"The need for a spirited Navy was never greater," Vice Admiral Robert B. Carney, USN, told the personnel of the fleet's newest heavy cruiser, USS Salem.

In a message to the ship's commanding officer, Vice Admiral Carney, Deputy CNO for Logistics, called upon all hands to begin life in their new ship in a spirit of perfection and precision.

"The sea and its control are still and always will be essential to our national welfare and security, and

the need was never greater for a spirited Navy, manned by spirited and proficient and determined men," he said.

USS Salem, a fully air-conditioned ship, is armed with automatic, rapid-firing 8-inch guns. Helicopters instead of planes will fly from her deck. She is a sister ship of USS Des Moines and USS Newport News, both commissioned earlier.

The sleek new 17,000-ton cruiser was commissioned during a ceremony at the Boston Naval Shipyard.

Radiological Defense Data Must Be Cleared for Release

A new directive requires that radiological defense literature, including lesson plans for formal courses which have been prepared but not submitted for approval, be forwarded to the Chief of Naval Personnel for review. The letter further directs that future publications and courses be submitted in the same way before being released.

The directive concerned is BuPers Circ. Ltr. 82-49 (NDB, 15 May 1949). The Bureau does not wish to curtail initiative in any way in regard to preparation of radiological defense publications and courses of instruction, the letter points out. To coordinate such publications and courses and to insure accuracy and correct classification, facilities have been set up for review by a competent authority, the directive adds.

tries and depends on the quota assigned citizens of those countries.

It is suggested that servicemen write to the Bureau of Immigration and Naturalization Service, Washington, D. C., requesting information pertinent to his case and asking that several copies of Form I-133 be forwarded to him for completion. These forms must be cleared with the American Consul of the country in which his wife or prospective bride lives. The Consul can take no action until the necessary papers have been cleared by the State Department, after which permission is given for the issuance of a visa.

Another requirement is that an affidavit be signed by an interested party in the U. S., indicating that living accommodations have been prepared for the person seeking entry in the U. S., and that provisions have been made for her care until she has a permanent place in which to live.

In cases where it is established that there is a Red Cross agency nearby, it is suggested that the serviceman request Red Cross assistance and advice before filing application for admittance of his wife or prospective wife.

Men of the four lowest pay grades (SR, SA, SN, PO3) are not entitled to transportation for their dependents and men of other ranks are entitled only in connection with a change of permanent duty station.

• **ACCOUNTING SCHOOL**—The need for men trained in the use of accounting and tabulating machines will be met by a new Navy school.

Naval School, Machine Accountants, Class C-1, accepted its first class of students 5 July 1949 and will graduate a class of as many as 25 each eight-week period beginning 29 August.

The new school is located at Treasure Island, San Francisco, Calif., and will enroll enlisted men in the first three pay grades who are on duty at units using accounting and tabulating machines.

Curriculum for the school has been worked out by the officer-in-charge in cooperation with a nationwide manufacturer of accounting machines.

• **PER DIEM**—The Navy has modified its per diem rates to coincide with those of the Army and Air Force.

Under old rates, officers under repeated travel orders were allowed \$7 per day for more than 24 hours travel and the actual expense turned in if they traveled for less than 24 hours.

Under the new rates, they will still receive \$7 per day for more than 24 hours travel but will be paid in one-fourth-of-a-day figures for less than 24 hours travel.

Here's how it will work. For each six-hour travel period or fraction thereof, an officer will receive one-fourth of the \$7 daily allotment, or \$1.75 (unless travel is entirely between 0800 and 1800, in which case no per diem is allowed).

Thus, an officer in a travel status for 9 hours (overlapping the above non-per diem period) will receive 2 times \$1.75 or \$3.50 as his reimbursement.

• **MEDICAL DIRECTOR**—A new office—that of Director of Medical Services for the National Military Establishment—has been established by the Secretary of Defense. The Director of Medical Services will head the new Medical Services Division in the Office of SecDefense.

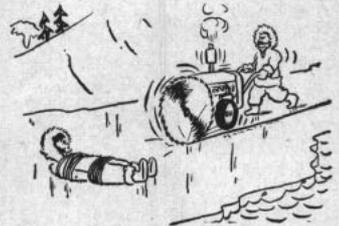
The Director of Medical Services may be a civilian or an officer of any of the armed services. At the time this was written, no director had as yet been appointed.

While establishing the new office and division, SecDefense also set up an Air Force Medical Department. He authorized the transfer to it of 100 Navy and 100 Army medical officers for temporary duty to help meet the shortage of medical personnel in the Air Force.

HERE'S YOUR NAVY



The Bureau of Yards and Docks has developed some interesting items for making arctic operations more effective. One development is a prefabricated portable wanigan. (In arctic usage, a wanigan is a cargo carrier or personnel shelter.) The BuDocks wanigan is made of six folding sections. With the six sections unfolded and assembled, the wanigan is eight feet high, eight feet wide and 24 feet long.



Another item is an engine-powered circular saw adapted to cutting ice. The saw can cut ice up to 16 inches in thickness. (Ice, in the Arctic, is a valuable source of fresh water.) A crew of six men using a "weasel," slings, hand tools and the tractor saw can cut and stack approximately 40 tons of ice in an eight-hour day. A setting determines depth of cut, avoiding excessive throwing of water.



A torque-converter tractor is specially equipped to overcome constant gear shifting often made necessary by rough terrain in the Arctic. A fluid drive is used in connection with a two-speed transmission. Besides cutting down on gear shifting, the drive results in smoother pulling with less shock and strain on the tractor. The 40,000-pound tractor produces a 36,000-pound drawbar pull, employing a 163-horsepower engine.

AMBASSADORS OF

In these somewhat confusing days of technical wizardry, electric blankets and glass ice cubes, it's only natural that you as a Navy man might wonder:

"In addition to my duties as a technician, how do I fit into this Navy organization . . . exactly what's expected of me?"

And along about the time you make that first liberty boat at Ras Tanura, you may have your curiosity scratched with another little insistent, soul-searching query:

"What is my job as a representative of the Navy—and the American people—while I'm dodging taxis in this liberty town?"

It sounds simple—and to some fellows it might sound like a good subject for a hell-fire-and-brimstone sermon from the pulpit of the little red church. But to the man who understands his career position in any organization, whether it's the Navy or competitive business, it makes sound and solid sense.

Today, the question is doubly important because of our globe-circling cruises touching those strange and mysterious ports of the world where the label "Made in the U. S." may be

CARIBBEAN AREA—Sailors feed fat and friendly pigeons in a quiet courtyard of the time-worn Cathedral of Santa Maria in the Dominican Republic.



CEYLON—Snake charmer mesmerizes cobra and fascinates onlookers (above). Below: Three salts and a salesgirl smile together in Port-au-Prince, Haiti.



ORAN, ALGERIA—In native bazaars good-natured bickering is vital part of every

GOODWILL

as unfamiliar as a yo-yo to a ricksha-jockey in Tung Shan.

It's also a continuous challenge to every Navy man—whether he's on the beach in Sac City, Iowa, or just stepping onto the landing at Pago Pago.

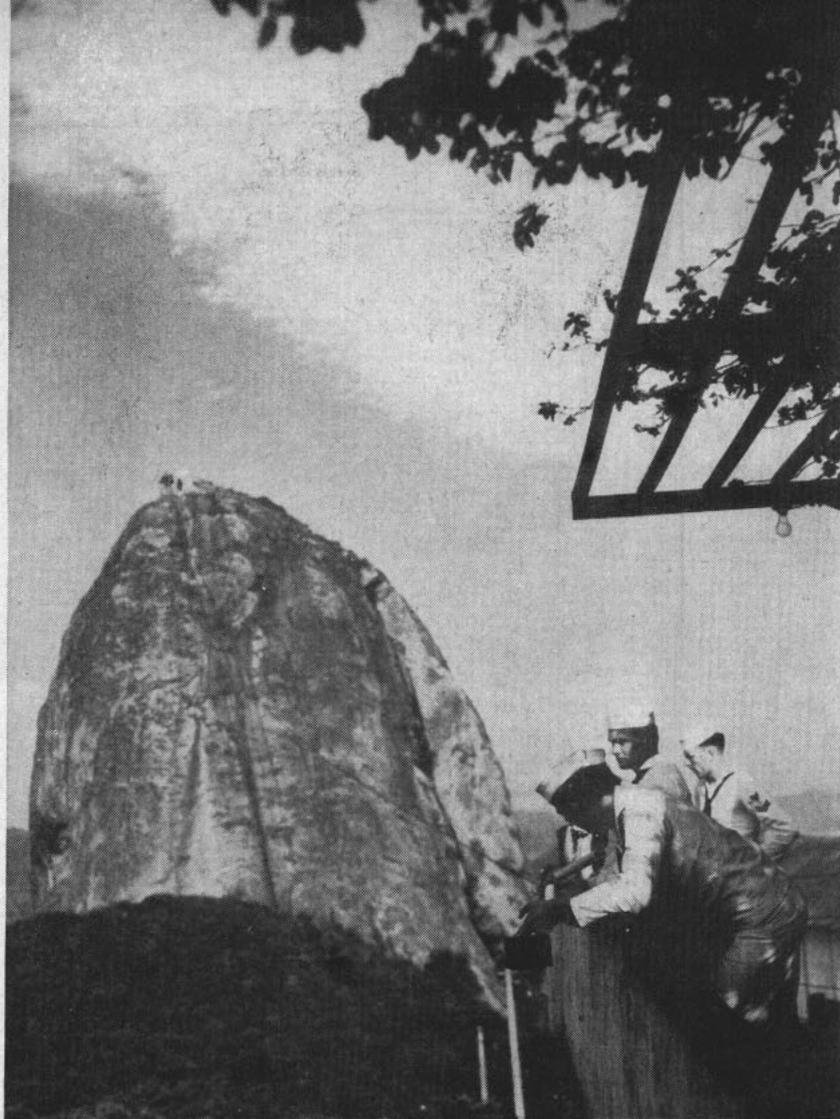
"What is my responsibility as a Navy goodwill ambassador?"

That's right, Mac, we're *all* Navy ambassadors—with or without portfolio—and the people of the world are very curious about these fabulous Yankees who handle a jeep like an F-80 and can produce be-hop from a flute.

TO ALL HANDS has come letters such as a recent communication from the American Embassy in Bogota, Colombia. It seems that about 5,000 officers and men from *uss Cambria* (APA 36), *uss Noble* (APA 218), *uss Vermilion* (AKA 107), and *uss Schmitt* (APD 76) hit the beach to sample Cartagena's variety of bull-fights, cockfights, and taxi tours.

The Navy made a tremendous hit through the efforts of every man in TransDiv 21.

El Espectador, a Bogota newspaper, said: "... the American sailors, different from other foreign sailors who



RIO DE JANEIRO—Sailors (above) wait for a cable car to take them to top of spectacular Sugar Loaf Mountain—world-famous South American landmark.



sale (above). Right: Smartly dressed marines shop for perfume in Cannes, France.





PLEASANT Puerto Rican salesgirl sells baskets to chiefs (left). Right: Sailor visits pottery plant in Vallauris, France.

have visited us recently are well dressed and impeccably clean, their hair well combed and their shoes shined. . . ."

The bluejackets didn't provoke a single incident (nor did they leave any unpaid bills), and they didn't bulldog any steers on the main street. Nobody kicked a hole in the old wall built to protect the city against the pirates, and the sailors were given an official "price list" to stretch their Colombian pesos. They liked the port.

That visit sold the people of Cartagena on the American people, demonstrated that each bluejacket was a member of a proud and disciplined

organization, and greased the ways for the next Navy men who drop their hook in the harbor.

That word *public relations* has taken quite a booting around in recent years and some of the slide rule experts have originated some interesting theories as to how far you can stretch it. But one necessary ingredient, whether you're selling razor blades in Bangkok or pandas in Tripoli, is *ordinary courtesy*.

Reams have been written on military courtesy ("By your leave, sir" . . .) but that isn't the only kind of courtesy that enters into answering your question about being a Navy goodwill representative.

Somebody once defined courtesy as "an essential lubricant of any machine composed of human beings" and that rings the bell pretty solidly.

No individual, by virtue of the uniform he wears, the number of stripes he carries, or the position he holds, can successfully ignore the common rules of courtesy and long demand the respect of the people he contacts. It may range from not flipping cigar ashes on your host's rug to returning a 21-gun salute—but it's still an essential ingredient in human engineering.

Such is your "collateral" duty as a Navy goodwill ambassador—or a public relations man.

As in other walks of life, the man in uniform is judged as an individual. But merely wearing a uniform doesn't always make him a good citizen . . . or a capable representative of his service. It only indicates his membership in an organization with a rich history of effort on behalf of human liberty. The uniform doesn't tell us whether he is giving his best effort for the principles the uniform symbolizes.

As a man in uniform, you have an unusual opportunity to reflect the highest type of American citizen.

That's one answer to that insistent little query:

"What is my job as a representative of the Navy—and the American people—while I'm dodging taxis in this liberty town?"

And the town can be anywhere from the mesquite-dotted banks of the Rio Grande to the steaming bazaars of Khanh-hoa.—LCDR George Dennis, Jr., USN.



CURIO seller and sailors bargain and joke together on Haitian waterfront. Courtesy is the touchstone to success in dealing with people everywhere.

Sky-Going Viking

WITH A WHOOSH of exhaust vapor from its alcohol and oxygen-burning motor, the Navy's pencil-shaped *Viking* rocket was launched at White Sands Proving Ground, Las Cruces, N. M., and climbed skyward at three and one-half times the speed of sound—2,250 miles per hour.

Six minutes later it fell to earth 10 miles from the launching site, after climbing to an altitude of 51 and one-half miles.

No sooner had statistical information been analyzed than the Navy announced that a second *Viking* was being assembled for test firing. The second missile will incorporate design modifications discovered necessary after the first of the new rockets was fired.

The Navy plans to build and launch 10 of the five-ton *Viking* rockets under its present long-range program. Each successive rocket will utilize the experience gained from previously fired missiles by incorporating necessary changes in design. The Navy's aim: Develop an American high altitude rocket that will exceed the German V-2 in performance.

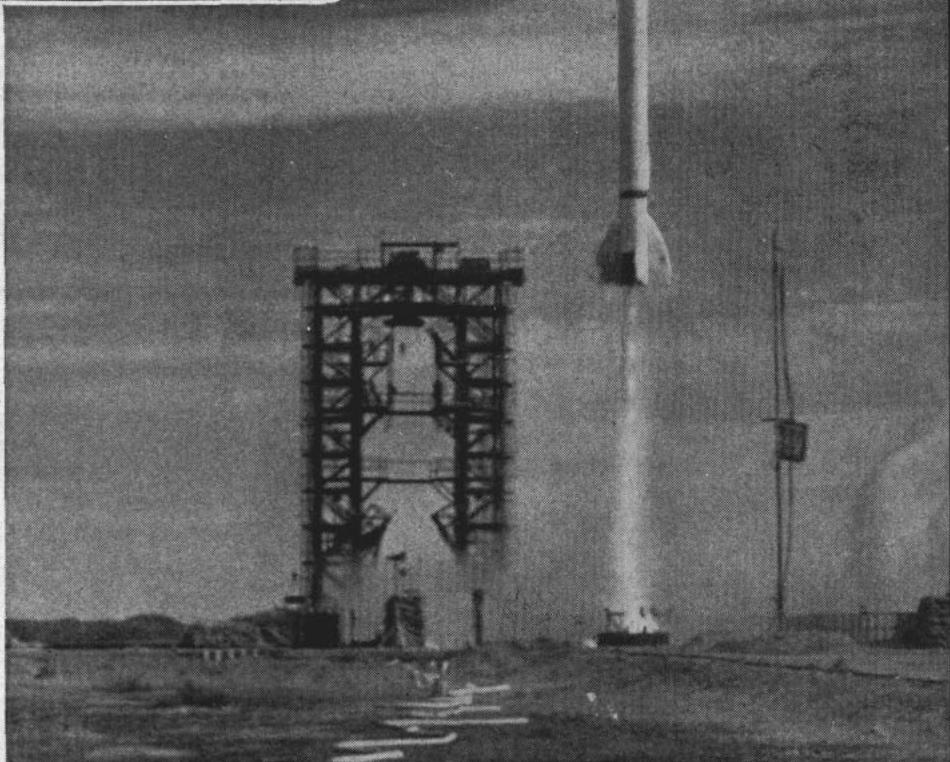
Although originally conceived as a vehicle for carrying instruments in the upper atmosphere, the development of the *Viking* is expected to be a long stride forward in the development of guided missiles. Its rocket engine develops better than 10 tons of thrust for more than a minute after takeoff. Its weight-carrying capacity and stability make it adaptable as the first or intermediate stage of a multi-stage rocket. While extreme altitude was not the object of the initial flight of the *Viking*, scientists expect it to climb 200 miles or more at maximum thrust.

It is planned to try for optimum performance in future flights.

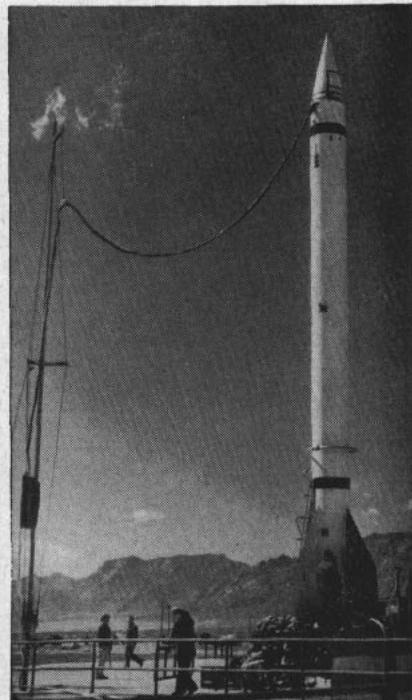
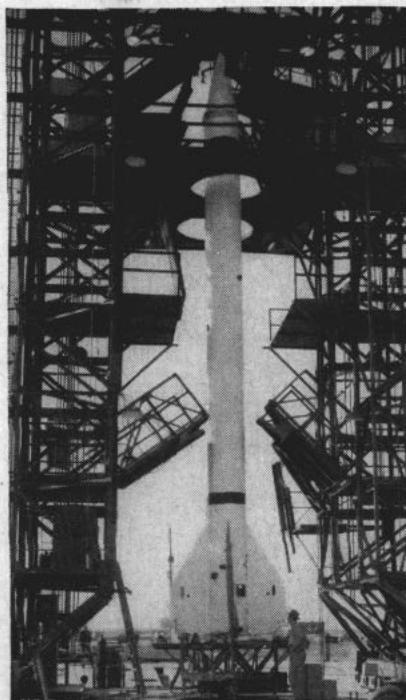
During its initial flight no controls except those needed for stabilized flight were used on the *Viking*. However, the rocket can be adapted for remote control travel if guided use is desired.

The *Viking* has the most powerful and efficient liquid-fueled rocket motor yet developed in this country.

A rocket previously developed by the Navy, the *Aerobee*, is now being used by all branches of the National Military Establishment for a wide variety of scientific purposes.



ROARING ALOFT on its initial flight, the Navy's *Viking* research rocket reached an altitude of over 51 miles, and a speed of 2,250 miles per hour.



DRAWBRIDGE type platforms on the loading rack make it possible to work on any part of the rocket (left). Right: The *Viking* stands in firing position.

They Speed the Word Around the Ship

WHEN a ship is under attack the captain needs a lot of information and he needs it in a hurry.

On the bridge, the "squawk box" blurts out a message; sound-powered telephones hum with urgent conversation; the automatic telephone bell rings to summon the quartermaster; a curt order is barked into the ship's announcing system.

Using these channels of communication within the ship, Combat Information Center gives the skipper a running account of the attack, Control sends down results of firing, lookouts snap out their reports and engine rooms tell the captain how much speed they can provide.

Facts and figures from men and instruments all over the ship flow toward the bridge—and orders and information flow back from the bridge

to stations where it is required—and required fast.

It is the job of the IC electrician to maintain these lines of communication that carry this life-and-death data to the bridge from the farthest part of the ship.

The "IC" in IC electrician stands for "interior communications"—but the scope of action of the IC electrician is broader than the rating indicates.

Not only must he maintain and repair the ship's announcing systems, automatic telephones and sound-powered telephones, he must also be an expert in the complex workings of the gyro compass and its many repeaters as well as a whole battery of sensitive instruments ranging from the wind indicator to the pitometer log.

And when the crew groans as the

light in the movie machine goes out during an evening show, it is the IC electrician on duty who must be johnny-on-the-spot with a replacement.

To produce experts such as these requires careful training. The final phase of this training is accomplished at Naval School, IC Electricians, Class B, Anacostia, D. C.—one of the Advanced Technical Service Schools operated by the Navy in the Washington area.

This school is an outgrowth of the old Electrical Interior Communications School, commissioned at the Navy Yard, Washington, D. C., in 1930. When the school was moved to the Naval Research Laboratory three years later, it had a staff of one officer-in-charge, five CEM instructors and a capacity of 100 students a year.

Meanwhile, a gyro instruction school had been established at the Naval Shipyard, Brooklyn, N. Y., to teach electricians to service the Navy's gyro compasses.

The demands of World War II meant an increased need for electrician's mates qualified in IC instruments and in gyro. So the Washington school was moved once more, this time to its present location at the Naval Receiving Station, Anacostia.

In the postwar period, the old electrician's mate rating was split into two ratings—electrician's mate and IC electrician—and the Brooklyn gyro school with all its equipment and some of its key personnel was shipped to Anacostia. The new IC course—with gyro added—was extended to 42 weeks.

The staff today consists of an officer-in-charge, three electricians and 21 IC instructors. The School's quota is 185 men a year.

The new course is divided into six parts:

- *Basic math and electricity*—The foundation of the course. This review prepares the student for the complex circuits he must analyze later.

- *Audio-frequency systems*—Students master audio-frequency amplifiers (microphones), test equipment and the MC announcing system used on all types ships.

- *Sound motion picture machines*—Students learn maintenance, troubleshooting and adjustments of both 35-



DEMONSTRATION method of teaching using simulated shipboard conditions will stand IC school trainees in good stead when they reach the fleet.



VARIED FIELD of the IC electrician includes care of Bailey low flow superheater devices (left), movie machines (right).

mm. and 16-mm. movie machines. Also film and wire recorders.

- *IC instruments*—He becomes an expert on pitometer logs, shaft revolution indicators, wind direction and intensity indicators, sound-powered telephones, engine order telegraphs, salinity indicators, draft indicators, fire alarm systems and steam indicators.

- *Automatic telephones*—He masters six different complete automatic dial telephone systems that he may meet when he goes back aboard ship.

- *Gyro compass*—The home stretch. He learns the theory of balancing and leveling and how to maintain, repair and adjust two types of Navy gyros and associated instruments like the pelorus, alidade and dead reckoning equipment.

In all this instruction, "Seein's believin'" is the watchword. Instructors make liberal use of training aids such as mock-ups, operational models and blown-up wall charts and diagrams.

More than 50 models that graphically illustrate the subject matter have been made to order right at the school. Craft-wise instructors spend part of their between-class time constructing the devices and drawing the wall charts that will help dramatize their subject in the classroom.

All instructors are former graduates of the school and have put their knowledge to the acid test aboard ship.

Students, too, must have a good general background. They need it to absorb the quantity of material that is

presented to them at the school. Students must be IC second class or above to be eligible and must undergo a careful screening process before being admitted.

Candidates must have a combined MKMECH and ARI score or MKLECT and ARI score of 110 as well as at least two years of high school math or its equivalent. They are assigned to Anacostia on a returnable quota and must agree to 30 months obligated service from their date of enrollment.

To enable ICs to get a head start

toward their Class B training, the staff of the school recently published a "prep school" course booklet.

This course booklet, one of the first of its kind in the fleet, is available through the school to any IC electrician who wants one. Its mastery will provide the incoming student with a "cushion" of background knowledge that will stand him in good stead in his study at the school.

The average day begins for the IC student at 0750 when he goes to his morning lecture or laboratory period. Lectures often are combined with



EXPERTS in some of the Navy's newest and most complex equipment are trained at the IC school. Instructor (above) explains a film voice recorder.



NEW SECNAV Francis P. Matthews (left) is congratulated by SecDefense Louis Johnson following the swearing-in ceremony in Mr. Johnson's office.

Matthews Succeeds Sullivan as SecNav

Francis Patrick Matthews, an Omaha lawyer, is the new Secretary of the Navy.

Mr. Matthews was appointed by President Truman to fill the post left vacant by the resignation of the former SecNav, John L. Sullivan.

At the same time, Dan A. Kimball became Under Secretary of the Navy. Mr. Kimball was formerly Assistant Secretary.

The new secretary, who received the Medal for Merit for his work on the President's Committee on Civil Rights in 1946, was born in Albion, Neb., in 1887, the son of Patrick Henry and Mary Ann (Sullivan) Matthews.

He received his A.B. from Creighton University in 1910 and his A.M. from the same college the following year. He was admitted to the Nebraska bar in 1913.

Mr. Matthews is a counsel for the Nebraska and Wyoming branches of the Reconstruction Finance Corporation and chairman of the board and director of the Securities Acceptance Corporation of Omaha.

He also serves on the board of directors of a radio station and a telephone company.

A former member of the Demo-

cratic Central Committee, the new secretary is also prominent in community, educational, social and church activities in Omaha and throughout Nebraska.

Mr. Matthews is a Catholic and is the father of five daughters and one son.

In 1943 and 1944 he toured England, Ireland, Scotland and various countries in the Middle East in connection with welfare services for the U. S. armed forces.

The appointment of Mr. Matthews to be SecNav followed the resignation of John L. Sullivan on 26 April after 19 months in office.

In submitting his resignation to the President, Mr. Sullivan wrote: "It is with profound regret that I submit to you my resignation as Secretary of the Navy effective at the earliest date convenient to you.

"It is almost four years since you called me back into federal service. For the three appointments you have conferred upon me (Secretary, Under Secretary and Assistant Secretary for Air) and, even more, for the day to day consideration, kindness, and friendliness you have manifested toward me, I shall always be grateful."

actual handling of the equipment to give him the "feel" of the intricate mechanisms.

Following an hour break for noon chow, the student goes back into the classroom or lab until 1520. The final hour of the day is spent in athletics—a relief from the concentrated effort in the classroom.

Billeted at the Naval Receiving Station, students have plenty to do in off-hours with a full schedule of station movies, an indoor swimming pool and gym, a full intramural and varsity sports program and a hobby shop.

In addition to training expert IC electricians, the ICE School, Anacostia, also tests new equipment that graduates may find aboard their ship when they return to the fleet.

New pieces of IC equipment and modifications of existing instruments are sent to the school "proving grounds" by BuShips for testing and comparisons. At present, a trial model of a new MC set that would keep down background chatter without straining out the speaker's voice is undergoing thorough tests by the school.

With each passing year, Navy ships and planes become more and more complex. IC Electrician School, Anacostia, is doing its part to produce technicians expert in the newest of some of the Navy's most intricate equipment.

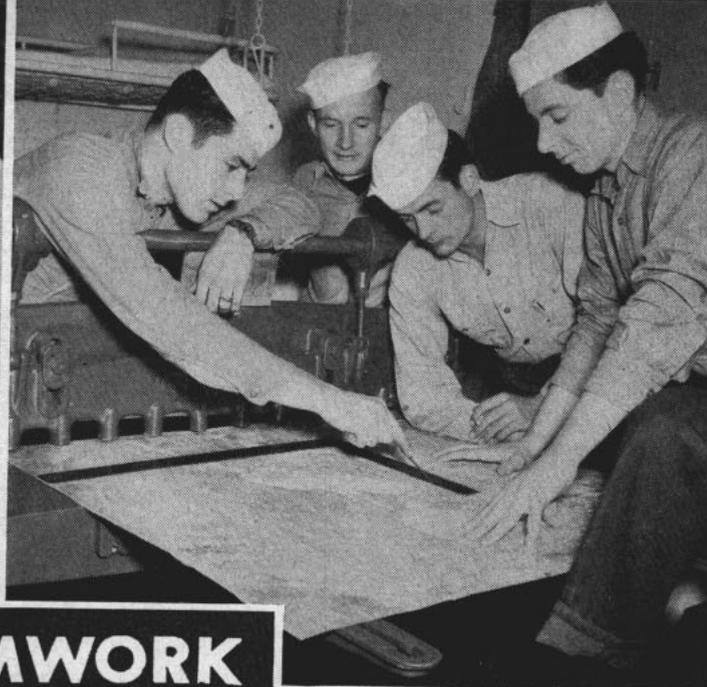
Powerful, New Cargo Planes

Eight new cargo planes, designated as the R4Q-1 by the Navy, are being assigned to the Marine Corps.

The new plane is first to undergo evaluation tests at NATC, Patuxent River, Md. It is a modification of the C-82 *Packet*, capable of carrying an 18,000-pound payload a distance of 2,000 miles. Fueled for a shorter journey, it can carry an even heavier cargo.

Increased power is the greatest change from the older C-82. The new *Flying Boxcars* are propelled by two 28-cylinder engines which give faster climb, increased speed and greater carrying capacity. New dual-wheel landing gear with 14-ply tires support the heavy plane while sparing runways of excessive concentrated loads occasionally encountered in landings.

Upon completion of tests, the planes will be sent to Air Fleet Marine Force Headquarters of the Atlantic Fleet, Marine Corps Air Station, Cherry Point, N. C.



SHIPBOARD TEAMWORK

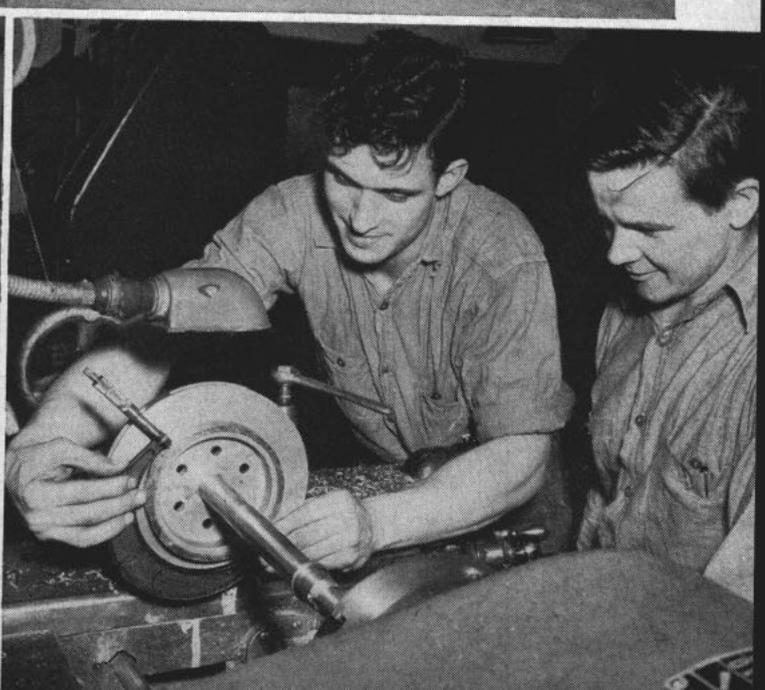
RESERVES went aboard USS *Kearsarge* (CV 33) for a two-week training cruise in southern waters.

On liberty in Port of Spain, Trinidad, Reservists purchase souvenirs of the cruise (above left).

USNRs receive instruction from a Regular in the metalshop of *Kearsarge* (above right).

A chief gives two Reservists the word on the proper method of tying down aircraft (right).

In the machine shop (lower right) and the charthouse (lower left) Reserves and Regulars work together to their mutual advantage.





NO SHORTCUT in war . . . Occupation is decisive . . . The Army must be transported across the wide and wet oceans.

Strong Navy Means Freedom of the Seas

SHOULD the United States ever be attacked again, it will come "with even more startling suddenness" than the Pearl Harbor strike.

This is the firm opinion of Admiral Louis E. Denfeld, USN, Chief of Naval Operations. It was voiced before the Military Order of Foreign Wars of the United States, Pennsylvania Commandery, in Philadelphia.

Although the Navy's top ranking officer noted that "an incident in the far reaches of the world can plunge the whole globe into conflict" and that "maintenance of peace today is very tenuous and delicate," his speech reflected more of optimism and confidence than of anxiety over the future.

"I firmly believe," he said, "that the United Nations will develop an antidote to war."

In the meantime, however, the admiral believes that preparedness on the part of a strong military establishment is an interim necessity.

"Our Army, Navy and Air Force are the best insurance that our country has against war. It is good insurance only when it is ready to wage instant, devastating retaliation," he stated.

Speaking directly to the veterans before him, Admiral Denfeld told

them: "You gentlemen have known war, you understand what war means in relation to the nation and what the nation needs to maintain its security.

"But I am afraid," he added, "that the country as a whole does not fully understand it—and it must, if the United States is to remain at peace."

He called to their attention that when their organization was founded at the end of the last century, the United States was a newly emerged novice as a world power. In the meantime, he pointed out, this nation has become the acknowledged leader of one half of the world.

"We have, in this shrinking world, had to assume great responsibilities. We have a trust to the freedom-loving people of the world on which we cannot renege."

His words were pointed at not only strength in the military establishment but balance as well—as opposed to overemphasis on any one service.

**Need Emphasized for Balance
And Strength Within
U.S. Military Establishment**

"There is no shortcut in war. . . . To win, our men must physically occupy the enemy's homeland. Occupation is the decisive thing that ends a war. And to occupy a land—indeed to invade that land—the Army must be transported across the wide and wet oceans that surround our continent. . . . They must be able to cross those seas in safety. This is the job of the Navy. . . ."

The only way to maintain freedom of the seas for the passage of supplies and men, he pointed out, is through sea power—"a Navy second to none, ready and able to sweep the seas of hostile vessels, plying the surface of the sea, the air above the sea, or the waters under the sea.

"We can do this job successfully if we have the tools to do it. And our tools are the many types of vessels that make up our modern fleet—aircraft carriers, with the planes they carry, cruisers, destroyers, submarines, patrol craft . . ."

Calling attention to the fact that the United States has been on the receiving end of attack at the beginning of every war except possibly the Revolution, the admiral pointed out that this country is at a preliminary disadvantage at the start because the

initiative is on the side of the aggressor.

"Although the enemy will strike first," he said, "our own strategy will be offensive. Even in the early days of the last war when the Japanese were spreading through the Orient in a seemingly inexorable advance, the military planning of our Navy was offensive-minded."

Even though the Navy was deprived of most of its power at Pearl Harbor, it did whatever was possible with few tools in seeking out and attacking the enemy. After the Battle of Coral Sea, seven years ago, the tide began to turn as naval aviation "proved itself an indispensable part of sea power."

Since the United States is an island continent, he pointed out, the first attack of a future war when and if it comes, will come across the sea. No predictions were made as to what form such an attack might take, but the job of the Navy in this occasion was clear in the admiral's mind.

"... it will be up to the Navy to turn it back. It will be up to the Navy to press our own attack in retaliation, by keeping the seas swept of hostile vessels and by protecting the routes our Air Force will have to travel to reach their targets in hostile territory. We will insure that those routes remain safe for our convoys carrying the much needed supplies to our allies, and to our bases abroad that we may still retain after the first onslaught."

The latter part of the speech reflected a little of the thought that goes into planning and preparing for any eventuality, and the admiral found the Navy's job as no easy matter.

"Despite the rather widespread belief that there is no nation left in the world with a Navy that could dispute our mastery of the seas, there is one country with whom we are scarcely on intimate terms, who has an undersea fleet of potentially dangerous size. If this country should decide to oppose our democratic way of life, it is extremely likely that the bulk of this modern underwater navy would do its utmost to prevent the United States from helping our continental allies."

The Navy's efforts are pointing straight at offsetting large submarine fleets in the hands of potential enemies. "We are concentrating the majority of our naval research in finding a way to combat effectively this kind of menace," he stated.



NOW OUTMODED, SB2C Helldiver compiled glorious war record. Known affectionately as 'The Beast' more than 6,000 were built before war's end.

War-Famed Helldivers Retired from Active Duty

The career of the famous Navy Helldivers came to an end when 15 of the doughty dive bombers took to the air from the carrier USS *Valley Forge* (CV 45) near San Francisco to fly to San Diego. Pilots flying the planes were from San Diego-based Attack Squadron 54.

The squadron had boarded *Valley Forge* three days earlier at San Diego, along with Attack Squadron 55 and Fighter Squadron 53. During the cruise from San Diego to San Francisco, all squadrons carried out routine flight schedules—flying from a rolling deck under cloudy skies. The annual readiness inspection was held, keeping the planes in the air most of the daylight hours.

Attack Squadron 54 was the last

air unit on active duty in the Navy still using the outmoded Curtiss dive bomber. Arrangements have been made to replace the Helldivers with new Douglas Skyraiders soon, according to reliable sources.

Production began on the Helldiver—known in airmen's slang as "The Beast"—in 1943, and before the war's end more than 6,000 had been completed. It replaced the *Dauntless* dive bomber.

Although a fairly heavy plane at 19,000 pounds, the new Skyraider is manned only by a pilot. Its bomb or torpedo is carried externally and the plane is designed to act as a fighter after the load is dropped.

The training cruise of USS *Valley Forge* lasted more than three weeks.



REPLACEMENT for Helldiver with VA-54 will be hard-hitting Skyraider. Armament consists of bombs and torpedoes as well as aircraft rockets.

1949 All-Navy Boxing Tournament a Spectacular Success

THEY came from Navy ships and bases all over the world—muscular, rock-fisted sailors who had battled their way through district, area and group competition for a crack at the All-Navy boxing crowns. Then they climbed through the ropes of rings at NAS Alameda and Oakland, Calif., to stage one of the greatest All-Navy boxing championships ever held.

Before a battery of television, newsreel and press cameras and 25,000 enthusiastic fans, 64 contestants slugged, punched and boxed for eight glittering titles.

From the opening bell that set two rings in simultaneous action for the quarter-finals at NAS, Alameda, Calif., until eight new All-Navy champions were crowned in the Oakland, Calif., Civic Auditorium, it was a rock, sock, knockout show that will be remembered and discussed wherever Navy fighters meet.

Marked by the defeat of the two defending All-Navy title holders and popular wins by two crowd-pleasing brothers, the 1949 tournament showed the stuff of which champions are made—Navy style.

The Williams brothers—Samuel and Earl, from Hogansville, Ga.—became the darlings of the tourney as they both won titles and shared the lime-light with the fightingest Marine, heavyweight Joe Connell, PFC, USMC.

Earl Williams, AN, USN, the older of the brother act, captured the lightweight crown and set a new All-Navy knockout record in his quarter-final bout. Dancing out of his corner at the opening bell against Roger Schofield, SN, USN, Earl let fly with a straight right that finished the fight, including the count, in exactly 16 seconds.

Younger brother Samuel Williams, AN, USN, battling in the featherweight class, won a unanimous decision in the quarter-finals, a second round KO in the semi-windup, and came off the canvas after a first round knockdown to win by a split decision over Rudy Lara, Cpl, USMC, in the title bout.

Winning the title was a big honor to Sam but the greatest honor of all came after the fights were over and he was awarded the Captain Jack Kennedy Trophy as the outstanding boxer and sportsman of the tournament.

Joe Connell, the fighting Marine, a 1948 finalist for the heavyweight crown, battled his way through the prelims and met another second-year contender, Kirby Seals, SA, USN, for the title go.

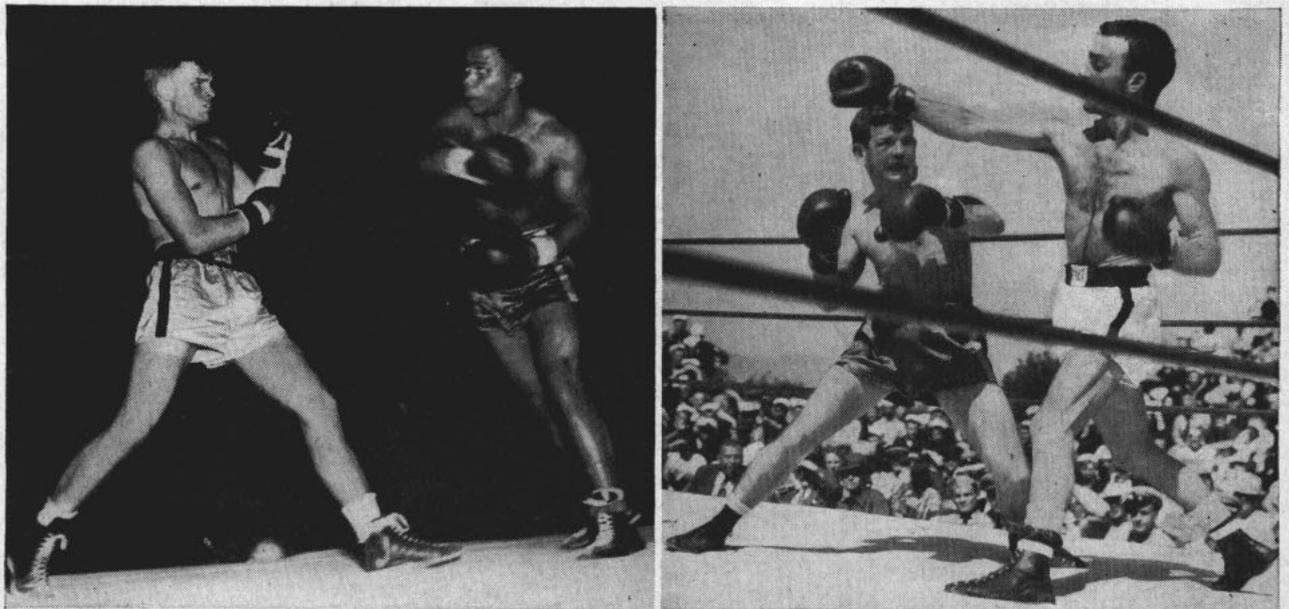
Caution, science, and skill were tossed to the winds when the two met in the center of the ring. It became a bout of solid slugging for three hectic rounds. It was a mystery to the fans how these two heavys could

keep dishing it out after absorbing such terrific punishment and the entire audience rose to give the Marine a full ten-minute ovation when he was declared the unanimous winner.

Up for the third crack at the flyweight title, Myrven "Red" Davis, Cpl, USMC, pulled the first upset of the three-day tournament when he defeated Jimmy Quinn, SN, USN, defending All-Navy title holder in the flyweight class. Red won the bout on a split verdict after both fighters had kissed the canvas once apiece during the melee. Davis went on to cop the flyweight crown via a second round KO in the semi-finals and a unanimous decision in the finals.

Dosson "King" Oliver, TN, USN, National AAU champ, met his conqueror of last year, defending champ Jimmy Depena, TN, USN, in the finals of the light-heavyweight class. The experience gained in the last year served Oliver in good stead as his crowding in-fighting gave him the edge. Staying in close kept Depena from landing his long-range power punches and "King" Oliver was named king of the light-heavyweights in a split decision.

For the second time in as many years, William Bullock, TN, USN, reached the finals of the welterweight division and for the second time he lost the top spot by a knockout. This



SLUGFEST FINALE was staged by heavyweights Joe Connell, PFC, (left) and Kirby Seals, SA, with Connell taking decision and championship (left). Right: Will Laverty, SA, (left) bantamweight, kayoes George Sklivis, BM2.



TAGGED by James Depena, TN, 'King' Oliver, TN, shook off blow and went on to capture light-heavy crown (left). Right: Proud pop J. L. Williams stands and grins between his two All-Navy champion sons, Earl (left) and Sam (right).

year it was Albert "Andy" Anderson, TN, USN, who administered the lethal dose in the first round with a right hand that won him KO or TKO verdicts throughout the tournament.

Another boxer up for his second shot at a title came through in a blaze of glory in the middleweight bracket. Sam E. Williams, SN, USN, was hard pressed to cop two split verdicts in the prelims but blasted out a convincing first round TKO over George "Buck" McDuffie, Sgt, USMC, in the final mix. Built short and broad, Sam is called "Assassin" because of the slashing style of in-fighting he is forced to use against opponents who invariably have the reach on him. It was this style of hammering in close that blasted McDuffie.

Southpaw Dorsey Fears, Pfc, USMC, out-pointed Al Glover, TN, USN, for the bantamweight title. Clever use of the portside style of fighting by Fears kept Glover guessing for a good part of the fight and gave the Marine the needed edge for the win.

Presentations of awards to the finalists were made by VADM George D. Murray, USN, ComWesFron, at the Civic Auditorium after the final bout.

Two radio stations, KPIX television and Armed Forces Radio broadcast the entire final night's activities.—Hal Walton, AD1, USN.

Quarterfinal Results

Flyweights—Danny Ignacio, TN, USN, NOB Guam, representing Far East Group, won by split decision over Robert E. Bustos, AMAN, USN, NAS Norfolk, Va., Middle

Atlantic Group. Myrven R. Davis, CPL, USMC, Marine Barracks, Camp Lejeune, N.C., South Central Group, won split decision over James F. Quinn, SN, USN, RecSta Long Beach, Calif., West Coast Group. Teofilo Guerrero, TN, USN, RecSta Brooklyn, N.Y., Northeast Group, won split decision over Thomas Perry, TN, USN, *uss Piedmont* (AD-17), Pacific Fleet Group. Clyde H. Price, AN, USN, NAS Barber's Point, T.H., Hawaiian Group, won decision over Lawrence Giordano, AMAN, USN, VU-4, NAS Quonset Point, R.I., Atlantic Fleet Group.

Bantamweights—Floyd Taylor, SA, USN, Sub Base, New London, Conn., Northeast Group, won first round TKO over Peter J. Ialacci, SN, USN, NAS Anacostia, Washington, D.C., Middle Atlantic Group. Dorsey L. Fears, PFC, USMC, Marine Barracks, Camp Lejeune, N.C., South Central Group, won decision over Henry A. Biggert, SA, USN, NAS Moffett Field, Calif., West Coast Group.

Wilford F. Laverty, SA, USN, *uss Razorback* (SS 394), Hawaiian Group, first round KO over George Sklivis, BM2, USN, *uss Yosemite* (AD 19), Atlantic Fleet Group. Albert Glover, TN, USN, *uss H. A. Bass* (APD 124), Pacific Fleet Group, won decision over Edward Tavares, FA, USN, NOB Guam, Far East Group.

Featherweights—Samuel E. Williams, AN, USN, MCAS, NAS Barber's Point, T.H., Hawaiian Group won decision over John H. Malloy, CPL, USMC, MCAS El Toro, Calif., West Coast Group. John J. Lyons, SN, USN, NOB Tsingtao, China, Far East Group, won split decision over William Caskey, SN, USN, NAS Patuxent River, Md., Middle Atlantic Group. Rudy R. Lara, CPL, USMC, MCAS Cherry Point, N.C., South Central Group, won split decision over Haywood Williams, TN, USN, *uss Sperry* (AS 12), Pacific Fleet Group. Robert Nichols, SN, USN, *uss Coral Sea* (CVB 43), Atlantic Fleet Group, won decision over Joe A. Gambino, SA, USN, *uss Little Rock* (CL 92), Northeast Group.

Lightweights—John C. Biancianiello, CPL, USMC, MCAS Cherry Point, N.C., South Central Group, won split decision over Joseph Marlo, MM3, USN, *uss Franklin D. Roosevelt* (CVB 42), Atlantic Fleet Group. Earl L. Williams, AN, USN, NAS Barber's Point, T.H., Hawaiian Group, won first round KO over Roger F. Schofield, SN, USN, NavSta Portsmouth, N.H., Northeast Group. Armond J. Goetter, PFC, USMC, MCRDep San Diego, West Coast Group, won decision over Ysidro Sanchez, SN, USN, NavMag Saipan, Far East Group. Edward L. Milton, FN, USN, *uss Piedmont* (AD 17), Pacific Fleet Group, won second round TKO over Eugene E. Osborne, AN, USN, NAS Patuxent River, Md., Middle Atlantic Group.

Welterweights—Albert Anderson, SD3, USN, NAS Barber's Point, T.H., Hawaiian Group, won second round TKO over Henry Folsom, HA, USN, NavHosp Chelsea, Mass., Northeast Group. Gerald Hoover, SN, USN, *uss Warrington* (DD 843), Atlantic Fleet Group, won decision over Larry E. Myers, SR, USN, NTC San Diego, West Coast Group. William Bullock, TN, USN, VA-155, Pacific Fleet Group, won first round KO over Bernard Brannum, AN, USN, NAS Pensacola, Fla., South Central Group. Mario DeSantis, CPL, USMC, MCS, Quantico, Va., Middle Atlantic Group, won second round KO over Wilburet Holloway, CS3, USN, NAS Agana, M.I., Far East Group.

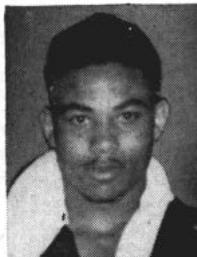
Middleweights—Phillip J. Goerish, GM2,



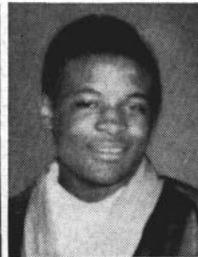
M. Davis, CPL



D. Fears, PFC



A. Anderson, SM3



S. Williams, SN

Sidelights and Highlights from the Ringside

Behind the scenes of any sporting event are dozens of colorful little items that seldom find their way into the final story. The 1949 All-Navy Boxing Tournament had its share of these sidelights.

* * *

The most interested—and happiest—spectator at the entire show was J. Lor Williams of Hogansville, Ga. He is the father of the Williams brothers, Earl and Sam, who won the featherweight and lightweight titles this year. Papa Williams took a vacation from the auto mechanic's job he has held for the past 16 years in Hogansville, to journey to Alameda, Calif., and watch his boys in All-Navy action.

Having his boys win two titles just about made him the happiest man in the world, but when the youngest, Sam, was awarded the Captain Jack Kennedy Trophy as the outstanding boxer and sportsman of the tourney, tears of overwhelming pride shone in the eyes of the Gentleman from Georgia.

* * *

The band from *uss Boxer* (CV 21) provided the musical background for the entire show. With all the lights out in the Oakland Civic Auditorium, and a single spot shining on a huge American flag, their rendition of the National Anthem gave a dramatic and patriotic touch to the semi-final night's opening.

* * *

All told, there were five fighters with the last name of Williams entered in the tourney. Three of them became All-Navy Champions.

* * *

Things happen and slip into oblivion except in the minds of the few who see or hear them. . . . The shyness and wonderment apparent on the face of Mr. Williams when he was interviewed by press, radio and television. . . . The smiling answer of Sam Williams when asked if the Captain Jack Kennedy Award had surprised him. "Gosh yes, I thought my brother Earl would win it!" . . . The dressing room jargon, understandable only to the initiated. . . . The crowds of people trying to get in to see the fights after the audi-

torium had far over-reached its capacity. . . . The tremendous ovation given Kirby Seals and Joe Connell at the close of their heavyweight battle. . . . The crowd of admirers who flocked around young Sam Williams seeking his autographs. . . . And the gray-haired old man who shook Sam's hand and said, "I shipped for years with Captain Kennedy and I'm proud to see you win the award that bears his name." . . . The spirit of good fellowship between two



ENTHUSIASTIC rooter cheers her favorite during quarter-finals of the 1949 All-Navy boxing tournament.

fighters who were hammering away at each other only short minutes before. . . . The managers and trainers fussing over their fighters like mother hens over their brood. . . . Two radio stations at ringside rapid-firing blow-by-blow descriptions over two networks while Armed Forces Radio on the other side of the ring sent it to the units overseas. . . . The referee giving last minute instructions to the boxers in the dressing rooms before the bouts start. . . . The swoosh and roar of the Navy jet plane that opened the tournament by buzzing Michael Field giving the audience a hair-raising surprise. . . . And last but not least, the 64 fighting sailors and marines who gave the fans one of the best boxing shows seen in the San Francisco Bay area in a long time.

usn, uss Hank (DD 702), South Central Group, won decision over James E. Yarbrough, SA, *usn, uss Bexar* (APA 237), Atlantic Fleet Group. Sam E. Williams, SN, *usn, NOB Kodiak*, Alaska, West Coast Group, won split decision over Harold Odum, FA, *usn, uss Gurke* (DD 783), Pacific Fleet Group. George W. McDuffie, SGT, *usmc*, Marine Barracks, Guam, Far East Group, won split decision over Allen E. Morrell, SN, *usn*, Sub Base, New London, Conn., Northeast Group. Joseph P. Jordan, SN, *usn*, Roosevelt Roads, P.R., Middle Atlantic Group, won by default over Curtis Lucas, SN, *usn*, RecSta Pearl Harbor, T.H., Hawaiian Group.

Light-heavyweights—Charles H. Mercer, Jr., AB3, *usn*, ZP-2, NAS Lakehurst, N.J., Atlantic Fleet Group, won split decision over Alwin Kucharzyk, FA, *usn, uss Piedmont*, (AD 17), Pacific Fleet Group. James Depena, TN, *usn*, APL 31, Annapolis, Md., Middle Atlantic Group, won first round KO over James W. McClendon, PFC, *usmc*, Marine Barracks Camp LeJeune, N.C., South Central Group. Jesse R. Barber, PFC, *usmc*, Marine Barracks, Camp Pendleton, Calif., West Coast Group, won second round TKO over Edward J. Bush, SN, *usn*, RecSta Boston, Mass., Northeast Group. Dosson Oliver, TN, *usn*, NAS Pearl Harbor, T.H., Hawaiian Group, won by default over Wallace Talton, SK3, *usn*, NOB Guam, Far East Group.

Heavyweights—William Kirby Seals, SA, *usn*, FasRon 7, NAS San Diego, Calif., Pacific Fleet Group, won second round KO over Howard Carpenter, TN, *usn*, NavTraSta Newport, R.I., Northeast Group. James Jones, CS2, *usn*, NAS Norfolk, Va., Middle Atlantic Group, won third round TKO over Carl Steele, AD1, *usn*, NAS Pensacola, Fla., South Central Group. Henry Ebron, TN, *usn*, Nav-Hosp Aiea, Pearl Harbor, T.H., Hawaiian Group, won decision over Allan Williams, PFC, *usmc*, 5th Service Depot, Guam, Far East Group. Joseph R. Connell, PFC, *usmc*, *uss Mississippi* (AG 128), Atlantic Fleet Group, won by default over Richard C. Schreck, EM2, *usn*, Naval Shipyard, Mare Island, Calif., West Coast Group.

Semi-Finals

Flyweight—Davis knocked out Ignacio in second round. Price won unanimous decision over Guerro.

Bantamweight—Fears won unanimous decision over Taylor. Glover defeated Laverty on split decision.

Featherweight—Samuel E. Williams knocked out Lyons in second round. Lara knocked out Nichols in second round.

Lightweight—Earl Williams knocked out Biancanello in first round. Milton defeated Goetter on split decision.

Welterweight—Anderson knocked out Hoover in first round. Bullock won unanimous decision over DeSantis.

Middleweight—Sam E. Williams defeated Goerish on split decision. McDuffie won decision over Jordan.

Light-heavyweight—Depena knocked out Mercer in first round. Oliver won unanimous decision over Barber.

Heavyweight—Seals won first round TKO over Jones. Connell won unanimous decision over Ebron.

Finals

Flyweight—Myrven Davis defeated Clyde Price by unanimous decision.

Bantamweight—Dorcy Fears defeated Al Glover by split decision.

Featherweight—Samuel E. Williams defeated Rudy Lara by split decision.

Lightweight—Earl Williams defeated Ed Milton by unanimous decision.

Welterweight—Andy Anderson defeated Billy Bullock by first round TKO.

Middleweight—Sam E. Williams defeated George "Buck" McDuffie by first round TKO.

Light-heavyweight—Dosson Oliver defeated James Depena by split decision.

Heavyweight—Joe Connell defeated William Kirby Seals by unanimous decision.

All-Navy Golf Tourney

The All-Navy golf tournament will be held at the Marine Corps Recruit Depot, Parris Island, S. C., during 10-13 Aug 1949—weather permitting.

Each of the Navy's eight sports groups will send a four-man team to vie for honors in the finals where the individual fairway-flailing champions will be determined by low medal score.

All play will be medal, under U. S. Golf Association Rules, plus local ground rules. Hosts for group eliminations will designate the four low medal scorers as members of the team representing their group.

Twelve golfers will be selected from the low scores in the All-Navy finals to compete against teams representing the Army and Air Force in the Inter-Service Golf Tourney to be conducted 17-20 Aug 1949 at Maxwell Field, Ala., with the Air Force as host.

Members of the Navy team who competed in the Inter-Service Golf Tournament at Monterey, Calif., in August 1948, are eligible for the All-Navy finals without participating in the eliminations. In this category are: Richard Andrew Lytle, CSC, USN; Bobby Joe Cupit, SN, USN; LT James Watt Kinder, USN; LT Edward M. Peck, USN; ENS John L. Reynolds,

USN; Junior Burge Broadus, MSgt, USMC; Maj. Robert L. Conrad, USMC; Earvin Scott, EMI, USN; LT Homer L. Grosskopf, Jr. USN; LTJG Floyd H. Hatcher, USN; James Fulton Frye, TSgt, USMC; Raymond S. Borgens, YNC, USN.

All officer and enlisted personnel on active duty in the Navy, Marine Corps, Coast Guard and Naval Reserve personnel on active duty not for training are authorized to participate.

In the finals, contestants will play 18 holes of golf on each of the first two days and 36 holes on the final day of the tournament. For additional details see BuPers Circ. Ltr. 50-49 (NDB, 31 Mar 1949).

Fleet Pistol Matches

Although no All-Navy pistol championship matches will be conducted this year, two individual Fleet pistol championship matches will be held.

One match for the Pacific Fleet (Pacific Ocean Area) and one match for the Atlantic Fleet (Atlantic Ocean Area) will take place during the week of 28 Aug 1949 at sites to be designated by ComServPac and ComServLant.

Each of the eight Navy sports groups will form a team of eight members. Not more than two Marine Corps personnel can be included in a group team, one of whom may be a Marine Corps officer. However, personnel who participate in Marine Corps Divisional Matches or Marine Corps Matches during the current competition year are not eligible to compete in the Fleet matches. All officers and enlisted personnel on active duty in the Navy and Coast Guard are eligible to participate.

Teams formed by the West Coast, Pacific Fleet, Hawaiian and Far East Groups will fire for the Pacific Fleet championship. Teams formed by the South Central, Northeastern, Middle Atlantic and Atlantic Fleet Groups will fire for the Atlantic Fleet championship. U. S. caliber .45 M1911 or M1911A pistols with a trigger pull of not less than four pounds will be used. No shooter will be permitted to use more than one pistol, except in case of a casualty to his weapon.

The course of fire will be as follows: slow fire at 50 yards; timed fire at 25 yards; rapid fire at 25 yards. Two strings of five shots each will be fired by each contestant at each stage of firing. A .22 caliber match may be held in conjunction with the Fleet



Oakland Tribune Photo
JERRY, tame parakeet at NAS Alameda, uses the head of Jerry Jones, YN3, for a furlined flight deck.

matches if circumstances permit, but this match will not count on distinguished pistol shot and no official awards will be made.

It is considered important that each group have at least eight shooters participating, and that these shooters score a minimum of a 250 average in the elimination matches. However, the minimum requirement is listed as a guide and a group may, if necessary, enter shooters who do not meet this average. Groups having more than eight shooters who score above 250 in the elimination matches may send these additional members to the championship matches.

Medals to winners will be provided by the Chief of Naval Personnel.

Details on conducting the championship matches are contained in BuPers Circ. Ltr. 79-49 (NDB, 15 May 1949).

11th Naval District Relays

Sailors from the Naval Training Center, San Diego, Calif., completely dominated the 11th Naval District Relay Meet, massing a total of 69 points as compared to the nearest opponent's (El Toro Marines) 22 points.

NTC athletes placed first in the following events: 880-yard relay; 440-yard relay; sprint medley; team shot put; team high jump; football shuttle; sea bag shuttle; football kicking; baseball bases relay; baseball barrel throw; football pass relay.

As a matter of interest to track and field fans, here are the statistics on the

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Tennis

Week of 17 July 1949
USNA, Annapolis, Md.



Golf

Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming

Week of 21 Aug 1949
San Diego, Calif.



Softball

Week of 4 Sept 1949
Atlantic Coast



Baseball

Week of 11 Sept 1949
West Coast or Hawaii

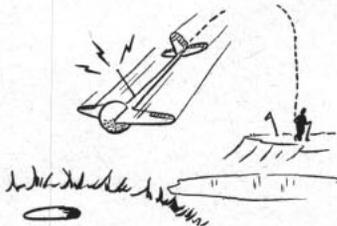


Football

Saturday, 10 Dec 1949
West Coast

SIDELINE STRATEGY

There was nothing in the par 72 which Lieutenant (junior grade) John Kerr, USN, posted for the course to account for all the handshaking and back slapping. The reason: Playing for NAS



Alameda in a match against ComWesSeaFron Headquarters, Lieutenant Kerr carded an ace on the 160-yard sixth hole of San Francisco's Presidio course—his first hole-in-one in 14 years of trampling the links.

Sailors who've formed a mental picture of Alaska from Robert W. Service's snow-and-ice poetry will be interested to learn that, according to Don Collett, JO1, USN, stationed at Com 17 Headquarters, the year-around climate on Kodiak, Alaska, is about the same as that of most New England



States. The place is a sportsman's paradise. Writes Collett: "Last Sunday at Larson's Bay we caught several King crabs three to four feet across. Once I stopped and looked in a pool that held a large school of Dolly Varden trout 12 to 18 inches long."

The weather was fine, and a late-arriving spectator would have been puzzled as to why the game

between NAS Moffett Field, Calif., horsehidlers and Fort Mason was called off in the fifth inning. The truth was the Moffett sluggers were all fagged out. After stealing 21 bases and leading the opposition 19-2 in the fifth, Moffett decided to call it a day.

The diamond nine of Marine Corps Depot of Supplies, Barstow, Calif., certainly knows how to get the baseball season underway. With the simple philosophy that you have to win the first one to win 'em all, Marine hurler Monty



Montgomery proceeded from the opening pitch to systematically mow down opposing Seal Beach batters. When the game ended only 32 men had faced him, 14 bit the dust via the strikeout route, and Montgomery had a no-hit, no-run game to his credit. The score: 9-0.

Navy athletic officers are breathing easier now that spectators have applauded their approval of the "new" style of boxing, demonstrated in All-Navy competition. There was some doubt whether audiences would approve of boxing being placed on a basis of skill rather than slugging power. As one sports authority put it, "Boxing is the only form of athletics in which the goal is to knock the opponent senseless. It needs a revision of rules to make it a contest of skill, rather than one of brute force." Navy boxing fans seem to agree. —Earl Smith, PNC, USN, ALL HANDS Sports Editor.

best individual performances: best individual mark, shot put—41 feet, 3 1/2 inches; best individual high jump—6 feet; best individual kick, football kicking event—71 1/3 yards.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Calvin T. Durgin, USN, ComFair, Jacksonville, Fla., reported at DCNO (Air), Navy Department.

Rear Admiral Alfred E. Montgomery, USN, Com 17, ordered as Com NOB, Bermuda, B.W.I.

Rear Admiral Frank D. Wagner, USN, ComFair West Coast, reported as Com 17.

Rear Admiral John H. Cassady, USN, ACNO (Air), Navy Department, ordered as ComFair, Jacksonville, Fla.

Rear Admiral Paul B. Nibecker, USN, Chief, Industrial Relations, Office of UnderSecNav, ordered as ComNavShpYd., New York, N. Y.

Rear Admiral John E. Gingrich, USN, EXOS, ordered as Chief of Staff and Aide CincPacFlt.

Rear Admiral Apollo Soucek, USN, Com NATC, Patuxent River, Md., ordered to OpNav.

Rear Admiral Leland P. Lovette, USN, Chief, U. S. Naval Mission to Brazil, Rio de Janeiro, Brazil, ordered to OpNav.

Rear Admiral James E. Maher, USN, Chief, Base Maintenance, OpNav, reported as ACNO (Material), OpNav.

Rear Admiral Hugh E. Haven, USN, reported as ComNavShpYd, Mare Island, Calif.

Rear Admiral Tom B. Hill, USN, OpNav, reported as Director of Atomic Energy, Navy Department.

Rear Admiral Carl F. Espe, USN, Naval War College, Newport, R. I., ordered as Deputy Director Naval Intelligence, Navy Department.

Rear Admiral Delbert S. Cornwell, USN, Joint Chiefs of Staff, Washington, D. C., reported as U. S. Naval Attache and U. S. Naval Attache for Air, London, England.

Rear Admiral Leslie O. Stone, MC., USN, MOinC, U. S. Naval Hospital, Bethesda, Md., ordered as District Medical Officer, Com 1.

Rear Admiral Stephen R. Edson, SC, USN, Supply Officer, Naval Gun Factory, Washington, D. C., ordered as Supply Officer, Naval Clothing Depot, Brooklyn, N. Y.

Rear Admiral John D. Murphy, USN (Ret), Staff, Com Marianas, ordered to OpNav.

Navy Veteran of 3 Wars Gets GI Training

IN St. Petersburg, Fla., a Navy veteran is studying advanced electronics under the GI Bill of Rights. That fact in itself isn't very unusual, but the rest of the story is. This particular Navy veteran is 74 years old.

The Navy vet referred to here—Edward W. Thompson—first enlisted in the Navy in 1889. He was 13 years old at the time, and weighed 78 pounds. He said he was older, though, and if his meager poundage aroused any doubts in the recruiters' minds, they didn't say anything about it. "Those were the days when ships were made of wood and men of iron," Thompson says. He gives no inkling of the structural material of small boys of that time, but evidently it was a durable substance.

Thompson decided immediately that he was going to be the best sailor in the fleet. "I rowed on racing crews," he says, "fought on the ship's boxing team, fenced with rapiers and broadswords and learned hand tumbling."

He was serving aboard *uss Texas* when the Spanish-American War broke out. He saw his first naval action in the battle of Santiago. That was in 1898. Meanwhile, after first enlisting, he had served two years in the Navy, had spent four years as a civilian, and had been back in the Navy for approximately three years.

Thompson foresaw the wide use of electricity aboard Navy ships. Even in the days when it was rarely used



OLDEST student in his class, Edward Thompson, 74, studies advanced electronics under the GI Bill of Rights.

aboard ship, he was deeply interested in the subject. He read all he could find about electricity, and attended the Naval Electrical School at the Boston Navy Yard shortly after the Spanish-American War. He completed that course around the year 1900, and went back to sea.

The ships aboard which he served include many historic vessels of the past half century. Some of them are listed here: *uss Alliance*, *uss Texas*,

uss Amphitrite, *uss Lancaster*, *uss Indiana*, *uss Kearsarge*, *uss Culgoa*, *uss Vestal*, *uss Maine*, *uss Martha Washington*, *uss Michigan*, *uss Idaho*, and *uss Pennsylvania*.

Thompson held several shore billets between tours of sea duty. He was in charge of the Navy Electrical School in the Brooklyn Navy Yard in 1905 and in charge of the Torpedo Electrical School in Newport, R. I., in 1906 and 1907. Also, he took several advanced courses in electricity.

During 1908 and 1909, he was wireless chief at the U. S. Naval Academy, Annapolis, Md., in charge of radio instruction. Another shore job was that of instructor of gunnery at the Gunnery School at the Washington Navy Yard.

In 1914, while serving in *uss Vestal*, he took an active part in the blockade and occupation of the Mexican city of Vera Cruz.

Thompson came to the end of an enlistment in 1916 and went out of the Navy again for a year. He was called back in 1917, at the outbreak of World War I. At first he was an inspector of wireless material. Shortly, he was assigned to the battleship *uss Maine* to train and drill gun crews in the use of electrical controls installed in gun turrets. He remained in the Navy until 1923, then retired.

After retiring from the Navy, Thompson held supervisory positions in the electrical field with several



IN 1889 Mr. Thompson began his career in Navy. He is shown at age of 14 (left), at 24 (center), as he is today (right).

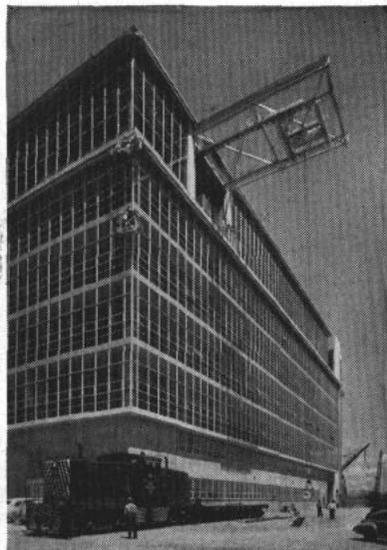


JURY of top-flight architects considered this Navy ordnance and optical shop 'one of the most beautifully detailed industrial buildings anywhere.'

Novel Shop Wins High Architectural Award

A novel Navy building—the ordnance and optical shop building at the San Francisco Naval Shipyard—won for its designers the National Progressive Architecture Award.

In granting the coveted award, the jury of professional architects said, "The jury felt that it is one of the most beautifully detailed industrial buildings anywhere. The concept, the handling of materials, the lighting, have all been beautifully inte-



UNUSUAL construction employed features almost two acres of glass in the exterior walls alone.

grated. Because it is so direct in approach, so skillfully carried out, the jury felt it represents definite progress in the humanization of industrial plants."

The two-and one-half million dollar building is six stories tall. Each story is unusually lofty, for the structure towers 110 feet into the air. Piling was sunk an equal distance into the ground to support it. The unusual feature of the building, however, is the large amount of glass used in its construction—almost two acres of it in the exterior walls alone. The large amount of glass makes the shop unusually pleasant to work in.

Two other unusual features in the building are a 42-foot escalator (said to be the tallest in industrial use anywhere), and an outrigger crane for hoisting optical equipment up to the top floor. Also included is a very intricate electrical system.

Unlike most buildings, the ordnance and optical shop building does not employ its outside walls as supporting members. Circular pillars set just inside the outer limits start the holding-up job, with other pillars and partitions taking over from there.

Hunter's Point workers have nicknamed the building "the glass house." While the glass is of the tempered variety, one can assume that people who work in the shop don't throw stones.

important businesses and industries. This type of life seemed unadventurous at times, so he journeyed to South America on two different occasions in search of more colorful employment. On one trip he prospected for minerals in the interior of the continent, and on another he worked for a large American oil company in Venezuela.

A few months after Pearl Harbor Day, Thompson went back on active Navy duty. Until his separation from service in October 1945, he served as assistant in charge of radio material inspection and testing in the Port Director's Building in New York City.

In the following year, Thompson and his wife took a trip to Florida. They liked St. Petersburg and decided to settle there. "I made up my mind that it was time I had a harbor of my own," Thompson said. Since their marriage in 1914, Mr. and Mrs. Thompson had never had what they considered a permanent home.

Thompson and his wife, both about the same age, carry their advanced years lightly. Possessing near-perfect health, they are diligent about maintaining it through exercise and frequent check-ups by Navy doctors.

The 74-year-young student maintains a rigorous routine to keep himself in top physical condition. He tap dances for at least an hour each morning before going to school. This is to keep his leg muscles in condition. He has two friends who are former fighters. He boxes regularly with them for the sake of all muscles in general and arm muscles in particular. He fences frequently with a former fencing master, using a broad sword as his weapon. "If a lot of CPOs half my age would exercise half as much as I do," he says, "they wouldn't act and feel as though they're twice my age!"

His mind is as nimble as his dancing feet, and he gives his fellow-students a run for their money even though most of them are half a century younger than he is. His grades are well above average.

Veterans Administration points out that age is no barrier to education and training under the GI Bill.

Asked why he is studying advanced electronics after tearing so many pages off the calendar, Thompson explained, "To be ready, should another war come." Having served in three major wars, he feels that he should be an experienced and valuable member of the Navy—after a little more study, that is.

LETTERS TO THE EDITOR

Shipment of Household Effects

SIR: If a man on duty at an office of Naval Officer Procurement does not desire to reenlist on board and is sent to a receiving station for discharge, then subsequently reenlists under continuous service at another station or recruiting station and reports to his next permanent duty station, is he entitled to shipment of household effects at government expense?—W.W.D., HMC, USN.

• *No. An enlisted man sent to a receiving station for discharge and who subsequently reenlists under continuous service at another station or recruiting station is not entitled to transportation of household goods at government expense.*

However, personnel detached from permanent duty outside the U.S. for discharge are entitled to ship from the point outside the U.S. to the place of discharge. If such personnel reenlist under continuous service at the place of discharge, shipment of household goods is authorized from place of discharge to the new permanent duty station upon receipt of orders.—Ed.

Filipino Reenlistments

SIR: I am a naturalized U. S. citizen of Philippine extraction now serving with the U. S. Navy. After reenlisting on board, I was wondering if I can be transferred to Commander U. S. Naval Forces Philippines for reenlistment leave and reassignment.—E. B. A., TN, USN.

• *Naturalized U. S. citizens of Philippine extraction as well as citizens of the Republic of the Philippines may be transferred at the time of reenlistment to report to Commander U. S. Naval Forces Philippines for reenlistment leave and reassignment, in accordance with paragraph 2 of BuPers Circ. Ltr. No. 32-49.—Ed.*

It's Still Shore Duty!

SIR: When I applied for shore duty I requested the 3rd and 8th Naval Districts respectively but also added, as a third choice, "anywhere in U.S." A short time later I was sent to the 12th Naval District for duty. Is my name still on the waiting list for the districts I requested? If not, is there any way I can get shore duty in either of those districts?—W.J.F., EN1, USN.

• *No vacancies for your rate were available in the 3rd and 8th Naval Districts, so it was necessary to go to your third choice—"anywhere in U.S." You cannot transfer from one Naval District to another except as provided for in paragraph 6(a) Part I of BuPers Circ. Ltr. 101-48.—Ed.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Cruiser Wasn't in Operation

SIR: While reading the April issue of ALL HANDS we happened to see your article on, "An Exercise in Cold Weather." In this article, you state that USS Topeka (CL 67) was in the operation.

We, the undersigned, would like to inform you that at the time of the Alaskan Cruise the Topeka was steaming on three screws in the Naval Shipyard, Long Beach, Calif. We would appreciate it if you would publish this info in your next issue.—W. A. R., YNSN, USN, and others.

• *Like any big leaguer with the sun in his eyes, ALL HANDS—on rare occasions—drops the ball. In this case a staff rewrite man misinterpreted a story from San Francisco which read, "...the bulk of the fleet arrived here (from Alaskan waters) yesterday, including the carriers Boxer, Bairoko and Badoeng Strait. Other vessels arriving here were the cruisers Duluth and Topeka. . . ." Later information received indicated that Topeka and Badoeng Strait arrived at San Francisco about the same time as the "Operation Micowex" fleet, but not as units of it, and from a different point of departure.—Ed.*

Review of Discharge

SIR: I was discharged from the Coast Guard in 1947 with an "under honorable conditions" discharge due to marks in proficiency in rating. Lately I've heard that the proficiency in rating marks for an honorable discharge have been lowered to 2.5. If this is true, can I apply to the Coast Guard and have this changed?—R.M.L., SN, USS.

• *U.S. Coast Guard maintains the same minimum marks standards necessary for award of an honorable discharge as the Navy. They are—proficiency in rating: 2.75; conduct: 3.25. If you feel you were not awarded the proper type discharge upon separation from that service, it is your privilege to petition for a review.*

Your request, in letter form, should be addressed to the Board of Review, Discharges and Dismissals, Coast Guard Headquarters, 1300 "E" St. N.W., Washington 25, D.C.—Ed.

Obligations of USNEVs

SIR: I am a USNEV and would like to know what obligations I owe the Navy following the termination of my enlistment. There are a lot of rumors circulating about and I would like to see in black and white the directive or directives that are applicable to persons in this category?—G.M., SA, USNEV.

• *Personnel enlisted in the Navy under the "18-year-old one year" program must perform one year of satisfactory active service. After discharge from the Regular Navy they must serve four years in an Organized Reserve or officers' training program. If a billet is not available in the Organized Reserve or an officers' training program, or if such service would be an undue hardship on the individual, then they must serve six years in the Volunteer Reserve.*

Except in time of war or a national emergency, declared by Congress, these individuals may not be ordered to active duty without their consent for more than one month in any one year while completing the period of obligated Reserve service. If an individual fails or refuses to perform his Reserve service, he may be ordered to active duty without his consent for an additional 12 consecutive months. For further information consult BuPers Circ. Ltr. 131-48 (NDB, 15 July 1948).—Ed.

Naval School of Justice

SIR: I would like to know how I may request assignment to the Naval School of Justice.—M.E.L., YN3, USN.

• *Quotas are available for enlisted men who wish to attend the Naval Justice School at Port Hueneme, Calif. Such quotas may be obtained by a written request addressed to the CO, Naval School (Naval Justice), Naval Station, Port Hueneme, Calif., via official channels.*

The course is seven weeks in length. Classes convened 2 May 1949 and the first Monday of every second month thereafter.—Ed.

Where's Goldie Maru?

SIR: I am interested in what has happened to Goldie Maru [USS Gold Star (AG 12)]. I left her in Manila in January 1946 and haven't heard anything about her since.—G. C., RM3, USNR.

• *USS Gold Star (AG 12) was transferred to the War Shipping Administration, Maritime Commission, for disposition in June 1946.—Ed.*

Your Wife a School Teacher?

SIR: In November 1947, Service Force Atlantic Fleet invited requests from fleet personnel whose wives were qualified school teachers for duty at overseas stations where school teachers are needed. Does the Bureau of Naval Personnel now accept applications from enlisted personnel whose wives are qualified school teachers for that type of duty when their current tour of shore duty is up?—R.R.L. Jr., AOC, USN.

• No, BuPers does not receive this type of application. Requests of this nature should be addressed to ComServLant or ComServPac, depending on the fleet in which you are serving at the time. Since you are now on shore duty, it is suggested that you wait until after being assigned to a fleet unit before applying.

Assignments under this plan are made by ComServPac to Samoa, Midway, Kwajalein, Guam, Philippines and Adak. Under ComServLant, the assignments are made to Guantanamo Bay, Cuba; Roosevelt Roads, Puerto Rico; Trinidad, British West Indies; and Argentina, Newfoundland.

Applications should be submitted in accordance with ComServPac letter 30 June 1947 serial 17088 or ComServLant letter 24 Feb 1948 serial 1964, both of which ask for detailed information.

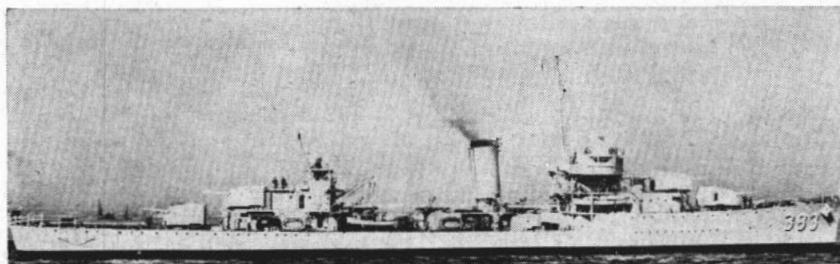
Lists of eligible personnel are maintained from the applications received. Personnel replying to the Service Force letters are not necessarily ordered to such duty for various reasons and applications made by them do not necessarily assure teaching positions.—Ed.

The Old and the New Warrington

SIR: I recently saw a picture of the destroyer Warrington, DD 843. Wasn't it Warrington that was in several invasions in the Pacific and later went down in a hurricane off Cape Hatteras?—M.P.A., JO1, USN.

• There have been two Warringtons—DD 383, which went down off the Virginia Capes 13 Sept 1944, and the ship that was named for her: DD 843, a flush deck job.

The old Warrington took part in invasions and attacks on Biak, Bougainville, Torokina, Wakde and Hollandia before going down during an Atlantic hurricane.—Ed.



USS Warrington (DD 383)—She fought in World War II and later went down in hurricane.

Enlistment Extensions

SIR: If a man signs an agreement to extend his enlistment for a period of one year in order to have obligated service to attend a service school, can such an agreement be cancelled by the CO if said man fails to graduate from school?—W.V.T., YN2, USN.

• Assuming that the individual in question failed to graduate because of scholastic failure, the answer is no. However, in the event the individual failed to graduate through no fault of his own, he is privileged to submit a request for cancellation to BuPers in accordance with Article C-1406(10), BuPers Manual, 1948.—Ed.

Flag Officers' Flags

SIR: Can you tell me (1) if at one time junior flag officers' flags had a red field and white stars, while the senior of the same rank flew the blue field with white stars, (2) When did the reversed color flag (for staff flag officers) come into use? (3) What publications or books will give more information on this subject?—G.A.C.

• (1) Present flags for flag officers, except fleet admirals, were established in 1866, at which time it was provided that when two or more rear admirals or commodores were present, the senior would fly the blue flag with white stars, the next senior the red flag with white stars, and all others a white flag with blue stars. The white flag with blue stars was discontinued in 1909; however, the use of the red flags for junior flag officers in the presence of a senior of the same rank was used until eliminated by change 21 to Navy Regulations of 1929, which became effective in 1940.

(2) The use of the white flag for flag officers not eligible for command at sea came into use in conjunction with Navy Regulations of 1948, and was authorized in All Ships and Stations Letter dated 29 Dec 1948.

(3) A new edition of "Flags of the United States and Other Countries" is expected to be published during the fiscal year of 1950. In the meantime, information is being published by All Ships and Stations Letters. (Also see ALL HANDS, July 1948, pp. 31-34 and facing color plate of flags.)—Ed.

Highest Rank Held

SIR: Temporary officers released to the Fleet Reserve are not allowed shipment of household effects commensurate with their highest rank but for their permanent rating. For example, a CPO is allowed 4,500 pounds, and excess weight must be paid for.

I was separated as a lieutenant. If I am ordered to a training cruise, will I be ordered as a lieutenant or my permanent rating as CPO?—G. A. H., USNFR.

• You will be ordered to duty in your permanent rate of CPO. Public Law 305, 79th Congress, did not authorize personnel of the Regular Navy, who were appointed to temporary commissioned rank under the provisions of the Act of 24 July 1941 (as amended by Public Law 305, 79th Congress), to retain such ranks when transferred to the Fleet Reserve. However, such personnel will be retired in the highest rank held pursuant to such appointments in which they served satisfactorily as determined by the Secretary of the Navy.—Ed.

QM Duty with ZP Squadrons

SIR: Could you give me some information pertaining to duty in "Lighter-than-air"? Are quartermasters still used aboard blimps or at bases from which they operate? How can a quartermaster obtain such duty?—K. J. M., QMC, USN.

• ZP-1 and ZP-2 are the only operating squadrons of airships having allowances of one QMC in each squadron. Billets for quartermasters in airship activities are very limited. It is suggested that you submit an official request via channels to BuPers for duty desired.—Ed.

Naval Personnel at Army Base

SIR: What regulations govern naval personnel stationed aboard an Army Base going to school, and, who awards punishment when disciplinary action is taken?—W. E. S., CE3, USN.

• The laws and regulations of the Navy govern naval personnel stationed with other military organizations. However, such personnel are expected to abide by applicable local orders governing the organization to which they are attached. Present laws contain no provision for punishment of Navy personnel by the authorities of another military service for offenses which are committed while on temporary duty in another branch of the service other than their own. However, the proposed "Uniform Code of Military Justice," now before Congress, does contain such provision to cover cases of this nature. Under present policy the offenders, where offenses are of a serious nature, will be detached and returned to their permanent duty station for such disciplinary action as deemed warranted.—Ed.

Precedence of CPOs

SIR: In your reply to W. L. G., BMC, USN, in ALL HANDS, May 1949, you stated that a BMCA would preside as president of a CPO mess even though an MMCA was on board who had been advanced to pay grade 1A at an earlier date. You referred to Art. C-2102, BuPers Manual, 1948. Article C-2102 (1) states in part: "In cases of personnel in pay grades 1 and 1A the determining date of precedence is that of the advancement to pay grade 1A." What does this mean in regard to seniority?—G. W. B., PNC, USN.

• Here is an example of what it means: An MMCA whose date of precedence in pay grade 1A is 1 June 1944 is senior to an MMC with date of precedence in pay grade 1A of 1 July 1944.—Ed.

No Double Reenlistment Allowance

SIR: I enlisted in the Navy 2 June 1928 and have had continuous service since that time. I last reenlisted 17 Sept 1941 for four years, extended 17 Sept 1945 for three years and reextended 20 Sept 1948, by BuPers authority, for one year. When I extended in September 1945, I received reenlistment allowance in the amount of \$200. At that time, was I entitled to "double reenlistment allowance"?—C.R.F., ENC, USN.

• No. "Double Reenlistment Allowance" was authorized under the act of 18 Aug 1941, and such provision was repealed by the Pay Readjustment Act of 1942, effective 1 June 1942.—Ed.

Info on AT School

SIR: We understand that there is a 44-week "B" school to be opened in Memphis for AL1s and AL2s. We have heard that it is going to be a requirement for advancement to chief. Any information available?—M. L. A., AL1, USN and R. W., AL1, USN.

• The Advanced Aviation Electronics Technician School (Class B) has been established at the Naval Air Technical Training Center, Memphis, Tenn., with the first class convening 11 July 1949 and every two weeks thereafter. Length of the course is 40 weeks.

Men assigned to the school must be petty officers second class and above, in either the AT or AL ratings, with at least three years' obligated service at time of entry into school, and have had a minimum of two years' service since graduation from Class "A" school. Preference will be given to men who did not attend NavScol, Aviation Electronics Maintenance (Class B), at Ward Island, Corpus Christi, Tex. There are no examinations for selection of trainees, but only such men as are judged to be of CPO caliber should be nominated for the training.

Applications for the AT(B) school should be addressed via official channels to the Chief of Naval Personnel (Attn: Pers 6367).—Ed.

Granting Reenlistment Leave

SIR: Is there any authority for the CO to grant reenlistment leave on an extension or reextension of an enlistment?—L.P., TDC, USN.

• No reenlistment leave is authorized under current instructions on an extension or reextension of an enlistment.—Ed.

More on Recruiting Duty

SIR: Having read CHSCLK Materne's interesting and well written article on "... the Word on Recruiting Duty ..." (ALL HANDS, April 1949, p. 48), my desire for recruiting duty has, for about the umpteenth time, again been stimulated. Flattering myself (in my own modest way) that I can give favorable answers to Mr. Materne's questionnaire, a few questions come to mind:

(1) Are LDOs (Administration) eligible? (2) What are the feelings of BuPers in regard to such officers applying for recruiting duty? (3) What is the indoctrination set-up for officers other than those set forth in Art. C-5105(1) BuPers Manual?—R.A.McC., LTJG, USN.

• The following answers to the specific questions reflect BuPers practices in assigning officers of LDO (Administrative) classification: (1) LDOs (Administrative) are eligible for recruiting duty. (2) BuPers is reluctant to change assignments of officers on shore duty, since a normal shore cruise is of two years' duration and breaking it up into two assignments is not generally beneficial to the individual or the Navy. (3) At the present time only enlisted personnel are sent to school prior to reporting to a Recruiting Station. Officers are selected entirely on their records and receive no indoctrination prior to reporting to their duty station.—Ed.

No Leave for G.I. Studies

SIR: I was taking a course in stenotype (machine shorthand) at a business college while on recruiting duty, but my two years shore duty ran out before I completed the course. I was attending the school under the G.I. Bill and would like to know if it is possible for me to obtain a leave of absence for five months to complete the course. My enlistment expires 9 Apr 1950 but I do not want to get out of the Navy.—E. W. O., YN1, USN.

• In order to have effective utilization of naval personnel, the organization plan of the Navy does not lend itself to exception from established procedures which would permit an absence from duty of five months for personal convenience. While it is realized that this instruction corroborates the training for your rating, it is not likely that such a request would be approved.—Ed.

Advancement While in School

SIR: Is it possible to take the examination for third class if you have the sufficient amount of service required between the rating of seaman and third class if you are in school at the time the Fleet-wide examinations are held?—G. T. D., YNSN, USN.

• No. Current instructions on advancement in rating (BuPers Circ. Ltr. 155-48, AS&SL July-Dec 1948) do not include any provisions for men in your category to take examinations and be advanced in rating. Neither do any other directives which cover special cases not included in the basic letter. By the intentional omission of instructions for advancement of men in your status, you are ineligible for advancement to PO3 while in school.—Ed.

Wearing Army Awards

SIR: I was an air evacuation crewman in the Army Air Force and served with a fighter group that was awarded the Presidential Unit Citation. Can I still wear the citation, being in the Navy?—J.M.C., AL2, USN.

• Any award or medal earned while a member of the U.S. Army or Air Force may be worn on the naval uniform. However, the Army PUC is worn with the other ribbons on the left.—Ed.

When Are Aviation Greens O.K.?

SIR: Would a chief yeoman, assigned to and serving in an aviation command, be authorized to wear the aviation green winter working uniform when that uniform is prescribed as the uniform of the day?—L. E. C., YNC, USN.

SIR: Would a chief petty officer, regardless of rate, assigned to and serving



in an aviation command, be authorized to wear aviation greens when that uniform has been prescribed as the uniform of the day for aviation personnel?—L. H. L., AK1, USN.

• Yes. Any chief petty officer assigned to duty in an aviation command is authorized to wear the aviation winter working uniform when that uniform has been prescribed as the uniform of the day for aviation personnel, but is not required to wear them. Only chief petty officers who are designated as aviation pilots and are serving in a pilot status are required to possess the aviation winter working uniform.—Ed.

Ship Reunions

News of ship reunions 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 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• *USS Haven* (AH 12): A reunion of all former crew members of this hospital ship is planned for this summer. All interested persons should contact C. Allen Anderson Jr., 401 S. Union Avenue, Havre de Grace, Md.

• *USS Hambleton* (DMS 20): A reunion is being planned for this summer in either New York or Boston. Former crew members should contact Joseph P. Logan, 445 South Holmes Avenue, Kirkwood 22, Mo.

• *USS Andromeda* (AKA 15): A reunion for all officers who served aboard this ship prior to November 1945 will be held in New York in September. Those interested should contact Jim B. Hamilton, 16 Arlington Court, Charleston, W. Va., or John G. Fitzgerald, 52 Imlay Street, Hartford, Conn.

• *52nd Naval Construction Battalion*: A reunion will be held of personnel attached to this battalion on 6 and 7 August at Pine Bluff, Ark. For information on this get-together write J. P. Gillmore, Secretary-Treasurer, Tullos, La.

• *USS San Jacinto* (CVL 30): The fourth annual reunion of the officers of *USS Jacinto* will be held Friday through Sunday, 22-24 July, at Hotel Chase, St. Louis, Mo. For reservations, information and plans write to Harlow O. Panhorst, 824 Goodfellow Blvd., St. Louis 12, Mo.

• *USS Cecil J. Doyle* (DE 368): A reunion of crew members will be held at Hotel Diplomat, 108 West 43rd Street, New York City, 22-24 July. For information contact Gene Martin, 59 Cottage Street, Wellesley, Mass.

• *Armed Guard Gunnery School, Camp Shelton*: The third annual reunion of the staff officers who were on duty at Camp Shelton during World War II will be held 29-30 July at Roanoke Hotel, Roanoke, Va. Wives of officers are invited. Those planning to attend should contact C. G. Harshaw Jr., 150 South Broad Street, Grove City, Pa.

• *Fifth Marine Division*: First reunion of the Fifth Marine Division Association to be held at the Bellevue-Stratford Hotel in Philadelphia, Pa., 5-7 Aug 1949. Queries may be addressed to LtCol Donn J. Robertson, USMC, Secretary-Treasurer, Headquarters, Marine Corps, Washington 25, D.C.

GCT Retesting

SIR: I am an apprentice seaman and desire to attend the Class "A" school for yeomen. At present my GCT and CLER score does not meet requirements. Is it possible to take another classification test in the chance that I might raise my score?—D.M.P., SA, USN.

SIR: I finished boot camp with a failing GCT, but I had taken several other tests and make marks well over 3.5. How can I take the test over?—W.M. Jr., FN.

• *Retesting is permissible only in those cases where test records indicate an abnormality in the test pattern or where there is an indication in the record that the scores recorded may not be an accurate representation of the person's aptitude. Commanding officers may submit a request to the Bureau of Naval Personnel for the retesting of an enlisted person if it is believed the original test scores may be in error.*

There is no such thing as "passing" or "failing" the General Classification Test. The average standard score is 50, with higher scores being above average and lower scores being below average.

The basic test battery is a series of tests which determine a person's general intelligence and aptitude in several different fields. They are so designed that in most instances there will be little variation in test score when different forms of these tests are administered to personnel who have already been tested. They are not constructed as achievement tests.—Ed.

Advancement in Rating

SIR: (1) The Manual of Qualifications for Advancement in Rating (NavPers 18068) states that personnel in the administrative and clerical group are required to use touch typing in examinations for advancement in rating. I contend that this requirement might be disregarded for a man who is already a first class PO and is advancing to CPO, if the man is an excellent non-touch typist. I am referring to a Naval Reservist on active duty as a station keeper where the examination is not prepared by the Bureau but is administered within the command.

(2) Is there any multiple scale system in effect for advancements in rating for station keeper personnel in the Naval Reserve when competing for a limited number of vacancies?

(3) Is it possible to forward a report of examination (NavPers 971) to BuPers recommending a man for advancement to CPO in the Naval Reserve prior to the date when the man actually meets requirements as to time in rate?—A. F. R., PNI, USNR.

• *As examinations for advancement of Naval Reserve personnel are conducted on a local basis, it is conceivable that a certain amount of flexibility in requirements will exist. Experience has shown, however, that the touch system eventually*

Liberty and Leave

SIR: I am interested in the line drawn between the maximum amount of liberty which may be granted and the minimum amount of leave which may be charged to an individual's leave record.—H.J.W., YN1(SS), USN.

SIR: Is it the intention of BuPers to count 24-48 hours authorized absence from duty status on working days against accrued leave?—R.W.I., RMC, USN.

• *It all depends on whether the individuals concerned were granted liberty or leave. For instance, if a man's absence commences at 0900 1 March (Monday) and expires on board at 0900 4 March (Thursday), he should be charged with two days' leave, unless a holiday, as described in Article C-6315, BuPers Manual 1948, is included during the period of liberty.*

The essential point is that leave must be authorized in advance, and in writing, for a specific number of days and the amount charged determined by Article C-6313. When liberty is granted, it expires at a specific hour on a specific date in accordance with Article C-6313. When liberty is granted, it may extend for a period of 48 hours or more if the period includes a national holiday, proclaimed by the President or authorized by the Secretary of the Navy.

It is even possible, if liberty of 72 hours expires during a normal liberty period to extend it to commencement of working hours or expiration of liberty at the CO's discretion. Authorized leave should be in writing, distinguishing it from liberty, and is charged against a man's leave credit.—Ed.

produces faster and more efficient typists. Therefore, that requirement has been made a part of the qualifications as given in the Manual of Qualifications for Advancement in Rating.

(2) *The use of multiple computation in advancing personnel in USNR is not specified by Bureau Directive.*

(3) *No. The individual must meet all requirements, including service in present pay grade, at the time advancement is recommended.—Ed.*

Waves and ROC Program

SIR: Is this year's ROC program for enlisted personnel open to Waves of HM rating?—E. W., HM3.

• *Extended training duty for enlisted Reserve personnel in connection with the Reserve Officer Candidate program is not open to Waves during the coming summer. It is planned to include women candidates in the program during the summer of 1950, at which time it is probable that Waves will be eligible for extended training duty.—Ed.*

Naval Courtesy Ashore and Afloat

WHAT the average junior officer and sailor doesn't know about military courtesy would—and does—fill several books.

Even those officers and enlisted personnel who, prior to World War II, were as familiar with the traditions of military courtesy as with the Saturday morning menu admit there are times nowadays when they are not sure what is considered proper for the occasion. They are uncertain whether to follow the prewar protocol, the simplified practices that existed during the war, or a homogeneous mixture of the two.

To take the guess out of what's the proper thing to do, and when to do it, ALL HANDS is presenting on these pages a complete summary of the rules of military courtesy that are considered proper in today's Navy. You will notice that some new practices have been added, and some of the older traditional courtesies either revised or eliminated. You will find that in addition to the practices being listed, an opinion by Navy Department officials is given as to how strictly some of the practices are to be interpreted.

If you follow these courtesies religiously not only will the experts of etiquette beam on you approvingly, but the results will likely show up favorably in your record. In his day Commodore John Paul Jones was as noted for doing the proper thing on ceremonial and social occasions as for doing the proper thing when looking down the gun bores of an enemy vessel. The Commodore once remarked that it was not enough for an officer

to be a skilled mariner; he must also be a gentleman in every respect. During the several skirmishes the Navy has been involved in since his day no one has come up with any better advice for naval personnel.

Before jumping in the middle of a sea of "do's" and "don't's," it might be worthwhile to point out why the Navy insists on personnel adhering to certain rules of courtesy. Skeptics have always complained that they couldn't see what holding a fork properly had to do with winning a battle. Other skeptics of a past era couldn't see what flying a kite had to do with electricity, but they finally saw the light. Table manners, like any courteous practice, can be compared to rivets in a ship's hull. Individually they may not be a convincing argument, but each helps to cement a solid system of discipline and forms the foundation of *esprit de corps*.

Military courtesy has been handed down by generation after generation of fighting men. Although various periods of history have seen changes in gestures and mannerisms, the spirit and meaning of military courtesy has remained unchanged. It probably got started when some ancient warrior made a gesture of admiration to the effect that, "Boy, you sure swing a wicked club," to a foe who had just beat bumps on his head. It is a method whereby one fighting man expresses his respect to another. It is not, as some persist in thinking, a form of servility or humbleness of juniors for seniors.

SALUTING

The practice of saluting has been in existence almost as long as military organizations. There are several theories on how it originated. One had it starting with the Romans. Along about the time the "bloody" Borgias reigned, a playful slap on the back in greeting was likely to contain a four-inch dagger. On-the-level characters would lift a hand, palm to front, to show that no weapon was concealed. Another school of thought is that saluting originated from the practice of knights to raise the visors of their helmets to each other for identification. This prevented old school chums from ripping into each

other like a couple of can openers in the galley.

The form of salute used by the U. S. Navy is a hand-me-down from the British. Originally, English navymen removed their caps when addressing seniors, but this was later shortened into merely touching the cap and finally into a hand salute. History relates that Queen Victoria was responsible for this, as she was displeased at seeing bare-headed officers and men appearing for royal commendation and ordered they would keep their hats on and use a hand salute.

Whom to Salute—Naval personnel are required to render a salute to officers of the Navy, Army, Air Force, Marine Corps, Coast Guard and to foreign military and naval officers whose governments are formally recognized by the Government of the United States. When Reserve officers of the Navy, Army, Air Force, Marine Corps and Coast Guard and the National Guard are in uniform they also are to be saluted. Officers of the Coast and Geodetic Survey and Public Health Service who are, at the time, serving with the armed forces of the U. S. also should be saluted by naval personnel.

What to Salute—In addition to people, naval personnel are required to salute the national ensign and the national anthem. Here is how and when you salute the flag and the music:

The National Anthem

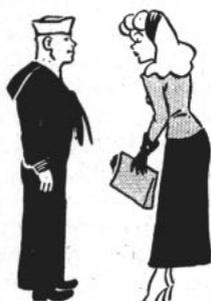
Whenever the national anthem is



COURTESY TO LADIES



PROPER GREETING TO LADIES IS SALUTE



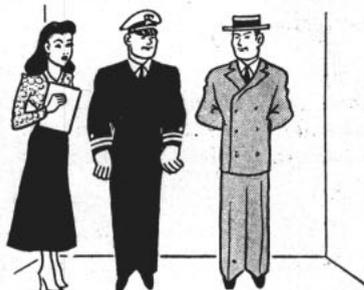
WHEN TALKING WITH A LADY ON STREET. REMAIN COVERED



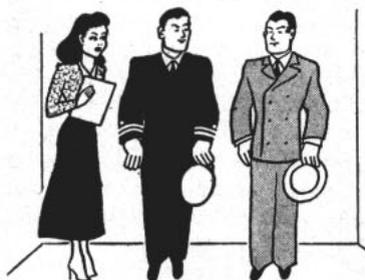
IN WALKING, TAKE POSITION TO LEFT OR OUTSIDE



WITH TWO LADIES, WALK OUTSIDE OR IN CENTER



IN PUBLIC ELEVATORS, IT IS PERMISSIBLE TO REMAIN COVERED...



BUT IF OTHERS UNCOVER, YOU MAY FOLLOW THEIR EXAMPLE



IF A LADY STOPS AT YOUR TABLE, YOU REMAIN STANDING



ARM IS OFFERED TO A LADY ONLY WHEN ASSISTANCE IS NEEDED

played, all officers and enlisted personnel of the Navy:

- On board a naval activity, stand at attention facing the music unless at colors when they face the ensign. If at a public gathering ashore and the flag is displayed, all present should face the flag.

- If in uniform, covered, they salute at the first note of the anthem, retaining the position of salute until the last note of the anthem.

- If not in uniform and covered, they uncover at the first note of the anthem, holding the headdress over the heart and so remain until the last note, except that in bad weather the headdress may be raised slightly and held above the head.

- If not in uniform and uncovered, the right hand should be placed over the heart and so remain until the last note. Never stand at attention with hands in a normal position of attention when the national anthem is played as this is the manner in which aliens show respect to the U. S. flag.

- The same marks of respect prescribed for observance during the playing of the national anthem of the United States are shown toward the national anthem of any other country formally recognized by the Government of the United States.

- In boats only the boat officer—or in his absence, the coxswain—stand and salute upon the playing of the national anthem; other members of the crew and passengers who are already standing, stand at attention; all others remain seated. Note: Personnel standing at attention in a boat during the playing of the national anthem do not render the hand-over-heart salute, even though dressed in civilian clothing. This is an exception to the general rule.

- Men in ranks salute only by command.

It should be noted that these rules apply only to a formal rendition of the Star Spangled Banner. For example, if a member of the naval service was walking past a music store and heard the national anthem being broadcast he would not be expected to stop and salute. On the other hand, at a public gathering where the anthem was broadcast as part of the ceremony, he would render the required honors.

The National Ensign

All officers and enlisted personnel when reaching the quarterdeck either from a boat, from the shore, or from

another part of the ship salute the national ensign. If the ensign is not hoisted this salute is tendered only when leaving or coming on board ship.

This salute is entirely distinct from the salute to the officer of the deck. In making it a person stops at the top of the gangway, or upon arrival at the quarterdeck, faces the colors and renders the salute, after which he also salutes the officer of the deck. In leaving the quarterdeck the same salutes are rendered in reverse order. The officer of the deck returns both salutes, and it is his duty to require they be properly made.

The commanding officer defines the limits of the quarterdeck to embrace as much of the deck space as may be necessary for the proper conduct of official and ceremonial functions. When the quarterdeck so designated is forward and at a considerable distance from the colors, the salute to the colors is not rendered by officers and men except when leaving or coming on board the ship. The commanding officer of each vessel should render a decision as to whether the distance of the quarterdeck from the colors makes it necessary to salute when approached from another part of the ship.

Saluting the quarterdeck has an interesting history. In ancient times Greek and Roman sailors placed their pagan altar on the quarterdeck and paid respect to it whenever approaching this area. In the Middle Ages the shrines of the Virgin were placed in this location, and today the national ensign is placed in this vicinity of the ship. The quarterdeck has always been an honored, ceremonial part of the ship and has retained its sanctity.

Military Funerals

During funerals, officers and enlisted personnel remain covered while in the open and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

During religious services topside aboard ship and during formal religious ceremonies outdoors ashore (such as Easter sunrise service), officers and enlisted personnel remain uncovered throughout the entire ceremony.

In general, a military man uncovers during a religious ceremony but remains covered during a military ceremony. Church services, civilian

funerals or burial services which the officer or man attends as a friend or relative rather than as a representative of the Navy, are religious ceremonies. Military funerals and burials at sea are regarded primarily as military ceremonies.

At a military ceremony when the occasion requires, an officer or enlisted man salutes rather than uncovers, as this is his traditional mark of respect. If naval personnel were attending a military funeral officially, they would salute whenever honors are rendered. Honors are rendered when the body is removed from the hearse to the chapel, from the chapel to the caisson, and from the caisson to the

grave. They are also rendered when the volleys are fired and when "Taps" is sounded. However, when attending a non-military funeral or burial service he may, if he desires, follow the civilian custom and uncover (rather than salute) when such honors are called for, as during the procession to the grave, lowering of the body, etc.

Jewish custom calls for remaining covered during all religious ceremonies and therefore the rules regarding uncovered as outlined above do not apply when the service is being conducted by a representative of that faith.

When to Salute—For simplification, situations requiring salutes are

How to Address and Introduce Naval Personnel

Person addressed or introduced:	TO MILITARY PERSONNEL		TO CIVILIANS	
	Introduce as:	Address as:	Introduce as:	Address as:
NAVAL OFFICER (Comdr. or above)	"Captain (or appropriate rank) Smith"	(same)	"Captain Smith" ¹	(same)
NAVAL OFFICER (Lt. Comdr. or below)	"Mr. Smith"	(same)	"Lt. Comdr. Smith" ²	"Mr. Smith"
WOMAN OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith"	"Miss (or Mrs.) Smith"
WOMAN OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Comdr. Smith"	"Miss (or Mrs.) Smith"
MEDICAL CORPS OFFICER (Comdr. or above)	"Commander Smith" ³	(same)	"Commander Smith"	(same)
MEDICAL CORPS OFFICER (Lt. Comdr. or below)	"Dr. Smith"	(same)	"Lt. Smith, of the Navy Medical Corps"	"Dr. Smith"
CHAPLAIN CORPS OFFICER	"Chaplain Smith"	(same)	"Chaplain Smith"	(same)
NAVY NURSE CORPS OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
NAVY NURSE CORPS OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (M. D. or dentist)	"Dr. Smith" ⁴	(same)	"Dr. Smith, of the Public Health Service"	"Dr. Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)	"Mr. Smith"	(same)	"Mr. Smith, of the Public Health Service"	"Mr. Smith"
COMMISSIONED WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
MIDSHIPMAN	"Mr. Smith"	(same)	"Midshipman Smith"	"Mr. Smith"
WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
CHIEF PETTY OFFICER	"Chief Machinist's Mate Smith"	"Smith"	"Chief Machinist's Mate Smith"	"Mr. Smith"
AVIATION CADET	"Aviation Cadet Smith"	"Mr. Smith"	"Aviation Cadet Smith"	"Mr. Smith"
PETTY OFFICER	Use name and rate, as: "Smith, Gunner's Mate, 2nd"	"Smith"	"Gunner's Mate Smith" OR "Petty Officer Smith"	"Mr. Smith"
SEAMAN	"Seaman Smith"	"Smith"	"Seaman Smith"	"Mr. Smith"

NOTES: ¹When not in uniform a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from a similar-sounding Army rank of the other armed services.

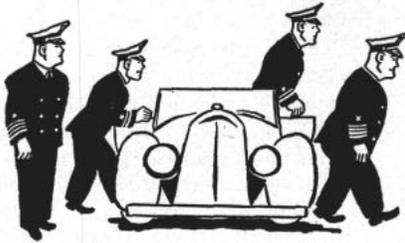
²A suggested form of introduction is: "This is Lieut. Comdr. Smith. Mr. Smith is now stationed here."

³This indicates both (a) the officer's rank and (b) how to address him.

⁴If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored.

⁵In any case where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add "—of the Public Health Service" in introducing him.

ETIQUETTE ASHORE



ENTER AND LEAVE CAR IN SAME ORDER AS BOAT (JUNIOR FIRST IN, LAST OUT)



REMOVE CAP ON ENTERING AN OFFICE OR ROOM



JUNIOR OPENS DOORS FOR SENIOR AND FOLLOWS HIM

THIS IS LT. COMDR. SMITH. MR. SMITH IS AN OLD SHIPMATE OF MINE.



INTRODUCE OFFICERS TO CIVILIANS BY THEIR MILITARY TITLE



IT IS COURTEOUS TO ASK PERMISSION OF SENIORS AND OF LADIES BEFORE SMOKING



IF SENIOR STOPS AT YOUR TABLE REMAIN STANDING UNLESS HE INDICATES OTHERWISE



INTRODUCE JUNIORS TO SENIORS, MEN TO LADIES YOUNG TO OLD



RISE TO ACKNOWLEDGE INTRODUCTION

listed below in more or less index form.

Aboard Ship

All officers and enlisted personnel on board a ship of the Navy salute all flag officers, captains of ships, and officers senior to themselves from other ships on each occasion of meeting, passing near, or being addressed.

All senior officers (senior to the person saluting) attached to your own ship or station are saluted on their first daily meeting. Salutes will be dispensed with after the first daily meeting on board ship except:

- Inspecting officers are saluted whenever making an official inspection.

- When addressed by or addressing an officer salutes shall be exchanged. However, persons at work or engaged in games salute seniors only when addressed by them, and then only if circumstances warrant.

- At crowded gatherings and in congested areas salutes will be rendered only when addressing or being addressed by a senior officer. It should be remembered that this rule is not intended to conflict with the spirit of saluting regulations, and salutes should always be rendered when it appears questionable whether to or not to salute.

- At other times when the progress of a senior officer may be impaired, officers and men clear a gangway and stand at attention facing the senior officer until he has passed.

Boats

- Men seated in boats in which there is no officer, petty officer or acting petty officer in charge rise and salute all officers passing near. When an officer, petty officer or acting petty officer is in charge of a boat he alone renders the salute. This applies when boats are lying at landings, gangways or booms.

- Officers seated in boats rise in rendering and returning salutes when a senior enters or leaves the boat, or when acknowledging a gun salute.

- Coxswains in charge of boats rise (unless by so doing the safety of the boat is imperiled) and salute when officers enter or leave their boats, or when extending a salute to all commissioned officers.

- Enlisted personnel who are passengers in the stern sheets of a boat rise and salute when a commissioned officer enters or leaves the boat.

- Boatkeepers and all other en-

listed personnel in boats not underway and not carrying an officer stand and salute when an officer comes alongside, leaves the side, or passes near them. If boat awnings are spread, they sit at attention and salute with the hand, but without rising.

- In boats passing with officers or officials on board and in view, the senior officer and coxswain of each boat render salutes. The officers will not rise when saluting. Coxswains will rise and salute unless it is dangerous or impracticable to do so.

Buildings Ashore

In Navy buildings ashore the same general rules of saluting apply as on board ship: salute the captain and all officers senior to him on all occasions, other officers on first daily meeting.

Civilian Clothes

Seniors wearing civilian clothes should be saluted when recognized on all occasions when a salute is in order, whether encountered at a naval activity or ashore. If covered, the senior will return the salute. If uncovered he will not return the salute unless failure to do so would cause embarrassment to all concerned. It is the senior's prerogative to decide whether any embarrassment will result from his not returning the salute.

If the junior is in civilian clothes and covered he will salute seniors both in civilian clothes and in uniform, regardless of whether the senior wearing civilian clothes is covered. If the junior is in civilian clothes and uncovered he will not salute.

A member of the naval service not in uniform will, when greeting civilians, comply with the rules and customs established for civilians.

Group

If enlisted men or officers are standing together and a senior officer approaches the first to notice his approach says, "Attention!" and all face the officer and salute.

Ladies

When covered, officers and men escorting ladies, or meeting officers and men escorting ladies, render the customary salute; if seated with ladies, juniors rise and salute. It is customary to salute a lady acquaintance when meeting upon the street, as a form of greeting, and when departing from her company on the street.

Overtaking

No junior should overtake and pass a senior without permission. When in

a hurry and it is necessary to pass a senior officer the junior salutes when abreast and asks, "By your leave, sir?"

Reporting

When reporting on deck or out-of-doors ashore, you are covered and salute accordingly. When reporting in an office, you uncover upon approaching the senior—and therefore do not salute.

Seated

Enlisted personnel seated and without particular occupation rise upon the approach of an officer, face toward him and salute. If both remain in the same general vicinity, the compliments need not be repeated. These rules do not apply when seated in a boat.

Seniority Unknown

There are many cases when officers of the same rank will not know their relative seniority. Obviously you cannot go around asking officers what their date of rank is before saluting. In such cases both officers should salute mutually and without delay.

Sentries

Sentries at gangways salute all officers going over the side or coming aboard and when passing or being passed by officers close aboard, either in boats or otherwise.

Several Officers

When several officers in company are saluted, all return the salute.

Vehicles

Enlisted personnel and officers salute all senior officers riding past in vehicles. While passengers in a vehicle, naval personnel both render and return salutes, as may be required. As the driver of a vehicle, a man is required to salute if the car is stopped, but it is not necessary for him to salute while the vehicle is moving if to do so would endanger the safety of the occupants.

When in doubt—salute. It is better to salute even if in doubt as to the necessity for so doing than to be thought ignorant of the rules of this practice of military courtesy or perhaps sport a pair of tingling ears from having it pointed out to you.

Returning Salutes

Under normal conditions every salute shall be returned. Cases where it is impracticable for the senior to return the salute, i.e., arms engaged, driving a vehicle, etc., have been

pointed out in other sections of this article.

Specific Cases

Listed below are several situations often encountered by personnel and the proper saluting procedure to be followed in each case.

- If addressed by an officer, enlisted personnel salute at the beginning and at the end of the conversation. If in formation men salute only upon command.

- A member of a guard detail does not salute when performing any duty which prevents saluting.

- If a lieutenant is walking in company with a commander and they are approached by a lieutenant commander, the lieutenant cannot salute first; the lieutenant commander salutes first and the lieutenant returns the salute with the commander. The same procedure would apply when an enlisted man is walking in company with a senior officer and they are met by a junior officer.

- "Eyes right" is a form of salute for men in ranks and is executed only upon command.

- A case where salute is not rendered at six paces but when abreast is when a junior overtakes a senior.

- Reserve officers not on active duty (and not in uniform) are not entitled to a salute.

- Officers of the Maritime Service are not officially entitled to a salute, but under proper circumstances and as a matter of courtesy they sometimes are saluted.

- Five types of salutes rendered by naval personnel are: hand; rifle (at order arms); rifle (at right shoulder arms); rifle (at present arms); "eyes right."

- If an Army and a Navy officer meet and both have their right arms engaged, the Navy officer may salute with his left hand; the Army officer, according to Army regulations, may not.

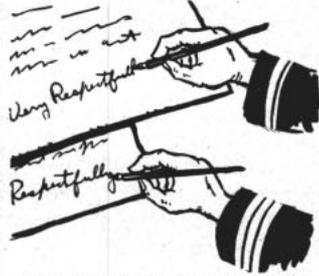
- If an officer, covered, is walking down the passageway of a Navy building and encounters a senior officer uncovered, he should salute. However, the senior officer cannot return it except by a nod or greeting, unless a return hand salute is necessary to avoid embarrassment.

- An officer never salutes when reporting to a senior in an office. He always uncovers before entering.

- If a line officer and a staff officer

(Continued on page 34)

NAVAL COURTESY A



JUNIORS SUBSCRIBE THEIR LETTERS TO SENIORS "VERY RESPECTFULLY"; A SENIOR MAY USE "RESPECTFULLY"



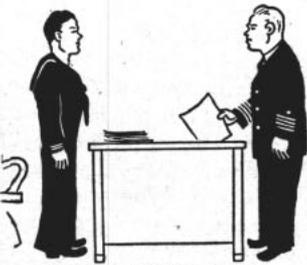
COMMEND A JUNIOR PUBLICLY -REPROVE HIM PRIVATELY



THE JUNIOR ADDS TO HIS SALUTE A BRIEF GREETING



A SENIOR MAY "CALL" ATTENTION TO SOMETHING; A JUNIOR "INVITES" IT



SEATED JUNIOR, WHEN ADDRESSED BY SENIOR, RISES AND REMAINS AT ATTENTION



OFFER OF HANDSHAKE SHOULD COME FROM SENIOR



BEFORE VISITING SHIP IN MIDSTREAM ASK PERMISSION OF SENIOR OFFICER IN BOAT



KEEP APPOINTMENTS YOU HAVE MADE

WHEN T

ABOARD SHIP



SENTRIES AT GANGWAYS SALUTE ALL OFFICERS GOING OR COMING OVER SIDE, PASSING & CLOSE ABOARD



ON FIRST DAILY MEETING ENLISTED MEN SALUTE ALL OFFICERS, JUNIOR OFFICERS SALUTE SENIOR



ON EVERY OCCASION SALUTE THE CAPTAIN, OFFICERS SENIOR TO HIM, SENIOR OFFICERS FROM OTHER SHIPS

IN GENERAL



ENLISTED MEN SALUTE OFFICERS AND JUNIOR OFFICERS SALUTE SENIOR WHEN MEETING, PASSING NEAR, WHEN ADDRESSING OR BEING ADDRESSED



ON SHORE



MEN AND OFFICERS SALUTE ALL SENIOR U.S. AND ALLIED OFFICERS THEY MAY ENCOUNTER



UPON APPROACH OF OFFICER, ONE CALLS ATTENTION, ALL SALUTE



WHEN OFFICER MEETS DETAIL ASHORE OR AFOAT, MAN IN CHARGE SALUTES FOR DETAIL



WHEN SEVERAL OFFICERS ARE SALUTED, ALL SHALL RETURN IT

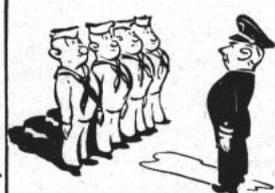


WHEN OVERTAKING A SENIOR, THE SALUTE SHALL BE GIVEN WHEN AHEAD, WITH "BY YOUR LEAVE, SIR."

WHEN NOT



WHEN UNCOVERED (WITHOUT HEADRESS)



WHEN IN RANKS (IF ADDRESSED, COME TO ATTENTION)



AT OARS IN A PULLING BOAT



WHEN ENGAGED IN GAMES OR ATHLETICS



WHEN CA WITH B

SHORE AND AFLOAT



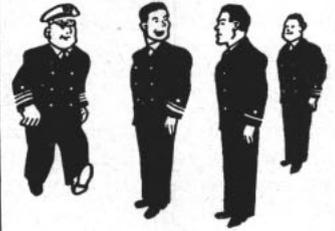
JR. IN CONVERSATION WITH SR. HOLDS POSITION OF ATTENTION



---DOES NOT SIT OR SMOKE UNLESS INVITED TO



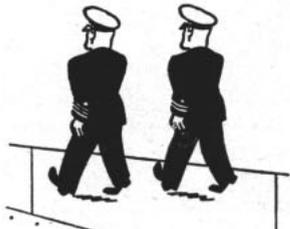
A JUNIOR DOES NOT KEEP A SENIOR WAITING



WHEN SR. ENTERS ROOM OF JRS, FIRST TO SEE HIM CALLS "ATTENTION"



JUNIOR TAKES POSITION TO LEFT OF SENIOR...



BUT IN PACING TO AND FRO POSITIONS ARE NOT EXCHANGED



A SENIOR'S WISH IS THE SAME AS A COMMAND



ONLY CORRECT ANSWER TO AN ORDER IS: "AYE AYE, SIR."

TO SALUTE



OFFICERS AND ALL ENLISTED MEN NOT IN FORMATION SALUTE DURING HONORS TO THE FLAG OR PLAYING OF NATIONAL ANTHEM



IN BOATS



WHEN OFFICER PASSES NEAR, OFFICER OR PETTY OFFICER IN CHARGE SALUTES IF NONE PRESENT MEN DO



OFFICERS RISE AND SALUTE WHEN A SENIOR ENTERS OR LEAVES



ENLISTED MEN RISE AND SALUTE WHEN AN OFFICER ENTERS OR LEAVES



WHEN REPORTING (covered)



GUARDS SALUTE ALL OFFICERS PASSING CLOSE ABOARD

VEHICLES



PASSENGERS IN CARS RENDER AND RETURN SALUTE (DRIVER: NO, IF SAFETY IS INVOLVED)



WHEN COLORS ARE SOUNDED MAN IN CHARGE OF DETAIL SALUTES; OTHERS AT ATTENTION



RENDER SALUTES DUE THEM TO ALL OFFICERS IN VEHICLES (IF SAFETY PERMITS)

TO SALUTE



CARRYING ARTICLES WITH BOTH HANDS



IN PUBLIC CONVEYANCES WHEN OBVIOUSLY INAPPROPRIATE



AT MESS (IF ADDRESSED BY OFFICER, SIT AT ATTENTION)



IN PUBLIC PLACES WHERE INAPPROPRIATE (THEATRE, HOTEL, RESTAURANT ETC.)



WHEN PART OF A DETAIL AT WORK

(Continued from page 31)

of the same rank meet, the officer with the junior date of rank should initiate the salute. In cases where they are unaware of who is senior in this respect, they should both salute immediately.

- When an officer awards an enlisted man a decoration or citation, it is customary for the enlisted man, after receiving the award, to step back and salute the officer, who then returns the salute.

- There is no truth in the scuttlebutt that a man, regardless of rank or rate, is entitled to a salute from seniors if he has been awarded the Congressional Medal of Honor. No special privileges in regard to saluting are conferred upon Medal of Honor holders.

- If a woman officer is in church and the national anthem is played, she *does not* salute. In such instances it is presumed that the hat is not being worn as a badge of office, but is in conformity to civilian rather than military custom. She should stand at attention, and may join in the singing if desired.

- Officers and enlisted personnel on watch aboard ship do not remove their hats when entering the wardroom or wardroom country. Seniors addressing or addressed by men on duty exchange salutes with them if in a space where both parties should be covered. If reporting to an officer in a space where he would be uncovered, the man on duty remains covered and renders a salute. The officer, if uncovered, does not return the salute but acknowledges it with a nod or greeting.

RELATIONS OF SENIORS AND JUNIORS

The foundation of military courtesy between officers is precedence and deference to seniors. Officers take precedence according to rank and this precedence is not confined to strictly military relations on ship or shore, but extends to the mess, to the club and to their social life.

Naval courtesy prescribes that junior officers will accord their seniors certain tokens of deference and respect, which correspond to those younger men would accord to their elders under the usages of polite society. Navy Regulations 1948 state that, "Juniors shall show deference to seniors at all times by recognizing their presence and by employing a

courteous and respectful bearing and mode of speech toward them."

Courtesy also prescribes that seniors will, with equal punctiliousness, acknowledge and respond to tokens of respect required of juniors, so there is nothing servile in the interchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

When approaching a senior for the purpose of making an official report or request, the junior officer maintains an attitude of military attention. He does not take a seat, or smoke, until invited to do so. Under some circumstances it might be permissible for the junior to ask, "Do you mind if I smoke, sir?" but if with the captain, this would not be proper. Any relaxation of formality and official relations should be, as one writer put it, "awaited" rather than "anticipated" by juniors.

Unless on watch, a person in the naval service always uncovers when he enters a room in which a senior is present.

When a senior enters a room in which junior officers or enlisted men are seated the first one who sees him orders "attention." All present remain at attention until ordered to "carry on."

When a junior officer or enlisted man observes a senior officer approaching his group (except at work or meals) he commands "attention." Those present remain at attention until the senior gestures to "carry on." If addressed by a senior, a junior should, if seated, rise and remain at attention. Men seated at work, at games or at mess are not required to rise when an officer (other than a flag officer or the captain of the ship) passes unless they are called to attention or when it is necessary to clear a gangway.

As the place of honor is on the right, when a junior walks, rides or sits with a senior, he takes position alongside and to the left. When pacing to and fro, however, positions are not changed. The junior keeps step with the senior. On board ship the senior is generally afforded the outboard position. The junior opens doors and enters last.

The only proper reply to an oral order is "aye, aye, sir." It means three things: you heard the order, you understand the order and you will carry out the order to the best of your

ability. Such responses as, "O.K., sir," "all right, sir," "yes, sir," "very well, sir," are improper. Seniors may respond with "very well" or "very good," in acknowledgment of a report made by a junior.

An order gives a junior a job to be done and leaves it up to him as to how he will accomplish it. It does not always specify the exact time when it shall be executed, but frequently fixes a certain time limit.

A command directs a specific action, without alternatives.

If you are the executive officer and tell the chief yeoman to have a certain report prepared by the end of the week, you have given him an order. If you tell him to bring you the mast book you have given him a command.

By custom and tradition of the service, a seniors expressed wish or desire is the same as an order.

At parties or other social functions where the captain is present, it is not considered good taste to leave before he does. If necessary to do so, respects are paid to him before departing.

A junior always waits for the senior to initiate the gesture of shaking hands. It is considered good form for senior officers to offer their hand to junior officers and enlisted personnel upon being introduced socially.

Social Calls Aboard Ship

Although officers reporting aboard ship or at a naval station may see the commanding officer in person, they must also make a visit of courtesy to him within 48 hours. They should consult the executive officer as to when will be the most convenient time. Sometimes COs, pressed for time, temporarily discontinue courtesy calls.

Officers making courtesy visits should limit them to about 10 minutes unless requested to remain longer. They should be attentive and polite, but not servile or wooden. Although the host should be allowed to direct the conversation, they should add more to it than simple affirmatives and negatives. Leading questions concerning the new duty, problems facing the host and intimate questions on his private life should be avoided.

Often young officers, because of a natural timidity, lack the confidence to excuse themselves and leave promptly when the time comes to go. This is likely to create a bad impression on the host inasmuch as it indicates a lack of social training.

In verbal messages or conversation there are certain differences in phrasing which should be noted. A senior officer sends his compliments to a junior. (Admiral Jones "presents his compliments to Captain Johnson and says," etc.) A junior never presents his compliments to a senior but sends his respects. It is considered proper for a junior officer making a call upon his commanding officer to say, "Captain, I came to pay my respects," or to say to the orderly before entering the cabin, "Tell the Captain that Ensign Smith would like to pay his respects."

In written correspondence, the senior officer may call attention to something, but the junior may only invite it. A junior writing a memorandum to a senior subscribes it, "Very respectfully;" a senior writing to a junior may, but is not required to, complimentary close his correspondence, "Respectfully."

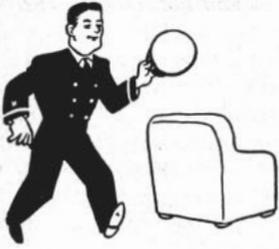
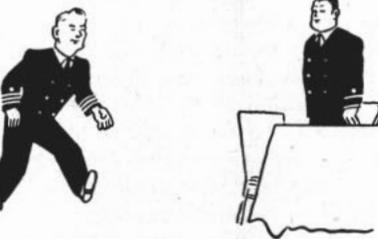
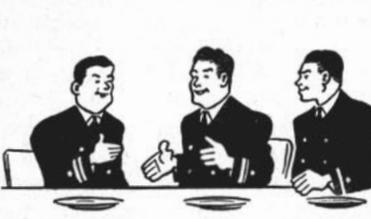
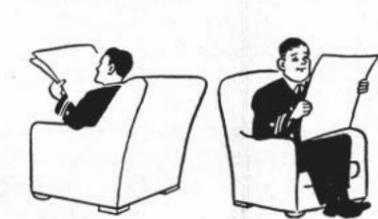
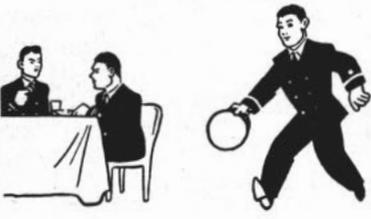
ETIQUETTE ASHORE

In many respects naval courtesy ashore parallels shipboard practice. Rules regarding walking with seniors are the same ashore as afloat—juniors to the left. The process of getting into an automobile is the same as getting into a boat; juniors first in, last out. A lieutenant and a captain would get into an automobile in that order, with the lieutenant taking the seat in the far, or left-hand corner and the captain on the right. When they get out, the captain would leave first. However, on entering buildings the junior opens doors for the senior and enters last.

The social call which a junior officer attached to a small activity ashore must make on his senior officer in his home should be limited to a half-hour. In making this call a junior may learn a lot about his senior's interests and hobbies and, in general, a better mutual understanding is formed between the two. The senior usually relaxes and sets an informal note, and, for the time being, rank is relegated to the background.

An officer invited to dinner should take particular pains to be punctual and to leave before his welcome has worn out. It is not necessary to stay all afternoon or evening. A visit of about one hour after a meal is all that courtesy demands, and the visitor should excuse himself within this time unless urged to remain. He should also be able to distinguish between a

WARDROOM ETIQUETTE

 <p>DON'T ENTER OR LOUNGE IN WARDROOM OUT OF UNIFORM</p>	 <p>DO GET TO MEALS ON TIME. IF UNAVOIDABLY LATE, MAKE APOLOGIES TO PRESIDING OFFICER</p>
 <p>DO ASK TO BE EXCUSED IF YOU MUST LEAVE BEFORE MEAL IS OVER</p>	 <p>DON'T SIT DOWN TO MEALS BEFORE PRESIDING OFFICER SITS DOWN (EXCEPTION: BREAKFAST)</p>
 <p>DON'T LOITER IN WARDROOM DURING WORKING HOURS</p>	 <p>DO PAY MESS BILLS PROMPTLY</p>
 <p>DO AVOID DISCUSSION AT MESS OF RELIGION, POLITICS, LADIES</p>	 <p>DON'T BE BOISTEROUS OR NOISY IN WARDROOM</p>
 <p>DON'T WEAR A CAP IN WARDROOM (ESPECIALLY WHEN YOUR SHIPMATES ARE EATING)</p>	 <p>DO BECOME KNOWN, NOT FOR "STICKING YOUR NECK OUT" BUT AS "A GOOD LISTENER"</p>

polite demur at his departing and a sincere request by his host to remain longer. If there is present a guest of honor who is not a house guest, other guests should await her or his departure, if possible.

An officer invited to dinner is expected to do more than merely eat appreciatively. He is expected to contribute some engaging and intelligent conversation, and should show an interest in national and world affairs as well as with incidents of merely local import. He should be careful not to monopolize the conversation with a long-winded monologue.

While it may seem unjust that a courageous and able naval officer may be judged by important persons for his table manners, it is nevertheless a fact almost universally accepted in the civilized world that crudeness at meals may do much to mar the career of an officer that otherwise might be distinguished. Good manners are an essential requirement for a naval officer.

Nothing is quite so exasperating as the guest who stands in an open door to prolong a departure by continuing an old conversation or starting a new one while in winter the house cools or in summer the flies rush in. When guests have made preparations to leave they should do so with a minimum of delay and a maximum of grace, which should include an appreciative remark about the host's hospitality.

COURTESY TO LADIES

Most questions of courtesy brought up by the presence of women in the military services can be solved simply: the rules of military courtesy apply and rank takes precedence.

However, since military courtesy also includes deference to women and since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate he prefers courtesy to women above strict military usage. In such cases the junior woman acts accordingly without any hesitation or embarrassing counter-deference.

Walking With Women

When walking with a woman, you should give her the same place of honor you would give a senior officer—on your right. It has been customary for many years for the man to take the outside of the walk, although the practice is now somewhat outdated. Back when horse-drawn carriages were splashing through muddy

streets it was a reasonable courtesy that the man take the outside position where the mud was likely to land. With unpaved streets a thing of the past and horse-drawn carriages pointed out as antiques, there appears little justification for this practice nowadays. However, it is just as well to observe it rather than seem to be withholding a common courtesy. The positions on the outside or on a woman's left are both perfectly correct.

When walking with a woman the arm is offered only when assistance is appropriate, such as when there is a real necessity of assisting her through crowded traffic or over rough ground.

When walking with more than one woman, a gentleman traditionally takes his position on the outside—a practice which has no justification, since it too is a holdover from horse and buggy days. In this respect it seems more sensible that when there is one woman and two men, the girl takes the center position. If there are two women and one man, then the man should take the center position.

When walking with women in uniform (upon social rather than military occasions), a different problem comes up. Do you, if you are senior, take the inside or right-hand position? Or do you, as a gentleman, accord that courtesy to the lady? On social occasions it is quite proper to follow the social custom.

Courtesy in Public Vehicles

In street cars and buses the question of whether you get up and give a lady your seat is not so much a matter of military courtesy as just plain courtesy. You may be dog-tired and think that a vigorous looking young woman is just as capable of hanging onto a strap for 20 blocks as you are. You don't have to get up and give her your seat. But remember that if you are in uniform you are probably conspicuous and your actions will be the subject of comment.

Any courtesy you extend reflects favorably not only on you but on the Navy as a whole. You will not be reprimanded if you don't give your seat or commended if you do, but as a healthy military man you'll probably feel slightly silly and embarrassed if you don't.

Courtesy in Elevators

Currently it is more the exception than the rule when men remove their hats in elevators with women. In crowded public elevators there are

sometimes signs asking you to please *not* remove your hat. Reason for this is that holding your hat in your hand decreases the amount of space, plus the fact you may make someone a candidate for a seeing eye dog with your elbow while removing it.

In general follow this rule: If other civilian men in the elevator remove their headgear, you remove your hat. If other men leave their hats on, follow suit. Do the common sense thing by following the example of others, lest you appear to be withholding a courtesy which others were willing to offer.

Saluting Women

The same regulations for salutes apply to women as to men except when indoors where men are customarily uncovered, as in church or the theater. Women members of the military services wearing hats in such places are following the civilian rather than the military custom, and do not salute even though wearing hats.

FORMS OF ADDRESS AND INTRODUCTIONS

There are some slight differences in methods of addressing and introducing military personnel, according to whether you are in military or civilian circles at the time. Usually the military customs predominate.

Listed below is the proper wording for introducing naval personnel in various categories:

- Naval officers with the rank of commander or above, both line and staff, are always addressed and introduced by their titles. Those with rank of lieutenant commander or below are generally addressed and introduced in military circles as "Mr.——."
- Officers of the medical and dental corps are addressed by their titles, if commander or above, while those of the rank of lieutenant commander or below are addressed as "Dr.——." However, if a senior officer of the medical or dental corps prefers to be addressed as "Dr." rather than by his military title, such preference should, of course, be honored.
- All chaplains are properly addressed as "Chaplain" regardless of their rank.

- A woman officer of captain or commander rank may be introduced by title, but thereafter may be addressed as "Miss" or "Mrs." Below the rank of commander, "Miss" or "Mrs." is used both for introduction and address. When the marital status

of a Wave or Nurse officer is not known, use the title of her rank in addressing her.

- Officers of the U.S. Public Health Service, of whatever rank, are addressed and introduced as "Dr.———" if they are either MDs or dentists, and as "Mr.———" if they are in the sanitary engineer branch.

- A chief warrant officer or warrant officer is always called "Mr.———" and is never addressed as "chief."

- A midshipman is addressed and introduced as "Mr.———."

The correct response to a question from a woman officer is, "Yes, Lieutenant," or, "Yes, Miss Jones." The Navy has not authorized the use of "Ma'am" in addressing women officers and you couldn't very well answer, "Yes sir."

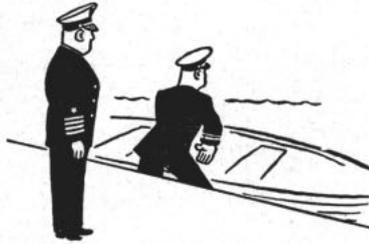
In general it is preferable to call a senior by his title *and* name, such as Commander Doe, Mr. Doe, etc., rather than by the impersonal "sir." In prolonged conversation where the repetition of this would seem forced or awkward, the shorter "sir" is naturally used.

In any naval organization there is only one "captain" (the regularly assigned CO) and only one "commander" (the regularly assigned executive officer) who may be addressed as "captain" or "commander" without appending their name. At any rate, that is the way it would be if everyone went according to the book. In actual practice where a large number of those ranks are frequently encountered the use of "captain" or "commander" without attaching the officer's name is often heard.

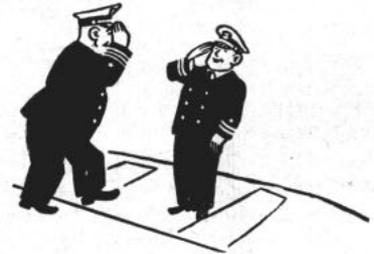
Under military conditions, enlisted personnel are known by their last names. But in a social gathering, civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. It is customary for those outside the service to extend to any enlisted man or woman the same courtesies they would naturally have extended to them in civil life, and to prefix their name with "Mr.," "Miss" or "Mrs." as the case may be. In introductions one procedure is to give the rating and name, then the mode of address, as in: "This is Gunner's Mate White. Mr. White will be visiting with us for a while.

Another procedure which has greater simplicity is to introduce enlisted personnel by rank rather than specialty. "This is Petty Officer Smith," for example. Below petty officer you

BOAT ETIQUETTE



**ENTERING BOAT, JUNIORS GO FIRST
LEAVING BOAT, SENIORS GO FIRST**



ALWAYS STAND WHEN A SENIOR ENTERS OR LEAVES A BOAT



SENIORS ARE ACCORDED THE MOST DESIRABLE SEATS



ALWAYS OFFER A SEAT TO A SENIOR



IF BOAT IS TOO CROWDED AND YOU ARE JUNIOR, CATCH NEXT BOAT



WHEN A SENIOR OFFICER IS PRESENT, DO NOT SIT IN STERN SHEETS UNLESS ASKED TO DO SO



DON'T CROSS BOWS, CROWD, OR IGNORE PRESENCE OF A SENIOR



DON'T MAKE LAST-MINUTE DASH GET INTO BOATS BEFORE LAST BOAT GONG—

would say, "This is Seaman Jones," or "Fireman Jones." After the introduction they both would be addressed as "Mr. Jones" or "Mr. Smith."

Actually most introductions are likely to occur on a less formal basis than prescribed in rules.

QUARTERDECK ETIQUETTE

The quarterdeck is an honored, ceremonial part of the ship. When an officer comes aboard he salutes the officer of the deck and says, "I report my return aboard, sir," if it is his own ship. When visiting a ship he says, "I request permission to come aboard, sir." An officer leaving his own ship salutes first the officer of the deck, saying, "I have permission to leave the ship, sir," then salutes the quarterdeck as he leaves. If a visitor, the officer says, as he salutes the OOD, "With your permission, I shall leave the ship, sir."

The etiquette of the quarterdeck should be strictly enforced by the watch officer. The quarterdeck should be kept immaculate and its ceremonial character maintained. For all personnel, adherence to these rules is required:

- Avoid appearing on the quarterdeck out of uniform.
- Never smoke on the quarterdeck.
- Avoid putting hands in pockets, especially on the quarterdeck.
- Avoid skylarking on the quarterdeck.
- On larger ships where it is appropriate, never walk on the starboard side of the quarterdeck unless invited by the admiral or the captain.
- Don't engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain.

The officer of the deck represents the captain and is responsible for the safety of the ship, subject to any orders he may receive from the captain. Every officer or other person on board ship, whatever his rank, who is subject to the orders of the commanding officer, except the executive officer, is subordinate to the OOD.

WARDROOM ETIQUETTE

The wardroom is the commissioned officers' mess and lounge room. For officers, the main rules of etiquette are:

- Don't enter or lounge in the wardroom out of uniform.
- Don't sit down to meals before the presiding officer does. (Exception: breakfast).



- If necessary to leave before the completion of the meal, ask to be excused.

- Always introduce guests to wardroom officers, especially on small ships.

- Never be late for meals. If you are unavoidably late, make your apologies to the presiding officer.

- Don't loiter in the wardroom during working hours.

- Avoid wearing a cap in the wardroom, especially when a meal is in progress. (Officers and enlisted personnel on watch do not remove hats on entering the wardroom.)

- Avoid being boisterous or loud in the wardroom.

- Don't talk shop continuously.

- Pay mess bills promptly.

- An attitude of frank admission of ignorance in certain features of wardroom etiquette is much more respected by fellow officers than assuming a presumptuous attitude and continually making blunders.

- Religion, politics and women should not be discussed at the mess table.

- "Bulkheading" — expressing unfavorable comments and opinions about senior officers—is not tolerated.

In general, the young officer pursues the correct course by being the best listener in the mess.

The executive officer is usually the president of the mess. On small vessels the commanding officer sits at the wardroom mess table, and is president of the mess. Officers are assigned permanent seats at the table, alternately, in the order of rank to the right and left of the presiding officer. An exception is the mess treasurer, who occupies the seat opposite the presiding officer. (Second ranking officer sits on the right of the presiding officer,

third ranking officer sits on the left, etc.).

BOAT ETIQUETTE

The basic rules of boat etiquette may be summed up as follows:

- Officers enter boats in inverse order of rank (junior first) and leave them in order of rank (juniors last), unless directed otherwise by the senior officer present.

- Always stand and salute when a senior enters or leaves a boat, unless you are an enlisted man and there is an officer or petty officer in charge to render the honors.

- When a senior officer is present, do not sit in the stern sheets unless invited to do so.

- The seniors are accorded the most desirable seats.

- Always offer a seat to a senior.

- When leaving ship, get in the boat a minute before the boat gong—or when the OOD says the boat is ready—don't make a last-second dash down the gangway.

- If the boat is crowded, juniors disembark and embark in the next one.

- Juniors in boats take care to give seniors plenty of room.

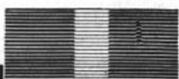
- A landing over another boat should not be made without permission, and permission is not requested if it can be avoided.

CONCLUSION

All organizations in civilized society have certain customs and rules of etiquette established for the mutual benefit of their members. Where men live close together as is done aboard ship it is especially necessary to have these customs and rules of etiquette for smooth cooperation. Disregard of customs and etiquette marks naval personnel as careless, lazy or ignorant, and will eventually mar their service career.

Some of the smaller ships do not follow these customs as strictly as the larger ones, but until an officer or enlisted man is thoroughly familiar with the variations that may exist on a particular ship he should take no chances. Most members of the naval service take a great deal of pride in the customs and traditions of the Navy, and take pleasure in demonstrating they are on-the-ball sailors by eagerly conforming to the customs and etiquette of the service. Good sailors like to steer a straight course.

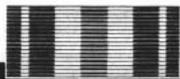
DECORATIONS & CITATIONS



NAVY CROSS

Gold star in lieu of third award:

★ **PARKS, LEWIS S., CAPT, USN, Wilmington, Del.:** As commander of a coordinated attack group of submarines, during operations against enemy Japanese shipping off the Luzon Straits and in the South China Sea, 17 June to 17 Aug 1944, Captain Parks contributed materially to the success of attacks in which seven enemy ships and two armed patrol craft totaling 57,000 tons were sunk and five additional enemy ships totaling 33,930 tons were damaged.



SILVER STAR MEDAL

★ **PATRICK, Charles W., CMO, USN, Maysville, Mo.:** In charge of engineering of USS *Grampus* during fourth and fifth war patrols against enemy Japanese forces in the New Britain-Solomon Islands Area from 7 October to 19 Jan 1943.

★ **PATRICK, George L., LTJG, USN, Maysville, Mo.:** In action against Japanese forces during first and second war patrol of USS *Pompano* in waters of Marshall Islands and East China Sea 18 Dec 1941 to 31 Jan 1942 and from 20 April to 18 June 1942.

★ **VIEBRANZ, Alfred C., LT, USNR, Milford, Conn.:** Radar officer aboard USS *Haddo* during the ninth war patrol in action against Japanese in East China Sea and Yellow Sea areas from 31 May to 16 July 1945.



LEGION OF MERIT

★ **OWEN, Arthur E., CAPT, USN, New York, N. Y.:** Damage control officer and first lieutenant USS *Tennessee* during operations against the Japanese in the Pacific area from 9 Jan 1944 to 24 Aug 1945.

★ **RIVERO, Horacia, CDR, USN, Bethesda, Md.:** Executive officer USS *Pittsburgh* during operations against the Japanese in the vicinity of Nansei Shoto 5 June 1945.

★ **TAYLOR, William E. G., CAPT, USNR, New York, N. Y.:** Officer-in-charge of night fighter training in support of opera-



EWA SNOW

'You look like an enterprising young man who'd like to earn himself a quarter.'

tions against the enemy from May 1942 to May 1944.

★ **TEASLEY, William A., CAPT, USN, (Ret.), San Diego, Calif.:** Commander, Naval Base, Brisbane, and as Commander, Subordinate Command, Australia, Service Force, Seventh Fleet.

Navy Experts Help Make Kids' Dream Come True

Big and powerful as the Navy is, it still can find time to make a young feller's dreams come true—in part, at least. If you don't believe it, just ask 13-year-old Dave Curtis of San Francisco . . .

Dave and his buddy—Don Mibach, 14—wanted to be deep-sea divers and go treasure hunting off the coast of the British Isles. Dave wrote the Chamber of Commerce in Falmouth, England, about it, and—to assure himself a prompt answer—signed the letter, "a rich American diver."

Excitement in Falmouth was intense but short-lived. Dave and Don were as far as ever from realizing their dream. That's when the Navy stepped in.

The two adventurers were taken to the Hunter's Point shipyard and given the groundwork of diving by a seasoned Navy deep-sea man. Dave encased his 105-pound body in a 200-pound Navy diving outfit to get to the heart of the matter. His side-

★ **THOMPSON, James I., LTJG, USN, San Pedro, Calif.:** Boatswain USS *South Dakota* in action against enemy Japanese force off the coast of Okinawa on 6 May 1945.

★ **VETH, Kenneth L., CDR, USN, Minot, N. D.:** Mine warfare officer on the staff of Commander Southwest Pacific Force during operations against enemy Japanese forces in the Pacific war area from 27 May to 4 Nov 1943.

★ **WALLACE, William F., LCDR, USNR, Somerset, Ohio:** Attached to Mine Assembly Base 128 and while on temporary additional duty as naval mining officer with the 313th Bombardment Wing of the 20th Air Force from 23 January to 10 Aug 1945.

★ **WEIMER, Edward L. B., CAPT, USN, Cuyahoga Falls, Ohio:** Commander Task Group 73.2 and commanding officer USS *Pocomoke* during action against the Japanese in the Southwest Pacific area.

★ **WRIGHT, Albert M., CDR, USN, (Ret.), San Diego, Calif.:** Chief staff officer of Commander Service Squadron 10 representative at Funafuti and Kwajelein in connection with operations against the Japanese from March 1944 to January 1945.

kick acted as tender. Later, Dave tried the shallow-water outfit—a face-mask, weighted belt and swimming trunks. Neither of the youths actually entered the water but both assured their CPO instructor that they could have managed it.

Meanwhile, the sunken treasure—if any—lying off the coast of England is still awaiting the arrival of Dave and Don.





BAIL-OUT technique is demonstrated by Fred Clover, PR1, as he dives from cockpit (left) into safety of the net (right)

Bail-Out Trainer Will Save Pilot Lives in Aerial Emergencies

A new bail-out trainer in use at NAS Alameda is expected to help save lives of pilots in future aerial emergencies.

At first glance, the new specially-designed net appears to be a giant set of bunk springs with one-third of its length slanting upward at an angle of 45 degrees. For use, the net is supported against the side of a plane's fuselage while the plane is itself supported by a frame-work in a nearly level position on the ground.

The plane's motor is revved up to give a powerful slip stream such as would be met in actual flight. At a signal the pilot pretends that something has occurred which will require his bailing out—and quick. He opens the canopy, removes excess gear, unbuckles the seat strap, rises in his seat, makes a half turn and

“rolls” overboard. Most pilots learn to do this from signal to bail-out in five to 10 seconds.

Purpose of the training and practice is two-fold. One is to acquire the knack of getting out in a hurry. If a plane is going down-hill at 450 miles an hour it can get close to the ground in a very short time—sometimes too close for use of a parachute. The other purpose is to learn to miss the plane's wing and stabilizer.

The new net has its forward portion above the wing. Just aft of the trailing edge of the wing the net bends upward. Bail-out students find that the slip stream usually blows them aft so swiftly that they would clear the wing if the net were absent—if their technique is correct, that is. The upward sweep at

the after end of the net brings the pilot to a halt before he is blown off onto the ground—saving considerable wear and tear on the anatomy.

Previous nets for bail-out training use were suspended below the wing instead of above. Then, if an error in technique occurred, the pilot was likely to drop onto the wing and be injured. Also the pilot could expect to get rolled off the net onto the pavement if he was unlucky, with additional bruises.

“Training with this equipment impresses the pilot with the necessity of remaining calm in the face of disaster,” one pilot stated. “By actually bailing out repeatedly, he develops the technique that will swiftly and safely clear him of the dangers of the ship's wing, fuselage and horizontal stabilizer.”

New Marine Assault Technique

The Marine Corps has unveiled a new technique for staging amphibious assault landings.

Involving the use of helicopters loaded with combat troops and flown from the decks of widely-dispersed Navy carriers, it is designed to counter the threat of atomic attack on a concentrated amphibious fleet.

Experts point out unofficially that six Navy CVEs can carry 200 of the Piasecki “Flying Banana” helicopters which can be launched from the carriers 40 miles from shore and put a

Marine regimental combat team on the beach. These troops would not necessarily be landed on the shore line, but could be placed ashore at strategic spots, then fight their way to the beaches where very heavy combat equipment could be brought in by boat. The ‘copters are capable of carrying guns as large as the 75-mm. pack howitzer.

The currently used helicopters carry seven combat troops in addition to the crew. A larger craft, capable of carrying 35 men, is under development. One limiting factor in the size

of the helicopters is the size of the carriers' elevators.

In demonstrations held at Marine Corps Schools, Quantico, Va., the helicopters were loaded and launched from the simulated deck of a carrier, then came in at 50 feet, covered by strafing and smoke-laying jet fighters. The assault Marines were out and fighting in a matter of seconds. A demonstration was given to members of Congress on the effectiveness of the system and of the close coordination between air and ground units.

Actual assault landing tests have

been conducted from the decks of carriers and more extensive tests of this system are planned. *uss Palau* (CVE 122) and Marine units from Camp Lejeune, N. C., are being used in the experiments.

Fish Get in Hot Water

The sailors you see quaking at captain's mast almost any forenoon aren't the only creatures who get into hot water with the Navy. Take fish, now—

The Navy wants to find out how men can best endure extreme changes in climate without sacrificing their efficiency. Under the auspices of the Office of Naval Research, study has been going on concerning how animals and fish adapt themselves to changes in temperature. As part of the experiments, a number of cod-fish—strictly cold-water dwellers—are going to be dunked in relatively warm water. The water will be of about the same temperature as that in the Pacific ocean off California. Despite the way you may have shivered during your last dip at La Jolla, that's downright hot to a cod.

God-fish are very interesting to scientists because of the characteristics of their metabolism. The way they and their metabolism react to "hot" water may have a bearing on you and your next trip to the arctic or the tropics.

Turtle Retraces NC-4's Route

The Navy's record-setting "Truculent Turtle," P2V-2 *Neptune* bomber, demonstrated the advancement made by Naval Aviation in the last 30 years when it retraced the course of the first trans-Atlantic flight in history and chopped 18 days from the time of that historic flight.

Spanning the Atlantic in 16 hours and 50 minutes, the Truculent Turtle traveled the same course that the Navy's NC-4 flew 30 years ago as the pioneer of air travel between the new world and the old.

The old canvas and plywood NC-4 took 19 days to cover the distance in 1919 and was powered by four 400 hp. motors that gave the plane an air speed of 80 knots. The Turtle, equipped with two 2,300 hp. engines, hit off a speed of 200 knots in completing the same flight in less than 17 hours.

CDR Thomas D. Davies, USN, was at the controls for the flight. He had commanded the plane on its record nonstop flight from Perth, Australia, to Columbus, Ohio, in 1946.

A Woman Was the Cause of Tuffy's Downfall

Greenken's Archibald is his name—but be careful, Mac, he's a little touchy about it. His nick-name is "Tuffy" and at the present he is the bulldog mascot of the Marine Detachment at the Naval Base in Charleston, S. C.

During the war, Tuffy was in the Navy as mascot aboard *uss Competent* (AM 316). According to his service record, which is now in the custody of the Marines, he is authorized to wear the Asiatic-Pacific Area Campaign Medal with 3 battle stars, China Service Ribbon, Navy Occupation Ribbon, American Theatre and the World War II Victory Medal.

Tuffy was born 12 Mar 1944 in Lynwood, Calif. and has several champions in his pedigree (thus his odd name). In his youth he showed promise by winning first prize in "Class" and third prize in "Show" at the American Kennel Club, Inc. show in Los Angeles in 1944. But unselfishly sacrificing his show career, he answered the call of his country to raise the morale of our fighting Navy men aboard *Competent*, participating in the Okinawa campaign and then several strikes on the east coast of China. Aboard ship he found the movies entertaining and especially liked cartoons. He pulled liberty in Shanghai and his "distinguished" appearance created considerable "sing-song" chattering among the Chinese there.

His misconduct in literally "jumping ship" in Buckner Bay created a sensation but under the circumstances was excusable. The story when retold relieved tension and brought forth a hearty laugh.

Competent was tied up alongside a ship which had on board a dog mascot (female variety). In the heat of all the other excitement, Tuffy

(male) did not realize the other dog's presence until *Competent* was getting underway and both dogs were on deck. (Tuffy is a full-blooded bulldog—has no "wolf" blood in his veins, but like the rest of the crew he had been away from the states for a considerable length of time.)

Seeing the other dog, Tuffy must have received some mysterious radar signal, for he seemed to quiver all



RUGGED as his name implies, Tuffy is the mascot of the Marine Detachment at NavBase, Charleston, S. C.

over from the shock. The intervening space between the ships was rapidly widening but Tuffy paid no heed, because the "little lady" on the other ship was looking at him with eyes that resembled those of a "sick calf" more than a dog's. Obviously under the influence of something stronger than common-scents, Tuffy walked nonchalantly but gallantly off the deck into the water.

Tuffy, a Corporal, stands morning quarters and abides by certain regulations but is getting a wee bit lazy as he approaches middle age. He is content just to be around service men and rarely goes on liberty.—George V. Johnson, JO2, USN.

YESTERDAY'S NAVY



Office of Chief of Naval Operations established 29 Aug 1916. Columbia and Washington became first American vessels to circumnavigate the globe leaving Boston 9 Aug 1787. U. S. made Guadalcanal attack 7 Aug 1942.

AUGUST 1949

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



WORLD'S RECORD was set by *Marshall Mars* when she hauled 301 passengers plus crew from Alameda to San Diego.

Navy Scientist Honored

A Navy scientist, F. R. Marshall, shared honors with a Stanford scientist for the first patent on an invention developed at the U. S. Naval Ordnance Test Station, Inyokern, Calif.

The patent is for a pulsing technique for ultra-high speed photography, which enables photographs to be taken at a shutter exposure time of one 100-millionth of a second.

Marshall, physicist at the Inyokern station, shares credit for the new technique with Dr. A. M. Zarem, Stanford Research Institute scientist and former member of the Navy test station staff.

New Mark by *Marshall Mars*

The Navy's giant flying boat *Marshall Mars* has set a new world's record for a passenger-load carried by a single plane.

The mammoth double-decked sky

bird lifted 308 men off the water at Alameda Naval Air Station and set them gently down again at San Diego.

Covering a distance of 500 miles, the flight took 2 hours and 53 minutes.

Before they boarded the plane for her record-shattering flight, the ship's passengers lined up on her wings—overflowing onto the landing float.

The new high for passenger loads was the equivalent of the crews of three of the Navy's largest fleet submarines.

As a result of the flight, *Marshall Mars* broke the record set by a sister ship, *Caroline Mars*, which flew 269 persons from San Diego to Alameda on 4 March.

The plush reclining seats of *Marshall Mars* were removed for the flight and mattresses substituted to accommodate the passengers.

Twelve jato cylinders were used to give the huge craft an extra boost on

the take-off but the plane's skipper, CDR James G. Lang, USN, explained that the plane carried only her standard weight, the sailors having replaced the usual cargo.

The passengers were members of a Navy air group returning from a cruise in the carrier *Valley Forge* which had brought them to Alameda. 301 of the total were passengers, seven the crew of the plane on the record flight.

144 Navy Personnel Selected

A list of 144 Navy personnel selected for permanent LDO commissions and approved by SecNav on 12 May is published. LDO appointments are being forwarded to those who are now serving in commissioned warrant, warrant or enlisted status, with instructions that the appointments must be accepted or declined in writing by the selectees within 10 days after receipt by their COs.

The list was included as an enclosure to BuPers Circ. Ltr. 86-49 (NDB, 15 May 1949). The lineal precedence of the selectees listed, the letter states, will be determined and their names will be inserted in the established lineal list of limited duty selectees. This integrated list showing the lineal order of applicants selected for commissions in LDO status under the 1948 and 1949 increments will be published as soon as practicable.

Selectees who are now serving in temporary officer status should see BuPers Circ. Ltr. 85-49, which is outlined on page 55.

Aviation Enlisted Personnel

The Navy is conducting a new airman recruit program to supplement its high school airman recruit program and aviation electronics technician program.

The new program for airman re-



PROUD PARENTS Mr. and Mrs. Ben R. Marsh, visit the ship named in honor of their hero son. They keep in constant touch with the ship and its crew.

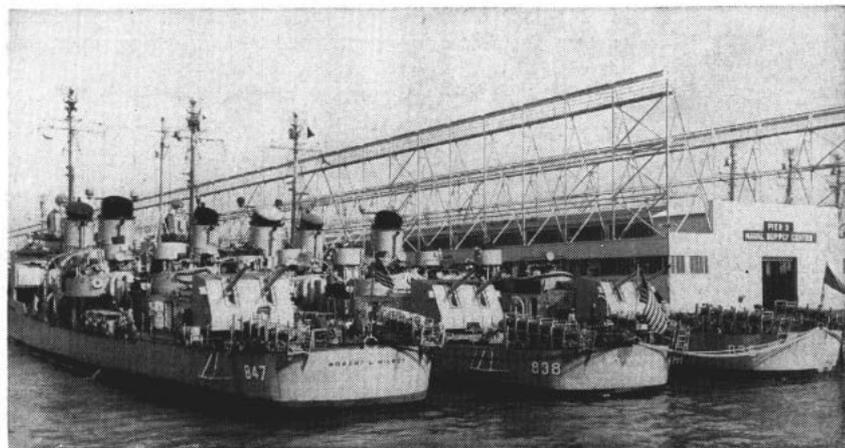


TWINS, Doris and Dorothy Harbin, help Gloria Volpi during Marine gas mask drill at Parris Island, S. C.

recruits differs from the other two aviation programs in that applicants are not required to have, necessarily, a high school education. They must, however, score a higher mark on the applicant qualification test than is required for seaman recruits.

Airman recruits will receive their recruit training at Great Lakes, Ill., or San Diego, Calif. After graduation from boot training they will be assigned to aviation activities.

In the high school airman program and aviation electronics technician program, recruits go directly to other schools after completing recruit training. Approximately 1,000 recruits are being enlisted each month under the three programs.



THREE Battle Efficiency Pennant winners, USS Robert L. Wilson, USS Ernest G. Small and USS George K. MacKenzie, tie up side by side at Norfolk, Va.

Samoa Celebration

American Samoa had its 49th anniversary under U. S. rule this year and as usual it was just cause for celebration.

As they have each year, the natives invited officers and blue jackets of the Naval Station, Tutuila, and representatives of the Government of American Samoa to join in the festivities.

White-clad sailors mingled with the Samoans in their colorful *lava lavas* as crowds milled around the *malae* or main square of the station to watch a full program of athletic contests, boat races, demonstrations of skill, music and dances.

The natives had streamed in from Lepua, Utelei, Pago Pago and outlying villages of the two islands of American Samoa to take part in the annual celebration of the raising of the Stars and Stripes there in 1900.

Rewarded with enthusiastic bursts of applause, the Samoans exhibited their skill at basketweaving, copra cutting and fire making and competed vigorously in footracing, a tug-of-war, *paopao* (small outriggers) and long boat racing, cricket and softball.

Later in the day, athletics gave way to dancing and music. One of the most picturesque of the dances was the *siva siva*.

The all-day celebration came to an end in the evening with group singing (Samoans are great for singing) and a concert by the Fita Fita band.

Composed of Regular Navy Samoan enlisted men attached to the station, the Fita Fita band chooses only the most accomplished native musicians to play in it. The music it produces is distinctively its own.

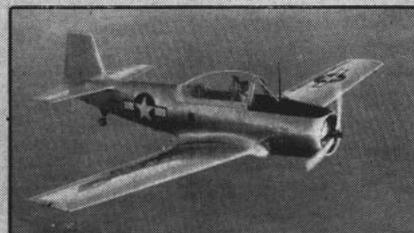
QUIZ AWEIGH

You may dazzle the dolls with nautical niceties and surprise the folks with your salt while you're on the beach but how much ego will you have left after locking horns with the questions below?



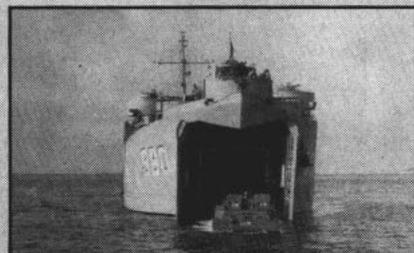
(1) This is a high-powered cluster of death and trouble known as (a) Palau Pineapple (b) hedgehog (c) HVAR.

(2) It was developed for use (a) by fighter aircraft against enemy bombers (b) against pill-boxes (c) in anti-submarine warfare.



(3) Airedales and others checked out in the Navy's aircraft designation system will know that the XNQ is (a) night-fighter (b) utility-observation plane (c) experimental trainer.

(4) Going into service within the year, its top speed is expected to be in the neighborhood of (a) more than 300 mph. (b) 160 mph. (c) 240 mph.



(5) Any sailor worth his salt (and probably most lubbers) can identify this ship as an LST. What is its approximate displacement? (a) 1650 tons (b) 2275 tons (c) 3525 tons.

(6) The assault vehicle it is disgorging is designated (a) LVT (b) LAT (c) LVA.

ANSWERS ON PAGE 53

Brief news items about other branches of the armed services.

* * *

PLANS FOR construction of the world's longest suspension bridge, earlier studied by a joint Army-Navy-Air Force board, have been approved by the Secretary of the Army and the Chief of Army Engineers.

The proposed bridge would stretch across The Narrows, New York Harbor, between Staten Island and Brooklyn. Its main span would extend for 4,620 feet between suspension towers which would be located near the edges of The Narrows. A vertical clearance of 237 feet midway between the towers would enable the tallest-masted ships to pass beneath. Clearance at the edges of the channel would be 220 feet.

The bridge would provide a direct route from Long Island and New England to the south and west, by-passing the crowded lanes of Manhattan.

* * *

COAST GUARD Auxiliary units will inspect an estimated 30,000 civilian-owned motorboats this year as a courtesy to eliminate official inspections by the Coast Guard.

An Auxiliary sticker on motorboat windshields exempts the owner from routine boardings for inspection of safety equipment and maintenance.

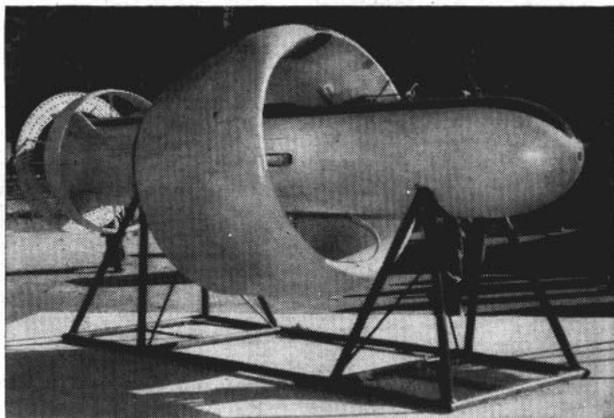
The unofficial survey was begun in the Miami, Fla., area three years ago. In 1947, approximately 3,500 Auxiliary inspections were held and the number mounted to 10,300 the following year. Many others were found unqualified for legal operation.

* * *

TELEVISION is now doing hazardous duty for the Army Ordnance Department. This is said to be the first instance of television being used industrially.

For several years, personnel working in all U.S. ammunition disassembly areas have been protected by heavy concrete barricades. The operators work behind these barricades, manipulating their tools by remote control. The barricades have naturally presented problems in visibility. For awhile, mirrors were used—but they didn't give a very good picture of the situation. Then somebody thought of television.

In the television system that was developed, the cam-



RADIO-GUIDED missile, VB-10 Roc is featured in exhibition of USAF developments now touring the nation.

era, receiver and power unit are portable and can be operated by the layman. The image is transmitted by cable instead of being broadcast. As many as 10 viewers can be used with one camera and a viewer can be more than 6,000 feet from the camera. Images are extremely clear because of absence of static.

In case of an unexpected explosion, the camera would be the only casualty. Such television systems are in use at seven ammunition disassembly plants and six more systems are under construction.

* * *

NYLON HAWSERS have many advantages over the traditional manila lines which have been used by seamen for centuries, the Coast Guard reports after two years of study.

Using an eight-inch nylon hawser, the Coast Guard cutter *Tampa* towed USCG *Chincoteague* from Orange, Tex., to Charleston, S. C., a distance of 1,000 miles, then went back to tow another vessel of the same class, USCG *Absecon*, over the same route with a 12-inch manila line.

The nylon tow demonstrated its desirable characteristics in the comparison. It is lighter in weight, easier to handle, can be stored in half the space, takes less men for manipulation—and has the same tensile strength on the basis of eight-inch nylon to 12-inch manila.

However, the catch is that it costs four times as much.

According to the Coast Guard, the nylon must wear six times as long as the manila hawser to become practicable for economy reasons. The tests on how long nylon hawsers can be expected to last are still in process.

Chincoteague and *Absecon* are on loan to the Coast Guard as AVPs and are being used as ocean weather station vessels which will patrol ocean stations in the North Atlantic.

* * *

NEW JET FIGHTER, the wings of which are wider at the tips than at the fuselage, is designated to combat "such missiles as come within its range and capabilities," says the Air Force.

The plane is being tested at Muroc Air Force Base in California. The Republic XF-91 is the Air Force's first interceptor-designed jet fighter.

In addition to the wings, a new feature is the tandem wheels located under each wing. The plane is designed to use rocket power for accelerated takeoff and for operation at high altitudes.

Both wing and tail surfaces are swept back. Wing span is 30 feet, and the length of the craft is about 45 feet.

* * *

ARMY SUMMER TRAINING of non-regular units will see widespread activity all over the United States this year.

The greatest field encampment in National Guard history will be held from June through September with an estimated 283,500 Guardsmen from 4,500 units moving into camps for intensive field maneuvers. In addition, about 40,000 members of the Air National Guard will take part also. The 60 camps, located throughout the nation, are either state or federal.

For the first time, National Guardsmen will compete for the Eisenhower Trophy, awarded to a company size unit in each state on the basis of outstanding performance and progress during the preceding training year.

Summer training of the Organized Reserve Corps will reach its peak in July and August. Underway since May, Reservists' training will continue through September 11.

About 2,000 units—with 50,000 men in all—will participate.

Under the training program of the Army's Reserve Officers Training Corps this summer, some 11,500 are expected to take part. Principal camps will be held from 20 June to 30 July, giving practical experience in tactics and techniques by teaching war-proven, peace-applied field training.

* * *

A BIG JUMP AHEAD has been made by the U. S. in the development of high-altitude missiles. This progress was marked by a flight into space by a new combination rocket developed by the Army.

The highest altitude ever reached by a man-made object—250 miles—has been attained by the Army Ordnance Department with a combination of two liquid-fuel rockets.

For its latest rocket experiment, the Army fitted a "Wac Corporal" American-made rocket into the nose of a modified German V-2. The smaller "Wac Corporal" separated from the V-2 at an altitude of 20 miles and zoomed off toward outer space. The new altitude record is more than double the former mark of 114 miles.

Army Ordnance spokesmen say that the new so-called "step rocket" has added great scope to guided missile development. Technicians now talk about ranges of 5,000 miles and altitudes reaching into the outer atmosphere.

The Army says it doesn't know yet if it will be possible to propel a rocket into outer space and have it circle the earth like a satellite as has been suggested as a possibility. But it is certain that with its high-flying "step rockets," the Army will be able to bring back to scientists on the ground much information about unknown vistas of outer space.

* * *

LARGEST MILITARY passenger load ever to fly the Atlantic took off from the Air Force Base in Brookley, Ala., for a trip of about 4,500 nautical miles.

The MATS plane, a C-74 *Globemaster*, carried 75 passengers and a crew of 12. Their ultimate destination was London, England, with stops at Bermuda and the Azores.

Capable of carrying up to 125 passengers, the *Globemasters* have been employed in cargo flights across the Atlantic previously but their passenger runs have been confined to hops to Puerto Rico.

FRESH EGGS and fried chicken are no longer a rarity for Air Force personnel based on the Yokata, Japan, station.

With 350 laying hens and 1,400 chickens ranging from three weeks to three months old, the Air Force chicken farm at Yokata produces about 6,000 eggs a month.

The idea belongs to the base commander, who talked a B-29 crew into transporting 1,000 hatching eggs from the United States. High altitudes and the rigors of flying had little to do with the prolific potentialities of Rhode Island Reds—some 800 hatched.



It's a growing proposition, and ambitious plans call for a laying flock of 3,000 to 4,000 hens by the end of the year. The produce will furnish eggs and "eating" chickens consistently.

CHICKEN FARM assures personnel of the AFB, Yokata, Japan, plenty of fresh eggs and fried chicken.

Unofficial chicken-house raids are discouraged by an electric fence surrounding the farm.

* * *

UNIFORMS AND CLOTHING worn by women members of the Army and Air Force will bear the close scrutiny of six female fashion authorities appointed as consultants.

Included in the group are two editors of women's magazines, the president of an exclusive New York women's clothing concern, a fashion merchandise consultant, a fashion publicist and a home economics and advertising authority.

An announcement of their activities listed "a long range study of the clothing needs of women in military service, recommendations and approval of fabrics and colors most appropriate and becoming to military women in both peacetime and wartime."

One of the members of the group said their aim is "to insure that our women in military service maintain America's reputation of having the best dressed women in the world."



RIBBON PARACHUTE is used to slow landings of USAF's lightning-like B-47 *Stratojet* bomber—probably world's fastest.

THE BULLETIN BOARD

Navy Personnel Desiring Diplomas Should Consult Officials Prior to Tests

Navy personnel wishing to take a general education development test to get a high school diploma or certificate of equivalency should write to their high school principal or state department of education for guidance before taking the tests.

Educational services officers are receiving a 1949 revision of the publication called Accreditation Policies of State Departments of Education for the Evaluation of Service Experiences and USAFI Examinations. The pamphlet is summarized by BuPers Circ. Ltr. 83-49 (NDB, 15 May 1949), which directs possessors of the 1946 edition to destroy their old copies. Some other principal points of the letter are:

- If a state department of education has established a minimum age for certification of graduation on the basis of the high school general education development tests, USAFI will not report GED test results at the examinee's request if he is below that age.
- If a state department of education has established no age limitation or if the state policy is not known, USAFI will report test results at the examinee's request only if the examinee has reached his 20th birthday at the time of his request.
- If an educational agency or a

10,000th Graduate Honored By Service School Command

More than 10,000 Navy students graduated from the 18 schools under the Service School Command, USNTC, San Diego, Calif., in the year ending 30 June 1949. The 10,000th student was Willie Charles Kofnovec, FCSA, who graduated from U. S. Naval School, Fire Controlmen, Class A.

Kofnovec was given special honor upon receiving the year's 10,000th certificate upon completion of his 13-week course.

prospective employer requests GED test results, however, a report will be given by USAFI regardless of the examinee's age. Such a request may be addressed direct to the United States Armed Forces Institute, Madison, Wisc., or to an education officer or an overseas USAFI, who will forward it to Madison.

These rules do not limit the use of high school GED tests for military purposes. For in-service use, the Navy accepts successful completion of these tests as equivalent to a high school education without regard to certification by a civilian educational agency or to the age of the examinee.

Passing scores are a score of 36 or above in each of the five tests in the battery or an average score of 45 or above on the five tests in the battery.

Overseas Billets Open in the Fall To Women Members of Navy Who Volunteer for Assignment

Beginning in the fall of 1949, the Navy plans to assign Waves to six areas outside continental U.S. More than 4,000 Waves served in Hawaii during World War II, but since that time only a few Wave officers have been assigned to duty overseas.

The six areas in which women members of the Navy will probably serve are England, the Caribbean, the Panama Canal Zone, Alaska, Hawaii and the Marianas. Normal tours of duty at overseas bases will be the same as those for enlisted male personnel, according to plans being formulated. These vary from 18 months to 24 months, depending upon the area. Overseas duty tours for Wave officers will be for a minimum of 18 months.

Assignment to duty outside the U. S. will be on a voluntary basis for enlisted women because many are serving on two-year enlistments. To be eligible for such duty, they must have two years of obligated service remaining or must execute an agreement to extend their enlistment. Those who have not served outside CLUSA will be given preference for overseas duty.

Eligibility of enlisted women for assignment to duty overseas is outlined in BuPers Circ. Ltr. 80-49 (NDB, 15 May 1949). It is the desire of the Bureau to establish and maintain an overseas duty eligibility list for enlisted women, the letter points out.

Enlisted women may submit individual requests for overseas assignment to the Chief of Naval Personnel (Attn: Pers-6301). A form to be used as a guide for such requests is included as an enclosure to the letter.

COs should comment on the following factors, the letter states, in their forwarding endorsements:

- Past military performance.
- Conduct record.
- Sense of responsibility, maturity, adaptability and emotional stability.
- Health record.

Another controlling factor in selecting personnel for transfer to overseas duty will be the total continuous

Current Standing of Gunner's Mates on SDEL

Presented below is the latest information on the standing of gunner's mates on BuPers' Shore Duty Eligibility List, as of 1 Mar 1949.

This information supplements a list which was published on other ratings in the April 1949 issue of ALL HANDS magazine.

Rate	I.		II.	
	Years	Months	Years	Months
GMC	17	11	9	0
GM1	9	8	8	6
GM2	9	8	8	7
GM3	10	10	7	7

duty in the geographical area to which the applicant is assigned at time of request.

The Bureau intends that orders to women for duty overseas will contain authorization for leave to which the person is entitled under current directives.

BuPers is conducting a survey to find out how many Waves can be assigned overseas and to determine the living conditions there.

Navy Will Continue Program For Educating Children Of Personnel Based Overseas

The Navy intends to continue its program of providing education for children of personnel stationed at overseas bases in fiscal 1950.

BuPers Circ Ltr 78-49 (NDB, 15 May 1949) outlines the program of education planned for more than 17 of the Navy's overseas stations. It follows closely the plan of overseas education now in effect.

Under the present blueprint, educational services will be provided for all school age dependents of military personnel and civil service personnel of the military establishment.

Standards for Navy-operated schools in overseas areas provide that in a territory or possession of the U. S., the quality of schooling be at least equal to that in which the naval activity is located.

In other areas, standards for secondary schools are established on an acceptable state accreditation system.

Local commanders may charge local tuition to add to the funds available through appropriations in order to provide better-than-minimum education for the children.

When appropriated funds are used, teachers will be approved by the Civil Service Commission. Wives of naval personnel may be permitted to teach if they meet the Navy's teaching standards.

Facilities for schooling are now available at: Guantanamo Bay, Cuba; Trinidad, B.W.I.; Roosevelt Roads, P.R.; San Juan, P.R.; Guam; Argentina, Newfoundland; Kodiak, Alaska; Adak, Alaska; Pearl Harbor, T.H.; Barber's Point, T.H.; Midway; Kwajalein, Marshall Islands; Saipan, Marianas Islands; Tutuila, American Samoa; Sangley Point, P.I., Subic Bay, P.I.; and Yokosuka, Japan.



'You dames knock it off. . . . How do you expect me to get my beauty sleep?'

Annapolis and West Point Grads Commissioned in the Air Force

Fifty-five midshipmen from the U.S. Naval Academy and 229 cadets from the Military Academy have been assigned to the Air Force for commissions as second lieutenants.

Seven per cent of the Naval Academy's graduating class and 40 per cent of the graduating class at West Point have been assigned to the Air Force.

A part of each graduating class at Annapolis and at the Military Academy will be commissioned by the Air Force until the Air Force has an academy of its own.

Publication Tells 'The Story of Navy Manpower'

What is BuPers . . . how does it work . . . how is it organized . . . and how does it affect *your* everyday Navy life?

A new publication—"BuPers: The Story of Navy Manpower"—has been prepared by this bureau and will soon be on the way to your command.

The 68-page illustrated magazine is similar in appearance to ALL HANDS and will be printed as *one issue* only. It will be distributed to Navy commands on the same basis as ALL HANDS—one copy for each 10 officers and enlisted men.

Other copies will be mailed to Marine Corps, Naval Reserve, and civilian organizations.

"The Story of Navy Manpower" breaks down BuPers into its various

Board Will Consider Requests For 1949 Rhodes Scholarships; Convenes Early This Month

A board consisting of officers of the Naval Academy and the Navy Department will convene at the Naval Academy, Annapolis, Md., early this month to consider requests filed in the 1949 Rhodes Scholarship Competition.

Eligible to apply were unmarried male commissioned officers of the Regular Navy and Marine Corps on active duty who will be between the ages of 19 and 25 on 1 Oct 1950. Applicants were required to have completed at least their sophomore year in college at the time of application. Deadline for applications was 1 July.

Appointments to Oxford under the Rhodes Scholarship Competition are originally for two years. Scholars whose record at Oxford and whose plan of study make it advisable sometimes receive a third year scholarship. Applicants were required to agree not to resign from the naval service during the period of scholarship. The signed agreement also had to include a stipulation to serve after the completion of study for two years in the naval service for each year of post-graduate work received.

A new competition for young Navy and Marine officers will be announced early in 1950.

operating activities—such as Training, Transportation, Welfare, Distribution—and explains the organization and functions of each separate activity.

It will answer these and other questions—

- How are men selected for shore duty?

- What happened to that letter to ALL HANDS suggesting a change in the uniform?

- What happens to your request for a change in rating?

- How is your Navy record used?

- How does BuPers administer the Naval Reserve program?

This is the BuPers story and the story of your organization.

And please remember: **PASS YOUR COPY ALONG.**

Provisions for Transportation, Storage of Household Goods Of Naval Personnel Liberalized

Liberalized provisions for transportation and storage of household goods of Navy personnel are now in effect. The new regulations cover services begun on or after 1 Feb 1949.

New regulations concerning government payment of costs of packing, crating, unpacking, shipping, draying and storing household goods of members of the armed forces and certain other government agencies were established by Executive Order 10053. The major ones were published to the naval service in Alnavsta No. 5, Chapter 9, Volume 2, BuSandA Manual is being modified to include the new regulations.

Here are the major changes to earlier regulations:

- Personnel in the fourth pay grade are now entitled to government shipment of household goods. Previously, enlisted personnel in only the top three pay grades were eligible.
- Weight allowance is on a net

16 Manila Bay Veterans In Group Honoring Dewey

Fifty-one years after the Battle of Manila Bay, 16 veterans of the battle gathered to pay tribute to their famous commander.

The small group laid a wreath at the foot of the monument to Admiral George Dewey, hero of Manila Bay, which stands in Union Square, San Francisco.

Navy, Marine Corps, Army and Air Force representatives attended the ceremony which included sounding "taps" and firing a volley in salute.

weight basis, with the following increases: five per cent for van shipments, 25 per cent for ordinary freight and 40 per cent for water movement. The previous 1,200-mile limitation on van shipments is no longer applicable.

- Method of transportation authorized at government expense will be established by the shipping officer. The shipping officer will inform owner of means of transportation authorized and that use of a different method may result in excess cost. If the owner insists upon his choice of transportation, he must stand the excess cost. Method of shipment designated by shipping officer must be indicated on application in addition to that requested by owner.

- The term "duty station" now includes place from which person commutes daily to his assigned station.

- "Permanent change of station" now includes orders to a different duty station even though it is within the same city, town or metropolitan area.

- Drayage or hauling from one area to another within the same city, town or metropolitan area in connection with a permanent change of station or upon retirement or death of the owner is now authorized at government expense.

- Storage, including "in" and "out" handling charges is authorized up to six months in government facilities, or in commercial storage if government facilities are not available. Storage provision also applies when personnel are detached from a permanent station to await orders, detail or assignment, or to proceed to the U. S. from areas outside the continental limits.

- Hospital patients undergoing prolonged treatment in the U. S. are ordinarily authorized to ship household belongings only to the city or town in which the hospital is located. If goods are arriving from an overseas point, however, shipment may be to any point in the U. S., with this limitation: cost to Government may not be more than the cost of shipping from the port of entry to the city or town in which the hospital is located.

- Personnel who reenlist under continuous service at place of discharge are authorized to ship belongings to new permanent duty station from place of discharge, upon receipt of orders.

- A shipment, not in excess of 500 pounds, may be sent by express from old duty station or point of storage—or both—to new duty station or to or from ports of embarkation.

Careful Handling Urged For Classified Matter

All persons in the naval establishment are urged to avoid removing classified matter from the limits of commands insofar as possible, and then to remove it only after having been authorized to do so by the commanding officer.

Alnav 46-49 (NDB, 30 Apr 1949) directs the attention of all personnel of the naval establishment to Art. 6-8 of the U.S. Navy Security Manual for Classified Matter regarding removal of classified matter from the command. Also it cautions personnel against reading or exposing classified matter in public vehicles and public places, and against failing to afford physical security while such matter is outside the command.

The Alnav points out in particular the security hazard involved in carrying classified matter in baggage while traveling or staying in hotels. An additional risk to communication security is involved when the classified matter is a message, the Alnav points out.

In conclusion, the directive states as follows: "In view of the possible serious consequences to national security, authorization for removal of classified matter from the limits of a command should be granted only after most serious consideration."

WHAT'S IN A NAME



Bumboats

Belying their name, "bumboats" are not crafts piloted by bums or hobos. Instead they are usually small boats used by native hucksters and "gizmo" salesmen and have become a familiar sight wherever ships of the Fleet drop anchor.

In the small islands of the Pacific and around the Asiatic coast bumboats loaded with handwoven baskets, mats, trinkets and fruit for sale are most numerous.

The name is a hand-me-down from "boom boat," as the craft were customarily permitted to tie up at the boom of a ship. An early Low German spelling was "bumboat" and in that form it was taken up by American sailors.

Graduation from Schools Required for Advancement in Certain Rates

Men preparing themselves for the rates of FCCA, FTCA, MNCA, OMCA, MUCA or AGCA must graduate from appropriate schools to be eligible for advancement. Also, men preparing themselves for pay grade 4 ratings in many specialties are required to graduate from appropriate schools as previously. However, in the latter category completion of schools may be dispensed with where commanding officers consider that practical experience gained in service is a suitable substitute for the otherwise prescribed school.

BuPers Circ. Ltr. 81-49 (NDB, 15 May 1949) lists the following schools from which men must graduate to be eligible for CPO (acting appointment) designation in the specialties concerned:

Chief fire controlman, acting appointment—NavScol, Fire Controlmen, Class B, NavRecSta, Washington, D. C.

Chief fire control technician, acting appointment—NavScol, Fire Control Technicians, Class B, NavRecSta, Washington, D. C.

Chief mineman, acting appointment—NavScol, Minemen, Class B, NavScols, Mine Warfare, Yorktown, Va.

Chief opticalman, acting appointment—NavScol, Opticalmen, Class B, NavGunFact, Washington, D. C.

Chief musician, acting appointment—NavScol, Music, Class B, NavRecSta, Washington, D. C.

Chief aerographer's mate, acting appointment—Advanced Aerographer's Mate Scol, Class B, NavTechTraUnit, NAS, Lakehurst, N. J.

Waivers of these schools may not be granted by COs for advancement to pay grade 1A rates.

The letter lists the following schools for personnel advancing to PO3 rates:

Fire control technician—NavScol, Fire Control Technicians, Class A, RecSta, Washington, D. C.

Mineman—NavScol, Minemen, Class A, NavScols, Mine Warfare, Yorktown, Va.

Electronics technician—NavScol, Electronics Technicians, Class A, NavTraCen, Great Lakes, Ill.; or NavScol, Electronics Technicians, Class A, NavSta, Treasure Island, Calif.; or NavScol, Electronics Technicians, Class A, NavResLab, Washington, D. C. (now disestablished).

Opticalman—NavScol, Opticalmen, Class A, NavGunFact, Washington, D. C.

Communications technician—NavScol, Communications Technicians, NavCommSta, Washington, D. C., or NavScol, Communications Technicians, NavCommSta, Port Blakely, Wash.

Draftsman—NavScol, Draftsmen, Class A, NavScols, Construction, CB Center, NavSta, Port Hueneme, Calif.

Musician—NavScol, Musicians, Class A, NavRecSta, Washington, D. C.

Surveyor—NavScol, Surveyors, Class A, NavScols, Construction, CB Center, NavSta, Port Hueneme, Calif.

Aviation electronics technician—Aviation Electronics Technician and Electronicsman Scol, Class A, NavTechTraCen, Memphis, Tenn.

Air controlman—Air Controlman Scol, Class A, NavTechTraUnit, NAS Olathe, Kans.

Parachute rigger—Parachute Rig-

ger Scol, Class A, NATechTraUnit, NAS Lakehurst, N. J.

Hospital corpsman—Class A Basic Hospital Corps Scol.

Dental technician—Class A Basic Dental Technicians Scol.

At this time a special provision is made in the case of aviation electronicsmen and aviation electronics technicians.

Waivers of the schools listed may not be granted for change of rating. Waivers of the schools required for advancement to third class PO ratings may be granted by COs for personnel considered well qualified potential POs. COs are directed by the letter to enter on page 9 of the individual's service record the reason for the waiver. An exception is the school requirement for PR3. No waiver may be granted in that specialty.

Circ. Ltr. 81-49 modifies or supercedes a number of earlier directives, of which Circ. Ltr. 74-48 is the major cancelled directive.

USS Philippine Sea Visits the Isle of Capri

When the aircraft carrier USS *Philippine Sea* (CV 47) visited Naples, Italy, 300 crew members were treated to a tour of the Isle of Capri. The visit to Capri consisted of a one-day tour by a group of 100 men on each of three days.

The Italian navy served as host for the visit to Capri, some 18 miles from Naples, and provided a fast corvette for transportation. The journey by water to the island was itself one of the highlights of the tour, for the sailors passed majestic Mt. Vesuvius and Sorrento before docking at Capri. The time of arrival was approximately 1030. From that time till 1700 each day, the hours belonged to the American visitors.

Many of the men hired taxis which drove them through the hills and past luxurious homes of wealthy celebrities. Others rented boats and cruised to the famous "Blue Grotto"—a cave in the rocky cliffs which is tranquil and lovely though angry waves lash at its entrance.

Other bluejackets spent their time souvenir shopping, while some

basked in the warm sun on the seashore and swam in the crystal-clear water along the beach.

Capri's restaurants scattered over the hillside provided fine food, plus many splendid views. A dinner of spaghetti and Italian red wine in a garden overlooking the town and the sea was considered by many to be the best part of the day.

The return voyage, too, was extremely enjoyable—even to men who had spent many years aboard ship. The small, trim vessel sliced through the glass-smooth sea, sending up a fine green spray which was highlighted by the setting sun and whisked away in the cool evening breeze. As the American sailors lounged on deck their hosts assembled a small orchestra of guitars, accordions and violins which produced lilting Latin music until the ship reached Naples.

The generosity and thoughtfulness of the Italian navy provided an excellent opportunity for the sailors of the two nations to increase their mutual understanding and friendship.

Postgraduate Training Made Available to Certain Regular Navy Officers

An announcement by BuPers lists postgraduate training available to regular Navy officers and establishes deadline dates for submitting applications.

Boards to select the candidates for postgraduate training will meet after the applications are received, according to the directive, BuPers Circ. Ltr. 66-49 (NDB, 30 Apr 1949).

Officers submitting requests for postgraduate courses must include a signed agreement not to resign during the curriculum and to serve two years in the naval service after completion of studies for each year of postgraduate training. Failure to submit such an agreement may disqualify the applicant for consideration. Applications should be submitted via official channels to the Chief of Naval Personnel (Attn: Pers-311E2).

It is expected that classes in the curricula listed below will all be ordered in 1950 except Naval Construction and Engineering which will commence in 1951.

Aerological Engineering—A two-year course for line officers, including aviators, originally commissioned June 1943-June 1947. Outstanding students may be given an additional year in advanced meteorology, meteorological research and new developments. The class will convene in mid-July 1950. Applications should reach BuPers by 15 Sept 1949. The course leads to a master's degree for those who qualify. Location is General Line School, Monterey, Calif.

Aerological Engineering (Special)—An 18-month advanced course for

those officers who completed the accelerated World War II course. The course leads to a master's degree for qualified students. The class will convene in January 1950. Applications must reach the Bureau by 1 Aug 1949. The course will be given at the General Line School, Monterey, Calif.

Applied Aerology—A one-year course for line officers, including aviators, who were originally commissioned June 1943-June 1947, inclusive. Class convenes in mid-July 1950 at the General Line School, Monterey, Calif. Deadline for applications is 15 Sept 1949.

Aeronautical Armament—A three-year course for AVH and AED officers who were originally commissioned in June 1943-June 1947, inclusive. The first two years will be at the U. S. Naval Postgraduate School, Annapolis, Md., and the third year at a civilian institution. Deadline for applications is 1 Sept 1949. The quota will be proportioned between BuAer and BuOrd sponsorship. Course leads to a master's degree for qualified students.

Aeronautical Engineering—A three-year course for aviators and AED officers who were originally commissioned June 1943-June 1947, inclusive. First two years will be at U. S. Naval Postgraduate School, Annapolis, Md., and third year at Massachusetts Institute of Technology, California Institute of Technology, Rensselaer Polytechnic Institute, University of Michigan or University of Minnesota. Class will convene in mid-July 1950. Applications must be in the Bureau by 1 Sept 1949. The course leads to a master's degree for qualified students.

Aeronautical Engineering (Electrical)—A three-year course for naval aviators and AED officers originally commissioned June 1943-June 1947, inclusive. Class will convene at U. S. Naval Postgraduate School, Annapolis, Md., in mid-July 1950. Third year studies will be conducted at a civilian institution. Leads to a master's degree for those who qualify. Deadline for receipt of applications at BuPers is 1 Sept 1949.

Civil Engineering—A one-year course for line officers and officers of CEC originally commissioned from June 1947-June 1949, inclusive. Class convenes in May 1950 at the Rensselaer Polytechnic Institute.

Deadline for applications is 1 Aug 1949. CEC officers need not submit applications. Those not possessing a scientific degree in engineering will be nominated by BuDocks. This is a qualification course.

Civil Engineering (Equalization)—A one-year course for CEC ensigns and lieutenants (junior grade) who will have completed two years of commissioned service by June 1950. Class will convene at Rensselaer Polytechnic Institute in May 1950. Deadline for applications is 1 Aug 1949. Leads to a master's degree for qualified students.

Applied Communications—A one-year course for line officers, including aviators, who were originally commissioned June 1943-June 1947, inclusive. Class convenes in mid-July 1950 at the U. S. Naval Postgraduate

WAY BACK WHEN

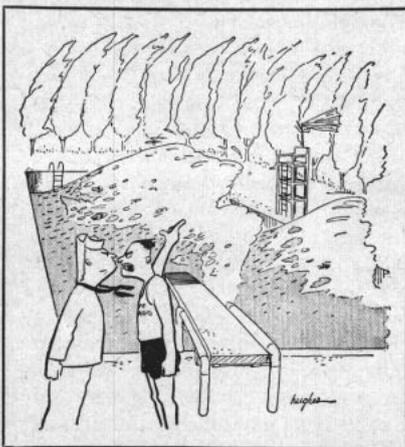


Keelhaul

The term "keelhaul" has had its meaning changed, thank goodness! To be keel-hauled today merely means to be given a severe reprimand. However, as late as the 19th century it referred to an extreme and often fatal torture employed on board ship.

It was the favorite punishment of Mediterranean pirates in the 16th century. Its popularity remained in existence for some time.

Keelhauling consisted of binding the offender hand and foot, attaching weights that caused the body to sink—then slowly drawing the offender under the ship's hull. If the bottom was covered with sharp barnacles—it frequently was—the result often was death.



'You and your saltwater ideas.'

School, Annapolis, Md. Deadline for receipt of applications at BuPers is 1 Oct 1949.

Electronics Engineering—A three-year course for officers of the line, AVH, AED and ED, who were originally commissioned in June 1943-June 1947, inclusive. Deadline for applications is 15 Sept 1949. Class convenes at U. S. Naval Postgraduate School, Annapolis, Md., in mid-July 1950. Winter term of the third year will be at a commercial laboratory. Third year for the sonar group will be at University of California at Los Angeles. Leads to a master's degree for qualified students.

Law—A three-year course for line officers, including aviators, who were originally commissioned June 1943-June 1947, inclusive. Class will convene in September 1950 at George Washington University, Georgetown University or Catholic University—all in the Washington, D. C. area. Deadline for applications is 1 Oct 1949.

Naval Construction and Engineering—A three-year course for line officers and ED officers who were originally commissioned in June 1946-June 1949, inclusive. Officers already designated ED must not be more than 30 years of age as of 1 July 1950. Successful completion of the course normally leads to designation as ED officer. Class convenes in June 1951 at M.I.T. Deadline for applications is 15 Aug 1949. Leads to a master's degree for those who qualify.

Naval Engineering—A three-year course for line and ED officers who were originally commissioned in June 1943-June 1947, inclusive. Class will convene at U. S. Naval Postgraduate School, Annapolis, Md., in mid-July 1950. At the end of the first term, officers will be divided into two major groups—electrical engineering majors and mechanical engineering majors. In addition, small groups will be selected to pursue curricula in petroleum, metallurgy, chemistry or gas turbine engineering at civilian institutions. The course leads to a master's degree for qualified students. Deadline for receipt of applications at the Bureau is 15 Sept 1949.

Applied Naval Engineering—A two-year course for line officers who were originally commissioned in June 1943-June 1947, inclusive. This course convenes in mid-July 1950, at the U. S. Naval Postgraduate School, Annapo-



'I was in such a hurry this morning, I forgot to put my face on.'

lis, Md. Deadline for applications is 15 Sept 1949.

Naval Intelligence—A course of approximately one year for line officers, including aviators, who were originally commissioned in June 1943-June 1947, inclusive. Study is of naval intelligence and a foreign language and foreign area. Class convenes at Naval Intelligence School, Anacostia, D. C., in July 1950. Deadline for applications is 15 Aug 1949.

Oceanography—A course of one year for line officers who were originally commissioned in June 1943-June 1947, inclusive. Two semesters will be given at the Scripps Institution of Oceanography, La Jolla, Calif., followed by three months at the Hydrographic Office, Washington, D. C. The class convenes in September 1950. Application deadline is 15 Oct 1949.

Ordnance Engineering—A three-year course for officers of line and ED (Ord) classifications who were originally commissioned in June 1943-June 1947, inclusive. The course is begun at U. S. Naval Postgraduate School, Annapolis, Md. During the first or second year students are divided into specialties and sent to various civilian institutions for one or two years. Convening date is mid-July 1950. Deadline for applications is 1 Sept 1949. This course leads to a master's degree for those who qualify.

Personnel Administration and Training—A one-year course for certain officers of the following classifications: Line, AVH, CEC, SC, AED and ED. Applicants must possess a bachelor's degree from an accredited college or university, and must have been com-

missioned on or before June 1945. Qualified Supply Corps officers up to and including commanders, and other officers up to and including captains, are eligible to apply. The training will be given at Ohio State, Stanford, or Northwestern University. Convening date is mid-June 1950. Applications must be in by 1 Aug 1949.

Photography—A one-year course for officers of the following classifications: Line, AVH, SD (Photo), or LD (Air Operations Photo). Officers must have been originally commissioned June 1943-June 1947, inclusive. Production of training films and motion picture reports will be taught at the University of Southern California, and advanced phases of technical photography at the Rochester Institute of Technology. Convening date is September 1950; deadline for applications is 1 Dec 1949.

Radiological Defense Engineering—A three-year course for lieutenants, lieutenant commanders and commanders of the following classifications: Line, AVH, AED, CEC and ED. First year will be at the U. S. Naval Postgraduate School, Annapolis, Md. Second and third years will be

Samoan's Determination Wins Navy Transportation Home

Tevesi Amperosa of Samoa wanted to join the U. S. Navy. He knew that the Navy has no recruiting offices outside the continental limits and that continental USA was a long way off, yet he had his mind made up.

He put all his savings into negotiable currency, borrowed an additional \$200 from his brother, and set out for the U. S. west coast. Arriving, he lost little time in finding a recruiting station. But the recruiters had something disappointing to tell the 25-year-old Samoan—although they hated desperately to do it. Amperosa failed to qualify in educational requirements.

The Navy was touched and impressed by the islander's determination, however, and made up its mind to give him a special break. Although Amperosa is a civilian, he is getting free Government transportation back to his island home—Navy transportation.

at the University of California or another civilian institution. Convening date is mid-July 1950. Deadline is 1 Sept 1949.

Textile Engineering—A two-year course for lieutenants and lieutenants (junior grade) of the Supply Corps. Class convenes at the Lowell Textile Institute (Lowell, Mass.) in September 1950. Deadline for applications is 15 Oct 1949.

Business Administration—A two-year course for certain SC and AED officers. Supply Corps officers must be of the grades of lieutenant, lieutenant commander or commander at the time of application. AED officers will be nominated by BuAer. No applications are desired from AED officers. Officers will attend classes at Harvard or Stanford University. Classes convene in October 1950. Deadline is 1 Oct 1949.

Management and Industrial Engineering—A one-year course for certain officers of the following classifications: Line, AVH, AED, ED or CEC. Applicants must have been originally commissioned after June 1935 and



USS Charr

'When did you first feel this effect coming on, mate?'

either be a graduate of a postgraduate course in aeronautical, civil, electrical, naval or ordnance engineering or possess equivalent educational background or experience including management and industrial engineering. Classes will convene at Rensselaer Polytechnic Institute in September 1950. Deadline for applications is 1 Oct 1949.

Chaplains—A one-year course for officers of the Chaplains Corps who will have had four years' active duty by 1 Sept 1950. Classes will convene at various seminaries in September 1950. Deadline is 1 Jan 1950.

Advanced Science—A three-year course for small groups of officers selected from aeronautical, electrical, naval and ordnance engineering groups for further specialization in scientific fields. Classes will convene at selected civilian institutions at unspecified times. Applications are not necessary nor desired. This training leads to a master's degree for those who qualify.

Advanced Management—A 13-week course for certain senior officers of AED, ED and CEC classification who will be nominated by material bureaus. No applications are desired. Classes will convene at Harvard in September 1950 and February 1951.

Naval Administration—A three-month course for line officers, ensigns to commanders, who are Naval Academy graduates or who hold a college degree. Classes will be conducted at the General Line School, Monterey, Calif. Convening dates are 26 Sept 1949, January 1950, May 1950, and September 1950. Deadlines for applications are as follows: for the

September 1949 class, 1 July 1949; for the January 1950 class, 1 Nov 1949; for the May 1950 class, 1 Mar 1950; and for the September 1950 class, 1 July 1950.

The letter contains additional details about purposes and intended accomplishments of the courses.

All applicants for postgraduate courses should make a careful study of the curricula in which they are interested in the annual postgraduate catalog. In 1949 U. S. Naval Postgraduate School catalogs are being widely distributed. In case officers desiring postgraduate education do not have access to a catalog at the time they wish to apply, they may refer to the 1948 catalog. In most cases the curricula are similar.

To make certain that the selection board will have before it all applications, BuPers has directed that any applicant who may have indicated his preference for postgraduate training on his fitness report or in response to a previous directive renew his request by letter.

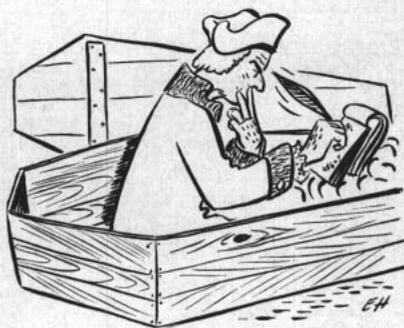
All requests for postgraduate training should contain a first and second choice. The second selection will indicate a specialty which the candidate desires to follow if not selected for his primary choice; therefore, careful consideration should be given to the second choice as well as the first. No more than two choices should be given.

All former Reserve and temporary officers are required to include in their applications a comprehensive synopsis of previous schooling which will show their qualifications and degrees of success in the subjects concerned. Two copies of a transcript of college and/or high school records should be submitted to substantiate the synopsis unless the applicant is a Naval Academy graduate or unless a transcript is already on file in BuPers.

Applications must show date when applicant was originally commissioned USN or USNR. Inadequate information may disqualify an applicant. Boards will consider only applications submitted through official channels, and their appended endorsements and the officers' records. No other letters of recommendation are desired.

All applicants should carefully study BuPers Circ. Ltr. 66-49 before submitting requests—particularly paragraphs 3, 4, 5 and 6, which are not quoted or summarized here.

HOW DID IT START



Dead Reckoning

The term "dead reckoning" is the result of a grammatical error. In the 17th and early 18th centuries the practice of maintaining a reckoning to give the theoretical position of a ship without the aid of objects on land was quite properly called deduced reckoning or deduced position.

Old log books had a column for entering the deduced position but due to the lack of space, it was shortened to "ded" and it became a general custom to write "ded" reckoning.

Later, an unscholarly shipmaster, believing that the "a" had been deleted inserted one. Soon after, official correspondence began carrying it as "dead reckoning."

Well Known 'Navy Hour' Program Beamed by AFRS To Far Corners of the Globe

"The Navy Hour," well-known Sunday afternoon radio program sponsored by the Navy, is now being beamed to the Navy's men in many corners of the globe.

The popular program of music and interviews with Navy personalities is radioed to the fleet via the Armed Forces Radio Service network.

The 30-minute program originates each Sunday afternoon (1700-1730 EDT; 2200 GCT) at the historic Sail Loft of the Naval Gun Factory in Washington, D. C. The program is recorded for transcription each Tuesday over seven transmitters to the southwest and middle Pacific, China, Japan and the Alaska-Aleutians' chain.

"Navy Hour," which features the U. S. Navy Band, includes interviews with top Navy and civilian personalities and many of the foremost stars of radio, stage and motion pictures.

Rebroadcast schedule for the fleet is:

1530-1600 Greenwich Civil Time

AF Station	Kc.	Beam Area
KCBA	15150	Alaska-Aleutians-China
KCBF	17850	Alaska-Aleutians-China
KWIX	9570	Alaska-Aleutians
KGEI	12510	SoWesPac-MidPac
KGEX	17780	SoPac-MidPac
KNBX	15250	SoWesPac-Philippines
KWID	11900	SoWesPac-MidPac

1130-1200 Greenwich Civil Time

KCBA	15210	SoWesPac-Philippines
KCBF	9700	China-Japan
KGEI	9670	SoWesPac-Philippines
KWIX	11860	China-Japan

QUIZ ANSWERS

Quiz Aweigh Is on Page 43.

- (b) Hedgehog. Used with deadly effect against German U-Boats during World War II, this weapon played an important role in scotching the 'rattle-snakes of the Atlantic.'
- (c) In anti-submarine warfare.
- (c) An experimental trainer built by Fairchild. Both the Navy and the Air Force have ordered this sleek primary trainer.
- (b) 160 mph. Powered by a nine cylinder engine rated at 320 horsepower, it has a ceiling of 19,000 feet.
- (a) 1650 tons. Fully loaded, this 328-foot ship displaces about 4,000 tons, can make 11 knots.
- (a) LVT (Landing vehicle, tracked).

Proposed Legislation Affecting Naval Personnel

Following rejection of a \$406,000,000 increase in pay for uniformed services personnel, a compromise measure designed to gain approval from a majority of the House of Representatives was prepared and introduced.

The revised pay bill, H.R. 5007, was introduced in early June for Congressional consideration.

A vote of 227 to 163 previously had sent H.R. 4591, the first service pay measure to reach the floor of the House of Representatives, back to the House Armed Services Committee "for further study." Recommending this bill back to the committee effectively killed it, and the compromise measure, scaling down pay increases in the higher commissioned ranks with higher increases in lower enlisted ratings, was substituted.

Meanwhile, other bills of importance to the naval and military services were acted on or introduced in Congress:

Justice Code—S. 857, H.R. 4080: Passed House with amendments; in Senate subcommittee hearings; to enact and establish a uniform code

of military justice for the armed services.

Training Disabilities—S. 213: Passed by both Senate (with committee amendments) and House; to provide benefits for members of reserve components who suffer disability or death from injuries while engaged in training.

Proving Ground—H.R. 1741: Reported; to establish a long range guided missiles proving ground.

Officer Retention—S. 1759: Reported to Senate; to amend section 312 of the Officer Personnel Act of 1947, as amended, so as to provide for the retention of certain officers of the Medical and Dental Corps of the Navy.

List Readjustment—S. 1808 and H.R. 4639: Introduced; to amend the Officer Personnel Act of 1947 so as to authorize the Secretary of the Navy to adjust the lineal positions of certain officers of the staff corps.

Enlisted Pilots—S. 1270 and H.R. 3712: Passed by both Senate and House; to remove the requirement of 20 per cent enlisted pilots in peacetime.

2,000 Additional NAR Recruits Will Take Summer Training

More than 2,000 Naval Reserve seaman recruits are being procured in the Naval Air Reserve Program and will be given eight weeks of recruit training this summer. The recruits will take their training at 20 activities of the Naval Air Reserve Training Command.

Training will be based on a curriculum that was tried last year at NAS Los Alamitos, Calif. The group that was indoctrinated there is considered today to be the best potential material in their NAR organized squadrons.

Launched in July 1946, the NAR program now has an active membership of more than 23,000 enlisted personnel. All these attend regularly scheduled drills.

The eight-week training for recruits will be given at the following activities this year:

Naval Air Reserve Training Units—Anacostia, D.C., Jacksonville, Fla., Norfolk, Va., and Seattle, Wash.

Naval Air Stations—Atlanta, Ga., Columbus, Ohio, Dallas, Tex., Glenview, Ill., Grosse Isle, Mich., Los Ala-

mitos, Calif., Memphis, Tenn., Miami, Fla., Minneapolis, Minn., New Orleans, La., New York, N.Y., Oakland, Calif., Olathe, Kans., St. Louis, Mo., Squantum, Mass., and Willow Grove, Mich.

The instruction is expected to be completed by 9 August.

New Method Will Standardize Budget Planning for NME

A more uniform method of budget planning for the three Armed Services is on its way.

To begin with, a set of definitions has been furnished the Navy, Army and Air Force. These will be used in submitting estimates to SecDefense for the year beginning 1 July 1950 and will assure that each service means the same thing when it uses a certain term.

Later, a performance-type budget will be established. This will emphasize the things to be accomplished by the use of funds instead of using broad classifications such as personnel, supplies or transportation. This, SecDefense says, will permit more efficient use of available funds.

Norfolk's Dry Dock No. 1 Has Earned Place Among the Navy's Traditions

In a day when many military objects are outmoded and obsolete by the time the first coat of paint begins to fade, it is interesting to find a Navy property still in use beyond the century mark. Dry Dock No. 1 in the Norfolk Naval Shipyard, for instance, was built 100 years before most of today's ships ever had their keels laid. And still it labors, hail and hearty, docking barges and other small craft while its younger and larger brothers handle the heavyweights.

In connection with this historical hole in the ground, it is interesting to begin a little further back than its beginning—all the way back to 1801, in fact. That was the year when Great Britain and Ireland were united and the first parliament of the United Kingdom was held. In this country it was the year when land was bought by the Government at Charlestown, Mass., and Gosport, Va., for Navy yards.

The British had established a "marine-yard" near Portsmouth, Va., some 33 years earlier. They named the location Gosport after Gosport, England, it is believed, where an important British dockyard is located. Gosport, England, is also located near

a city named Portsmouth. Gosport, Va., is said to have been a "careening-ground" for British ships for some time, but scarcely had the British begun work toward building a full-fledged Navy yard there when the colonies declared their independence and confiscated the land.

As was stated a moment ago, in 1801 the Federal Government purchased land at Gosport, Va., for a Navy yard—16 acres of land. On 15 June 1801, under an Act of Congress approved 25 Feb 1799, the land changed hands for a price of \$12,000. And some 26 years later, work on Dry Dock No. 1 began.

"November 1827" is the extent of exactness the records provide as to the date when ground was broken for Dry Dock No. 1. Five months earlier, work had commenced on a dry dock at Boston, Mass.—Charlestown, actually. A good-natured rivalry sprang into being between the crews on the two construction jobs—a rivalry that continued until each dock had received its first ship and later had been completed.

For those who know Dry Dock No. 1 as it is today, the following information should be interesting, and—some of it—almost amazing.

To begin with, the shore-line was much further inland at that time than it is now where the dry dock is located. In fact, water lapped against the beach at just about the midway point of the dock's length.

In order to begin excavation, workmen had to build a coffer-dam out around what is now the seaward half of the dock, and pump the water out of it. This they did by constructing a sort of double wall of timber, with a space of several feet between its inner and outer shell. The interior of the wall was filled with clay from the excavation—something like the hollow walls of a house might be filled with insulation. "The dam was found to be perfectly tight and secure," a historian stated some time thereafter, "and never gave any trouble while in use." Inland, the surface of the land was approximately six feet above ordinary high water.

With their ears attuned to catch any word about the Boston dock, the Norfolk workmen "dug in" with all their might. For the first 11 feet from the surface, they had easy going through

yellow sand and loam. The next two feet were a change, but still rapid digging—wet red and yellow sand. Now came a foot of red sand and gravel—still not bad excavating. Then there were two feet of blue clay and sand—a hint of the tough blue clay that was to be the workmen's opponent all the rest of the way down. A foot and a half of blue clay and oyster shells followed, after which a very firm, compact blue clay was found, which continued to the bottom of the excavation.

With digging completed, pile-driving began—to provide a solid foundation for the dock's floor and walls. At the entrance to the basin, piles went down 30 feet, after which they struck a stratum of hard gravel. The piles would go into the layer of gravel only a few inches, and the stratum was found to slope upward toward the inland end of the dock. There, the pilings are only 15 feet deep.

While driving pilings, the workmen struck a mineral water spring of great force. The water had such pressure that it came up through the pores of the timbers. "An auger-hole being bored in the head of a pile," one account states, "the water would flow out of it freely."

Work went on, and soon the flooring of the basin was completed, incorporating a large amount of heavy timbers, mortar and bricks. Then came the heavy masonry, shipped down from quarries in Massachusetts. History says of the granite: "... nearly all of it was dressed in the quarries from the plans, and so well was this work done that it is estimated that not \$100 were spent in altering stone."

Progress was being made in Boston, too, and it appeared that the Boston yard would be finished first. But why must a dock have every finishing touch completed before going to work? With the water-admitting culverts completed, the pump-wells and engine house in operation, the gates in place, the Norfolk dock seemed to be ready for business by mid-June, 1833. So, on the 17th of the month—the 58th anniversary of the Battle of Bunker Hill—the ship of the line—*Delaware*—entered the dock and settled upon the keel-blocks. This was the first dry-docking of a national ship in a dry dock belonging to the U. S. One week later the U. S. frigate *Constitution*

Reservist Ordnance Program Will Train Volunteers

To provide a trained force of ordnance personnel—officers, enlisted men and Waves—district commanders have been directed to activate the Volunteer Naval Reserve Ordnance Program.

A quota of 7,000 ordnance officers has been set. The Reserve units are being established at geographical locations where the largest number of personnel can be accommodated. No limit is being placed on the number of units which may be established.

Peacetime training of Reserve personnel in professional, technical and administrative duties peculiar to ordnance will be conducted by these units. Participating personnel will not receive pay, but may partake in a 14-day period of annual training duty and will receive active duty pay for this period—within the limitations of available funds.

dry-docked at Charlestown—or Boston.

The following March, the dock was wholly completed—three months after completion of the Boston basin. Cost of the Norfolk task was \$943,676.73, while \$677,089.98 was spent in building the one at Boston. Both dry docks were built to the same specifications—227 feet long and 30 feet wide at the floor; 253 feet long and 85½ feet wide at the top. At one time, however, a ship 324 feet in length—USS *Severn*—was docked in Dry Dock No. 1. To do this seemingly impossible thing, workmen blocked the ship up above the sills against which the swinging gates close. As the stern was protruding out through the swinging-gate opening, they were unable, of course, to close the gates. The floating outer gate was used alone, giving an interior length of 320 feet to the dock. Still, four feet of the ship had to protrude out over one end.

The tales the dock could tell, if it could speak, would no doubt fill a thick book. There was, for example, the wild night of 20 Apr 1861, when Union forces destroyed the yard just before abandoning it to the Confederates. Several barrels of gunpowder were placed in one of the culverts, with a string of powder leading from the barrels to a fuse-box. The three fuses, or “pieces of slow-wick,” as they were called, were designed to burn for 20 minutes. With their “bit-ter-ends” protruding from holes in the side of the box, they were to light the train of powder and consequently the powder barrels at the end of their burning time. “Unfortunately,” a journalist of the time says for some reason, “all three . . . went out.”

The officers who had ignited the fuses soon found themselves almost encircled by burning buildings which had been fired by other Yankees. The boat which was to take them out to waiting ships had departed without them. The only escape inland of which they knew was the main gate, which they feared to be locked at that hour. Approaching the flag staff, they found three men trying to hoist a small rebel flag. A contemporary account of what followed, told in the quaint style of the time, is most amusing:

“Instantly concluding that wherever these persons found ingress they could find egress, Commander Rogers went up to them, and, with great presence of mind, assumed a tone of authority

Proposals Would Permit LDO Appointees to Delay Accepting Appointments

Two identical bills are now before Congress which, if either is passed, will permit temporary officers selected for LDO appointments in the 1948 and 1949 selections to delay accepting their limited duty appointments until all temporary appointments are terminated. Otherwise, all appointments to LDO rank of lieutenant (junior grade) and above must be made not later than 6 Aug 1949.

The proposed legislation is an amendment to Public Law 381 (80th Congress), which authorized the President to make original appointments in the grades of lieutenant (junior grade) and above for the performance of limited duty only until 6 Aug 1949. The amendment would extend this authorization until expiration of the period during which temporary appointments can be held.

Suitable announcement of the passage or failure of passage of the proposed change to the law will be made as soon as practicable, BuPers Circ. Ltr. 85-49 (NDB, 15 May 1949) states. If the amendment is approved, the letter states, the instructions in BuPers Circ. Ltr. 173-48 (NDB, 30 Sept 1948) will continue in effect. Circular letter 173-48 gave complete details about appointment of limited duty officers.

If the proposed amendment is not enacted, outstanding appointments in the grades of lieutenant (junior grade) and above will be made not later than 6 Aug 1949. They will be forwarded as soon as practicable to

and demanded to know how they got into the yard. The men, evidently very much surprised at seeing the officers and no doubt supposing the yard to be still occupied, answered quite respectfully that they came in by the main gate.

“Overjoyed at this intelligence, but of course not desiring to show it, Commander Rogers exclaimed, ‘*Who left that gate open?*’ and moved toward it followed by his companions.”

Other tales less hair-raising but probably every bit as interesting are doubtless lost in the shadows of time. In all, the Norfolk Dry Dock—Dry Dock No. 1—has earned a place among the traditions of the Navy.—H. O. Austin, MEC, USN.

Radio Program Depicts Naval Reserve Founding

A radio program called “A Million for Defense,” depicting the founding of the Naval Reserve was submitted as a sample of the Pride of Service Series at an exhibition of radio programs at Ohio State University. The Pride of Service series took one of two first prizes won by the Armed Forces Information and Education Division.

The dramatization was submitted at the Thirteenth American Exhibition of Educational Radio Programs, which was sponsored by the Nineteenth Institute for Education by Radio. This program, like others produced by the Armed Forces Information and Education Division was planned for broadcast from the overseas outlets of the Armed Forces Radio Service. At present, AFRS is operating 59 overseas stations.

the selectees concerned. Included will be instructions concerning the procedure for acceptance. There will be a limitation that they must be accepted or declined within 10 days of receipt by the selectees’ COs.

For selectees who on 6 Aug 1949 are not eligible for a higher grade than ensign, the appointments will be forwarded for acceptance just prior to the time each applicant becomes eligible for advancement as a limited duty officer to the grade of lieutenant (junior grade).

The grade in which the appointment of each selectee will be offered, the letter states, will be the grade held at that time by his contemporaries on the lineal list of LDO officers.

The letter emphasizes two points to avoid any misunderstanding:

- By accepting limited duty appointments, selectees are in effect exchanging a temporary appointment for a permanent status.

- There are no provisions of law in effect or contemplated under which selectees who accept permanent limited duty appointments in lower grades than now or previously held under temporary appointments may be reinstated in previously held higher temporary grades.

At the time this was written, the bills were known as S. 1808 and H.R. 4639.

**DIRECTIVES
IN BRIEF**

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 46—Calls attention to Article 6-8 of U.S. Navy Security Manual regarding removal of classified matter from a command.

No. 47—Requires possession of valid passports and Saudi Arabian visas for entry into Saudi Arabia via military aircraft.

No. 48—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 49—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 50—Cautions personnel in use of gasoline engines.

No. 51—Requires statements by naval personnel on the North Atlantic Pact be cleared with Chief of Public Relations.

No. 52—Gives information concerning heat treated red globes.

No. 53—Announces Presidential approval of officers recommended for

promotion to grades contained therein.

No. 54—Announces correction to *Handbook for Navy Public Relations* (NavExos P-488).

No. 55—Gives SecNav's endorsement of Navy Relief Society appeal for voluntary contributions.

No. 56—Concerns transfers between Navy and Marine Corps personnel on local settlement basis.

No. 57—Requests temporary assignment to Air Force of medical officers of Navy.

No. 58—Desires application from aviators in ranks of lieutenant and below for LTA training convening 15 Aug 1949.

BuPers Circular Letters

No. 62—Furnishes a list of officers eligible for promotion to grade of lieutenant (junior grade).

No. 63—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 64—Presents a list of petty officers and stewards authorized by BuPers to be promoted to chief petty officer and chief steward, acting appointment.

No. 65—Announces date All-Navy softball championship to be held in 1949.

No. 66—Outlines BuPers plan regarding selection of officer applicants for postgraduate training.

No. 67—Clarifies policy regarding distribution of enlisted personnel by

naval units and activities and BuPers not in normal enlisted distribution channels.

No. 68—Gives supplemental regulations for Navy recreation funds.

No. 69—Furnishes information concerning status of temporary officers. Regular Navy, upon termination of temporary appointment.

No. 70—Announces changes in All-Navy sports program rules.

No. 71—Announces Ogontz school scholarship for daughters of officer personnel.

No. 72—Provides two additional years of college training for those officers commissioned from flight midshipmen status under the Naval Aviation College Program.

No. 73—Announces date and places All-Navy swimming and diving championship will be held in 1949.

No. 74—Gives information concerning appointment of women Reserve officers selected for appointments as commissioned officers in Regular Navy.

No. 75—Announces Presidential approval of Navy and Reserve officers on active duty recommended for promotion to grades contained therein.

No. 76—Modifies officers' repeated travel orders.

No. 77—Gives information regarding termination of orders to duty involving flying of naval aviation and technical observers.

No. 78—Sets forth policy pertaining to dependents schooling programs outside CLUSA.

No. 79—Announces All-Navy pistol championship to be held in 1949.

No. 80—Gives information concerning eligibility of enlisted women for assignment to duty overseas.

No. 81—Gives information concerning the completion of certain schools required for advancement or change in certain ratings.

No. 82—Concerns review of radiological defense literature.

No. 83—Gives information concerning GED testing program.

No. 84—Gives BuPers policy regarding compliance with orders by officers.

No. 85—Gives information concerning legislative action on appointment of limited duty officers.

No. 86—Announces selection of applicants for commission in limited duty status.

No. 87—Desires applications for authority to compete in the 1949 Rhodes Scholarship Competition.

'Copters Land Troops During Marine Maneuvers

Something new and different in task force makeup was tried out during Operations Packard III, the Marines' trial maneuvers and landings on the Carolina coast.

Task Force 108 was made up of destroyers, transports, LSTs and customary other ships of an invasion fleet—together with an aircraft carrier carrying a helicopter squadron, and a transport submarine.

The 'copters are for use in landing invasion troops behind beach defenses, which considerably complicates enemy resistance. The familiar underwater obstacles, mines and natural reefs—not to mention the handicap of landing on an enemy beach weakened by seasickness after a ride of several miles in small invasion

boats—are no longer important considerations when helicopters can be used.

Flying from the carrier *Palau* (CVE 122), the twin rotor HRP helicopters also served in ferrying supplies, target spotting and relaying communications.

The transport submarine was *USS Sealion* (SSP 315), recently converted from a wartime attack type submarine. Its specific mission was to land troops under cover of darkness, achieving a maximum of surprise in attacking a defensive point.

The 1,100 troops staging the landings were from the Marine Corps Schools, Quantico, Va. Some 700 officers attending the Amphibious Warfare School were observers.

Status of Enlisted Men Upon Termination of Temporary Appointment

Many rulings concerning the status of Navy enlisted personnel upon termination of temporary appointment to officer rank are compiled and clarified in a new BuPers directive.

The directive—BuPers Circ. Ltr. 69-49 (NDB, 30 Apr 1949)—emphasizes that it is not an authority for reversion to enlisted status and that the Bureau does not desire voluntary reversions as a result of it. The letter points out the following facts about persons who were in pay grade 1A or 2 upon being appointed temporarily to officer rank:

- Generally, such temporary officers are eligible for advancement to pay grade 1A enlisted status upon completion of service requirements and upon certification of professional qualifications for the particular pay grade 1A rate.

- They are eligible for nomination to the Chief of Naval Personnel for change in status to pay grade 1 in their permanent enlisted rating upon completion of service and other specified conditions required of all enlisted personnel. The permanent enlisted status of all temporary officers, the letter adds, should have been changed on 2 Apr 1948 to the currently effective enlisted rating structure.

The letter calls on COs to have the enlisted records of all USN personnel serving in temporary officer appointments examined to determine whether or not advancements and changes in status have been duly put into effect. Records must be brought up to date so that personnel will revert to the proper rating and pay grade. All cases of personnel who are not eligible for appointment to pay grade 1 in accordance with BuPers Circ. Ltr. 155-48 at the time of reversion should be brought to the attention of the Chief of Naval Personnel (Attn: Pers-67) before termination of temporary appointment, the letter states.

Several options are available to personnel upon termination of temporary appointments. Those requesting termination of appointment should include the option he has chosen in submitting his application.

If the person reverting to enlisted status is serving in an unexpired enlistment he may—

- Serve out the unexpired portion of his enlistment.
- Be discharged immediately and

reenlist within 24 hours following discharge.

- Be discharged immediately and not reenlist within 24 hours thereafter. These persons will have the privilege of reenlisting later, if they so desire, under the same regulations as apply to other enlisted men of the Regular Navy.

If the man's term of enlistment expired while he was serving as a temporary officer he may—

- Extend his enlistment, effective as of the date following that of termination of appointment.

- Be discharged, and reenlist under the same regulations as apply to other enlisted men of the regular Navy.

If the man is eligible for transfer to the Fleet Reserve or the retired list, he may—

- Apply for such transfer in time to receive BuPers' authority on the matter before termination of the temporary appointment.

- Serve out unexpired portion of enlistment, reenlist, or extend enlistment.

- Serve such portion of unexpired enlistment as desired before requesting transfer to the Fleet Reserve or the retired list.

Men reenlisting within three months after discharge will be reenlisted in

the same rating held at the time of discharge. Those who reenlist within 30 days after discharge are entitled to reenlistment leave.

The circular letter points out three facts upon which it places special emphasis. They are the following three points:

- Where the individual elects to serve out any unexpired portion of an enlistment or to extend his enlistment upon reversion to enlisted status, earned leave will carry over into the enlisted status with eventual lump-sum payment based on the enlisted rate of pay upon the date of subsequent discharge or release from active duty.

- Since such termination of a temporary appointment does not involve a discharge or release from active duty, eligibility for benefits of the GI Bill of Rights is delayed until the individual is later discharged or released from active duty.

- All time served in temporary officer status will be counted in computing total reenlistment allowance due upon reenlistment or upon extension of enlistment for two years or more.

The letter emphasizes that it is not authority for reversion to enlisted status and that the Bureau does not desire voluntary reversions as a result of it.

Examinations for Promotions Given 2,800 Officers

More than 2,800 Navy officers—all the ensigns, lieutenants (junior grade) and lieutenants on the 1949 promotion lists—took examinations for promotion last month. Examinations for commanders who have been selected for promotion to captain are tentatively scheduled for August, according to BuPers officials.

The officers who took the 1 June examinations were quizzed only in administration and military law. Long-range plans for more comprehensive examinations in the future are under study. The interim plan now in effect will extend through calendar 1949, pending approval of the long-range plan.

Candidates for promotion were officers chosen by selection boards during the few months preceding the examination date. They included both line officers and officers of the various corps. There were 595 lieutenants,

1,071 lieutenants (junior grade) and 1,187 ensigns. Ensigns examined were those who had completed three years of service in grade. In addition, approximately 430 lieutenant commanders were expected to be promoted by 1 July. These were examined earlier in the year.

Officers selected for promotion to grades previously held satisfactorily are not required to take a written test, but are examined on their record only. This pertains to officers who were reverted in grade because of postwar rank distribution, and covers most commanders eligible for promotion to the grade of captain. Temporary USN officers and Naval Reserve officers also are exempt from taking written examinations.

Final action on the examinations is taken by SecNav upon recommendation of the naval examining board in Washington.

BOOKS: LIVES AND LEGENDS LEAD MONTH'S LIST

OUR book reviews this month feature fact, with a top-flight in lead position—

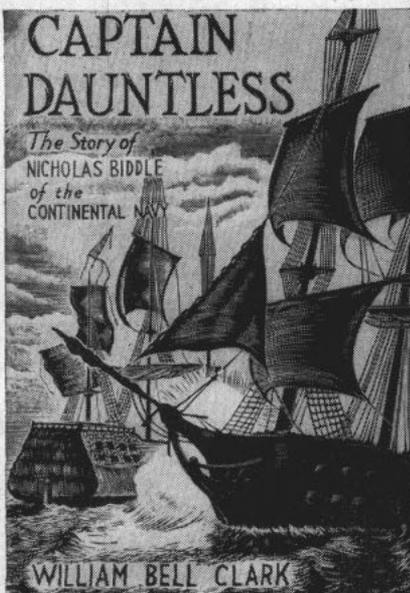
• *Behind the Curtain*, by John Gunther; Harper and Brothers.

Here is a fine new Gunther book to join the family of "inside" books—*Inside USA*, *Inside Latin America*, *Inside Europe*, and others.

Here, again, Mr. Gunther leaves a sharply defined impression of the individual countries he covers. This, despite the fact that most of the area touched is under Soviet domination and despite the fact that he writes of current conditions in Bulgaria, Rumania and Albania through second-hand information.

In reading this book, one gets a very distinct and individual sense of the countries themselves, and a good deal of the inner conflicts and the political and economic pattern. The personalities in power are made to live before the reader. Our position in Greece is presented objectively and dispassionately.

In Hungary, we see Russia's show-piece; in Czechoslovakia, her most abject imposition of the police state. The term, "People's Democracy," Mr. Gunther points out, is a camouflage. Actually, he shows, the satellites are



FAMED naval historian William Bell Clark's latest book is a salty biography of colorful Nicholas Biddle.

totalitarian states, without freedom of press and assembly anywhere.

There are other chapters on France, England, Germany and Italy—depicting them against the backdrop of curtain-land. It's exceedingly good reading, and informative.

* * *

• *Captain Dauntless: The Story of Nicholas Biddle of the Continental Navy*, by William Bell Clark; Louisiana State University Press.

To many, John Paul Jones symbolizes U. S. naval history during the war for independence. Nicholas Biddle, however, was another who did much for the infant Navy of revolutionary times.

This book follows Biddle's flashing career from the time he went to sea at the age of 14 until his death in 1778 at 27. It shows us the youngster shipping out on a trader to the West Indies, being shipwrecked, becoming a midshipman in the Royal Navy and gaining a sound education in naval tactics and fundamentals. We see him taking part on the Colonies' side in the war for independence and rising quickly through two commands and executing them both in a highly competent manner.

The historical volume is not without its bits of wry humor—particularly in the passages quoted directly from old records. On page 229, for instance, there is this quizzical sentence: "Chas Town was sett on Fire on ye 15 Jany abt 20 minutes after 4 in the morning, it burnt with tolerable effect." And we find this comment, written by Biddle himself about his love life in New London: "(I am) at a loss to know which I love most. I am sure I begin to grow old for my Love fits dont hold half their usual time."

Students of naval history will enjoy this book and gain much from it, as well as many others who like a good tale of the sea.

* * *

• *Elephant Walk*, by Robert Standish; The Macmillan Company.

Tom Carey, from England, made good as a coffee planter in Ceylon. Then, with his coffee trees ruined by blight, he rose to new heights as a tea planter. Despite warnings from superstitious but animal-wise natives,

he built his big bungalow on an ancient elephant trail.

His motherless son, George, inherited the estate, the manor house and the vengeance of the elephants. Then, returning from a visit to England, he brought back his bride, Ruth. . . .

Into this exotic picture is thrown a handsome young estate manager, a war and a lovely Ceylonese virgin named Reyna. With these ingredients, plus sparkling tennis matches, the elephants and exotic place-names, the book smacks strongly of Kipling. People who enjoy reading about civilization transplanted in primitive regions will enjoy it.

* * *

• *The Story of Maps*, by Lloyd A. Brown; Little, Brown and Company.

In the words of the author, "This is the story of maps: the men who made them and the methods they employed, what can be found on them and the devious ways by which the information required for their compilation was obtained."

The approach to this subject is by way of the history of exploration, the discoveries that led to correlated and improved maps and charts. The book tells about the personalities and the nations that have been involved in mapping the world and the motives that prompted them to exert themselves for the cause of cartography. It also tells why the greatest scientific minds of all ages have been concerned with map making. It tells why the British government once offered 20,000 pounds to the man who could solve the problem of finding longitude at sea.

* * *

• *Pleasure Island*, by William Maier; Julian Messner, Inc.

Roger Halyard, a gentleman of the old school, lived in peace and harmony on a south-sea island with his three daughters. There was the brazen Violet, gentle Hester, and little Elsie, who was only 17. About all that any of them knew about Americans was what they had learned from Robert Louis Stevenson's book, *Across the Plains*.

Then the Americans came—1,700 of them and all male. Father sprouted gray hairs by the gross, as can well be imagined. . . .

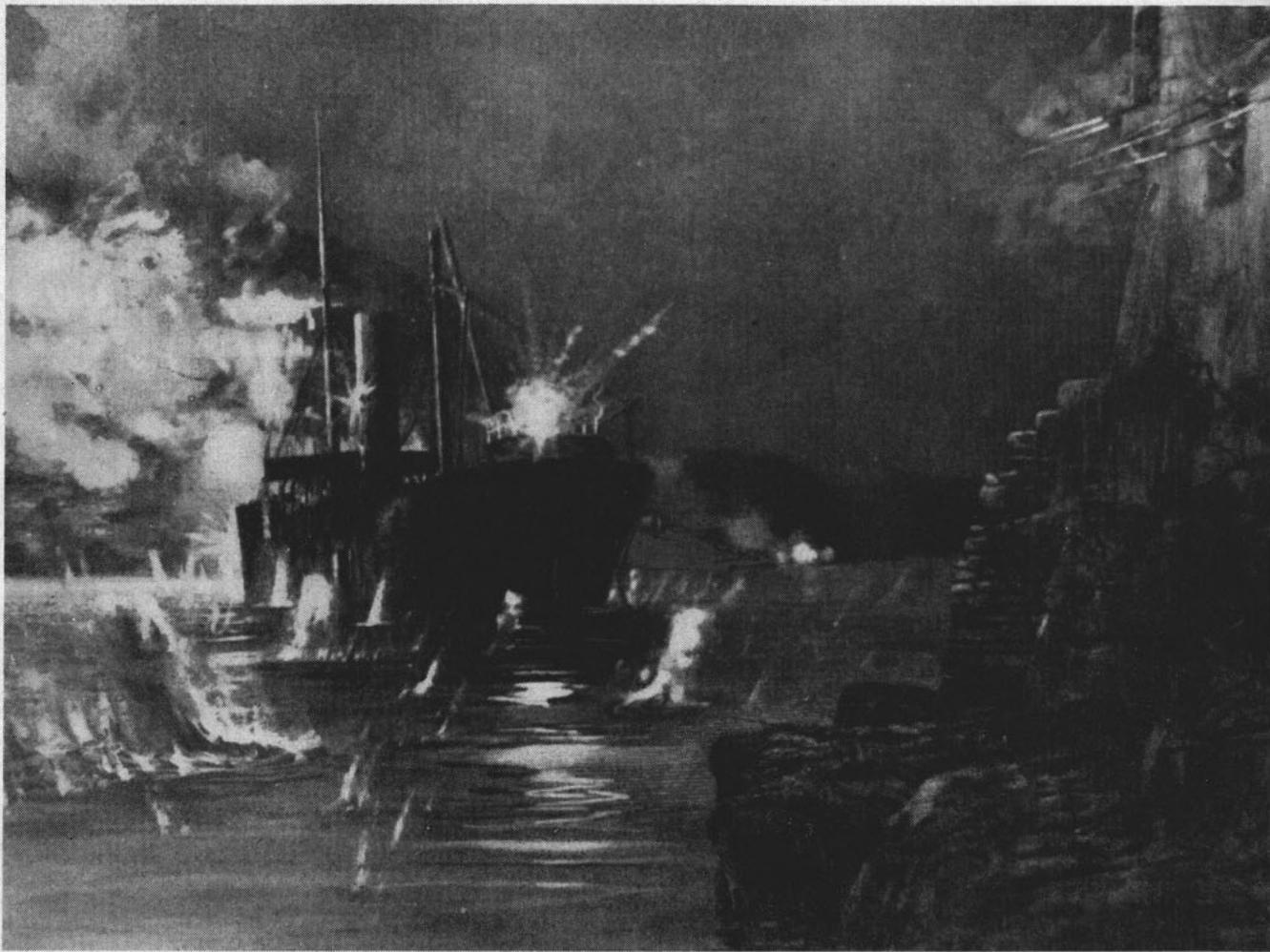
The book is light and amusing, and despite possible implications, is as harmless as an ice-cream soda.

* * *

The volumes reviewed here are among the books chosen by BuPers for your ship or station library.

ALL HANDS BOOK SUPPLEMENT

EXPENDABLES OF 1898



BOTTLING THE SPANISH SQUADRON

The following narrative of an outstanding event during the Spanish-American War is an excerpt from the pages of *The Sinking of the Merrimac*, written by Richmond Pearson Hobson and published in 1899. Reprinted by permission of Appleton-Century Co., Inc.

EXPENDABLES OF 1898

They were the pick of the entire American squadron, these eight volunteers standing before him on the still warm decks of USS *New York*. Even in this serious moment Admiral Sampson had to look off into the distance, toward the enemy harbor at Santiago, to bide a smile as he reflected that the combination of youth and eagerness shined right through their stylish handle-bar moustaches.

By morning they would be back, if they were coming back. . . . The orders were the important thing at the moment. They went over them for the last time.

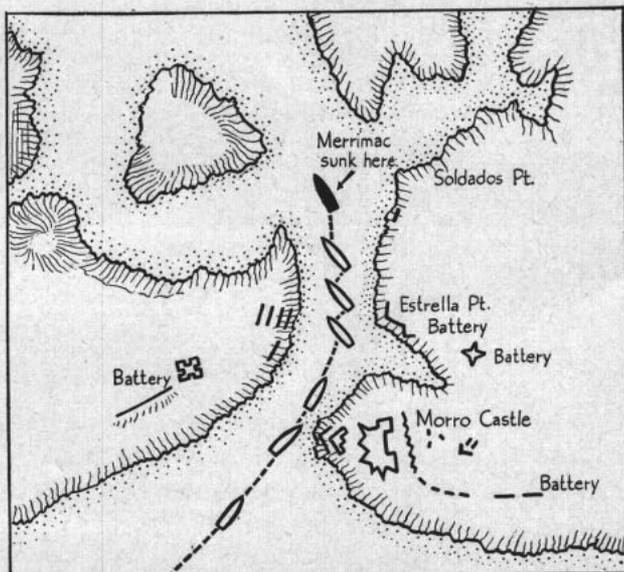
All else was in readiness. Their ship for the next few hours, the coal tender *Merrimac*, was standing by stripped down to her bare hulls and machinery . . . and loaded with dynamite and detonators.

These seven enlisted men and Assistant Naval Constructor Richmond P. Hobson were to take *Merrimac* into the mouth of Santiago harbor, past the bristling guns of Morro Castle and into the face of the Spanish squadron which lay safely and comfortably inside.

There, in the narrow neck of the channel, they were to anchor the ship and use the rudder to swing her lengthwise across the navigable stream. Then the torpedo charges were to be set off, the sunken wreck trapping the Spanish cruisers and other vessels inside their own bottle.

The scheme had its vulnerable points, easily recognized by the admiral. One was the fully exposed chain which worked the all-important rudder. Another was the towline back to the small rowboat, their only means of escape. The odds against coming back had been made plain by the admiral—something like 10 to 1.

The date is 3 June 1898, midway through the three-month war with Spain. Hobson, as officer in charge of the sortie, tells what happened.



PLAN of maneuver, from *The Sinking of the Merrimac*.

OUR CREW left *New York* about six o'clock. The admiral was at the gangway, the last to say good-by, having again a simple word of kindness, a handpressure, a look that spoke more than a volume of words.

As we went over to *Merrimac* the vessels of the fleet were standing down for their night positions of blockade on the arc of a circle around the entrance, about four miles from Morro Castle as a center. Cadet Joseph W. Powell came to take charge with the relief crew, a pilot being with him to assist in keeping the Morro located.

Powell went on the bridge with the pilot and took charge. *Merrimac's* crew were directed to lie down and try to sleep until they should be called. Powell was to have us called at one.

There was a weirdness in the situation as I looked out of the air-port from time to time. The moon, now nearly full, rose high, and reached and passed the meridian without a cloud appearing in the sky. *Brooklyn* lay off to the northwest, and in the reflected light looked almost white. *Texas*, to the northeast, presenting her shadowy side, looked dark and menacing. The other vessels farther in the distance seemed like phantoms.

Sleep was out of the question, so I went over, to the minutest detail, the various features of the work to be done. The torpedoes, with the new arrangement, were to be fired in succession, beginning forward so as to throw her down by the bow. After letting go the anchor, Murphy was to fire torpedo No. 1 without further orders. Charette was then to fire torpedo No. 2, then torpedo No. 3. Deignan, after putting the helm hard aport, was to "lay down" to torpedo No. 4 and be ready to fire by the time No. 3 went off. An additional man was to be selected from the relief crew to attend to torpedo No. 5. After stopping the engine, Phillips and Kelly were to open the sea connections and flood without further orders and then come on deck, and Phillips was to stand by to fire torpedo No. 6 and Kelly torpedo No. 8.

At about a quarter of one Charette was sent to call the other men and take a bucket of cold coffee, given to us previously, to the fire-room and bring it up steaming. About one I went on the bridge. Powell and the pilot were walking up and down.

Charette now brought the coffee on the bridge, where some sandwiches were at hand. All the crew came up and also Mr. Crank from the engine-room, and we had a cheerful breakfast. Even the pipe came out as usual. About half-past one we "turned to," and the men went to their stations.

Good-bys were now exchanged, with the relief crew, and we took over the ship. *New York's* men, Powell and the pilot disembarked.

The launch headed for *Texas* and was soon lost sight of. Preparation was ended. The road was clear. The hour for execution had come.

Merrimac was heading about west-southwest. The

engine telegraph was turned to "slow speed ahead," the helm was put astarboard, and we gathered headway and swung round by the southward and stood up slowly on the course. The moon was about an hour and a half high, and steering for the Morro, we were running straight down the reflected path of light. To clear this we stood to the eastward of the course, and crept along obliquely at about four knots. Charette was sent to see that all the men were equipped and the revolvers loaded. It took only a short time to strip off uniforms and put on revolver-belts and life-preservers.

As we stood on, the outlines of Morro and other shore objects became clearer and clearer. The blockading vessels were miles behind. When we arrived within about two thousand yards there could be no further question of surprise. In the bright moonlight we were in clear view, and our movements must long since have caused suspicion. The enemy was now doubtless on the verge of sounding the general alarm, if needed it had not already been sounded.

The orders were: "Full speed ahead!" "Steady astarboard!" and the engine telegraph recorded prompt execution, Deignan repeating in firm voice: "Steady astarboard, sir." The vessel responded as if animated. The foam began to fly from our anchors, which, slung over bow and quarter, just trailed in the water, and our bow swung round to the northward and westward. We stood down toward the course for entering.

Charette was sent below to tell Phillips and Kelly that we were on the final run and that the signal to stop would be the signal to open up sea connections and then "lay up" on deck by the torpedoes, and both were directed to put on revolver-belt and life-preserver as soon as they reached the deck.

The night-glasses showed up Estrella. "Can you make out the white spot to the left of Morro?"

"Yes, sir."

"That is Estrella. Steer for Estrella!"

"Steer for Estrella, sir."

We were within five hundred yards, and still no token from the enemy, though the silence was ominous. I knew that we should make the channel now, no matter what they might do.

Another ship's length, and a flash darted out from the water's edge at the left side of the entrance. The expected crash through the ship's side did not follow, nor did the projectile pass over—it must have gone astern. Strange to miss at such short range.

Another flash—another miss! This time the projectile plainly passed astern. Night-glasses on the spot revealed a dark object—a picket-boat with rapid-fire guns lying in the shadow. As sure as fate he was firing at our rudder, and we should be obliged to pass him broadside within a ship's length! If we only had had a rapid-fire gun we could have disposed of the miserable object in ten seconds; yet there he lay unmolested, firing point-blank at our exposed rudder, so vital to complete success.

A flash of rage and exasperation passed over me. The admiration due this gallant little picket-boat did not come till afterward. Glasses on the starboard bow showed the sharp, steep, step-like fall with

which the western point of Morro drops into the water. This was the looked-for guide, the channel carrying deep water right up to the wall.

"A touch of port helm!" was the order.

"A touch of port helm, sir," was the response.

"Steady!"

"Steady, sir."

Now, even without helm, we should pass down safe. Suddenly there was a crash from the port side. "The western battery has opened on us!" called Charette, who was still on the bridge, waiting to take the message to the engine-room if telegraph and signal-cord should be shot away. "Very well; pay no attention to it," I replied without turning, Morro Point on the starboard side requiring all attention.

I estimated the distance to Morro Point at about three ships' lengths, and wondered if the men below would stand till we covered another ships' length, two ships' lengths being the distance at which it had been decided to give the signal to stop. All of a sudden, *whir! cling!* came a projectile across the bridge and struck something. I looked. The engine telegraph was still there. Deignan and the binnacle were still standing. Two and a half ships' lengths! Two ships' lengths! Then over the engine telegraph went the order: "Stop." Sure and steady the answer-pointer turned. There need have been no anxiety about the constancy of the men below.

The engine stopped and somehow I knew the sea connections were thrown open. This has been a puzzle to me ever since. For how could the bonnet flying off or the ax-blows on copper piping or the inrush of water make enough noise or vibration to be heard or felt on the bridge, particularly with guns firing and projectiles striking? It may be that the condition of expectation and the fact of the fulfillment of the first part of the order suggested the conclusion, but sure I was that the connections were open and that the ship was beginning to settle.

"You may lay down to your torpedoes now, Charette." On the vessel forged, straight and sure the bow entered. Morro shut off the sky to the right.

Our bow must have come within thirty feet at Morro rock before the vessel began to recover from the sheer, and we passed it close aboard. The steering-gear was still ours, and only about half a ship's length more and we should be in the position chosen for the maneuver. The sky began to open up beyond Morro. There was the cove. Yes, there was the position! "Hard aport!"

"Hard aport, sir."

No response of the ship. "Hard aport, I say!"

"The helm is hard aport, sir, and lashed."

"Very well, Deignan," I said, "lay down to your torpedo."

Our steering-gear was gone, shot away at the last moment, and we were charging forward straight down the channel!

3

We must have had four and three quarters knots' speed of our own, and the tide must have been fully a knot and a half. What ground-tackle could hold against a mass of over seven thousand tons moving with a velocity of six knots? We stood on

EXPENDABLES OF 1898

a little longer to reduce the speed further. A pull on Murphy's cord to stand by—three steady pulls—and the bowanchor fell. A pause, then a shock, a muffled ring above the blast of guns: torpedo No. 1 had gone off promptly and surely, and I knew that the collision bulkhead was gone.

If the bow-chain in breaking would only give us a sheer and the other torpedoes proved as sure, we should have but a short interval to float, and holding on to the stern-anchor, letting go only at the last moment, we might still effectually block the channel. An interval elapsed and grew longer—no answer from torpedo No. 2, none from No. 3. Thereupon I crossed the bridge and shouted: "Fire all torpedoes!" My voice was drowned. Again and again I yelled the order, with hands over mouth, directing the sound forward, below, aft.

It was useless. The rapid-fire and machine-gun batteries on Socapa slope had opened up at full blast, and projectiles were exploding and clanging. For noise, it was Niagara magnified. Soon Charette came running up. "Torpedoes 2 and 3 will not fire, sir; the cells are shattered all over the deck."

"Very well, lay down and underrun all the others, beginning at No. 4, and spring them as soon as possible."

In a moment No. 5 went off with a fine ring. Deignan had waited for No. 2 and No. 3, and not hearing them had tried his own, but had found the connections broken and the cells shattered. He then went down to Clausen at No. 5. No other torpedo responded. No. 6 and No. 8 had suffered the same fate as Nos. 2, 3, and 4.

With only two exploded torpedoes we should be some time sinking, and the stern-anchor would be of first importance. I determined to go down aft and stand over to direct it personally, letting go at the opportune moment.

Passing along the starboard gangway, I reached the rendezvous. Stepping over the men, they appeared to be all present. There was Charette, returned from a second attempt at the torpedoes. There could be no further hope from that quarter, and—there was Montague! The stern-anchor, then, was already gone. If the chain was broken, we should have no further means of controlling our position.

Looking over the bulwarks, I saw that we were just in front of Estrella, apparently motionless, lying about two thirds athwart the channel, the bow to the westward. Could it be that the ground-tackle had held? Then we should block the channel in spite of all. I watched, almost breathless, taking a range of the bow against the shore-line. The bow moved, the stern moved. The chains were gone! The tide was setting us down and would straighten us out if the stern should touch first. Oh, for the war-heads to put her down at once! But we were helpless. I said nothing to Montague about having let go the stern-anchor—indeed, gave him no evidence of my chagrin—for he had been instructed that if no signal came from the bridge he should let go a short time after the torpedoes ceased going

off, and moreover the signal cord from the bridge had been broken.

There was nothing further to do but to accept the situation. We mustered, counting heads, and thought all were present but we must have counted wrongly, for after a minute or two Kelly came across the deck on all fours. He had done his duty below with promptness and precision and had come on deck to stand by his torpedo. While putting on his life-preserver a large projectile had exploded close at hand—he thought against the mainmast—and he had been thrown with violence on the deck, face down, his upper lip being cut away on the right side.

We were now moving bodily onward with the tide, Estrella Point being just ahead of the starboard quarter. A blasting shock, a lift, a pull, a series of vibrations, and a mine exploded directly beneath us. My heart leaped with exultation. "Lads, they are helping us!"

I looked again: no encouragement. But we had stopped. Estrella Point had caught us strong, and we were steadily sinking two thirds athwart. The work was done, and the rest was only a question of time. We could now turn our attention toward the course of action to be taken next.

4

The deafening roar of artillery came from the other side, just opposite our position. There were the rapid-fire guns of different calibers, the unmistakable Hotchkiss revolving cannon, the quick succession and pause of the Nordenfelt multi-barrel, and the tireless automatic gun. A deadly fire came from ahead, apparently from shipboard.

These larger projectiles would enter, explode, and rake us. Those passing over the spar deck would apparently pass through the deck house, far enough away to cause them to explode just in front of us. All firing was at point-blank range—at a target that could hardly be missed—the Socapa batteries with plunging fire, the ships' batteries with horizontal fire. The striking projectiles and flying fragments produced a grinding sound, with a fine ring in it of steel on steel.

The deck vibrated heavily and we felt the full effect, lying as we were, full length on our faces. At each instant it seemed that certainly the next would bring a projectile among us. The impulse surged strong to get away from a place where remaining seemed death and the men suggested taking to the boat and jumping overboard, but I knew that any object leaving the ship would be seen. To be seen was certain death, and, therefore, I directed all to remain motionless.

We must have remained thus for eight or ten minutes while the guns fired as in a proving ground test for speed. I was looking out of a chock, when it seemed that we were moving. A range was taken on the shore. Yes, the bow moved. Sunk deep, the tide was driving it on and straightening us out. My heart sank. Oh, for the war-heads we should have had! The tide wrenched us off Estrella, straightened us out and set us right down the channel toward the part where its width increases. Though sinking fast, there still remained considerable freeboard which would admit of our going

some distance, and we were utterly helpless to hasten the sinking.

I saw with dismay that it was no longer possible to block completely. *Merrimac* gave a premonitory lurch, then staggered to port in a death throe.

The firing suddenly ceased. The vessel lowered her head like a faithful animal, proudly aware of its sacrifice, bowed below the surface, and plunged forward. The stern rose and heeled heavily. It stood for a moment, shuddering, then started downward, righting as it went.

A great rush of water came up the gangway, seething and gurgling out of the deck. The mass was whirling from right to left "against the sun." It seized us and threw us against the bulwarks, then over the rail. Two were swept forward as if by a momentary recession, and one was carried down into a coal bunker—luckless Kelly. In a moment, however, with increased force, the water shot him up out of the same hole and swept him among us. The bulwarks disappeared. A sweeping vortex whirled above. We charged about with casks, cans, and spars, the incomplete stripping having left quantities on the deck. The life preservers stood us in good stead, preventing chests from being crushed, as well as buoying us on the surface. Spars came end-on like battering rams, and the sharp corners of tin cans struck us heavily.

When we looked for the lifeboat we found that it had been carried away. The catamaran was the largest piece of floating debris, and we assembled about it.

The fire had ceased. It was evident the enemy had not seen us in the general mass of moving objects.

The moon was now low. The shadow of Socapa fell over us, and soon it was dark. The sunken vessel was bubbling up its last lingering breath. The boats' crews looking for refugees pulled closer, peering with lanterns, and again the discipline of the men was put to severe test, for time and again it seemed that the boats would come up, and the impulse to swim away was strong. A suggestion was made to cut the line and let the catamaran drift away. This was also emphatically forbidden, for we should thus miss the reconnoitering boat and certainly fall into less responsible hands. Here, as before, the men strictly obeyed orders, though the impulse for safety was strong to the contrary, and *saue qui peut* would have been justifiable, if it is ever justifiable.

5

Broad daylight came. The sun spotted the mountain-tops in the distance and glowed on Morro and Socapa heights. The destroyer got up anchor and drew back again up the bight. We were still undiscovered.

Some one now announced: "A steam launch is heading for us, sir."

I looked around, and found that a launch of large size, with the curtains aft drawn down, was coming from the bight around Smith Cay and heading straight for us. That must be a reconnoitering party. It swerved a little to the left as if to pass around us, giving no signs of having seen us. No

one was visible on board, everybody apparently being kept below the rail.

When it was about thirty yards off I hailed. The launch stopped as if frightened, and backed furiously. A squad of riflemen filed out, and formed in a semi-circle on the forecastle, and came to a "load," "ready," "aim."

A bitter thought flashed through my mind: "The miserable cowards! A brave nation will learn of this and call for an account." But the volley did not follow. The aim must have been for caution only, and it was apparent that there must be an officer on board in control.

I called out in a strong voice to know if there was not an officer in the boat. If so, an American officer wished to speak with him with a view to surrendering himself and seamen as prisoners of war. The curtain was raised, an officer leaned out and waved his hand, and the rifles came down. I struck out for the launch and climbed on board aft with the assistance of the officer, who, hours afterward, we learned was Admiral Cervera himself.

With him were two other officers, his juniors. To him I surrendered myself and the men, taking off my revolver belt, glasses, canteen, and life preserver. The officers looked astonished at first, perhaps at the singular uniforms and the begrimed condition of us all, due to the fine coal and oil that came to the surface; then a current of kindness seemed to pass over them, and they exclaimed: "Valiente!"

Then the launch steamed up to the catamaran, and the men climbed on board, the two who had been coughing being in the last stages of exhaustion and requiring to be lifted. We were prisoners in Spanish hands.



TAFFRAIL TALK

IF NAVY MEN who happened to tune in on a recent nation-wide broadcast were mystified by the weird bosun's call opening the program, they must have been flabbergasted more by the bosun's announcement:

"Now cattlemen, man your shovels."

It was all part of a recording made by personnel of USS *Chicot*



(AK 170), the cargo ship which has made several runs transporting cattle to Pacific islands to aid in rehabilitation of the natives.

One of the "cattle tenders" was Harry Allen, SN, USN, who told network listeners that "the nearest I ever got to a cow before this was a bottle of Pasteurized milk—but I'm learning."

The cattle earned his respect, too. "They keep us pretty busy feeding and watering them, but they're better sailors than some of the people on the ship. They never get seasick."

In another interview, the CO of *Chicot* dealt with administrative problems. "Cattle," he said, "are very tractable to handle."

Except for one night, that is. "A heifer climbed out of her pen and roamed about on main deck for a while . . ." but "we rigged a couple of rope slings and pushed and pulled until she got back in her pen."

Because the cattle were located forward, crewmen were happiest when a stiff breeze blew from astern.

* * *

Our story on the Atlantic Fleet exercises drew a mild salvo from R. B. Braun, PN2, USN of ComMinRon 4 staff, Charleston, S. C.: "The article was very good except for one thing. You mentioned just about everything but the minesweeping phase of



exercises. I assure you the minesweepers were right there long before the invasion of Vieques took place.

"Had the minesweepers not been there, I think the umpires would have added to their list of sunken ships considerably. The minesweepers *Linnet* (AMS 24), *Ostrich* (AMS 29) and *Plover* (AMS 33) destroyed by themselves about 17 magnetic mines. . . ."

Trouble is, mine sweeps operate so far ahead that mere reporters, hiding in the rear, can't see 'em. Remember Lyte Gulf, Lingayen, Tokyo Bay . . . ?

P.S.—ALL HANDS didn't have a reporter there at all.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

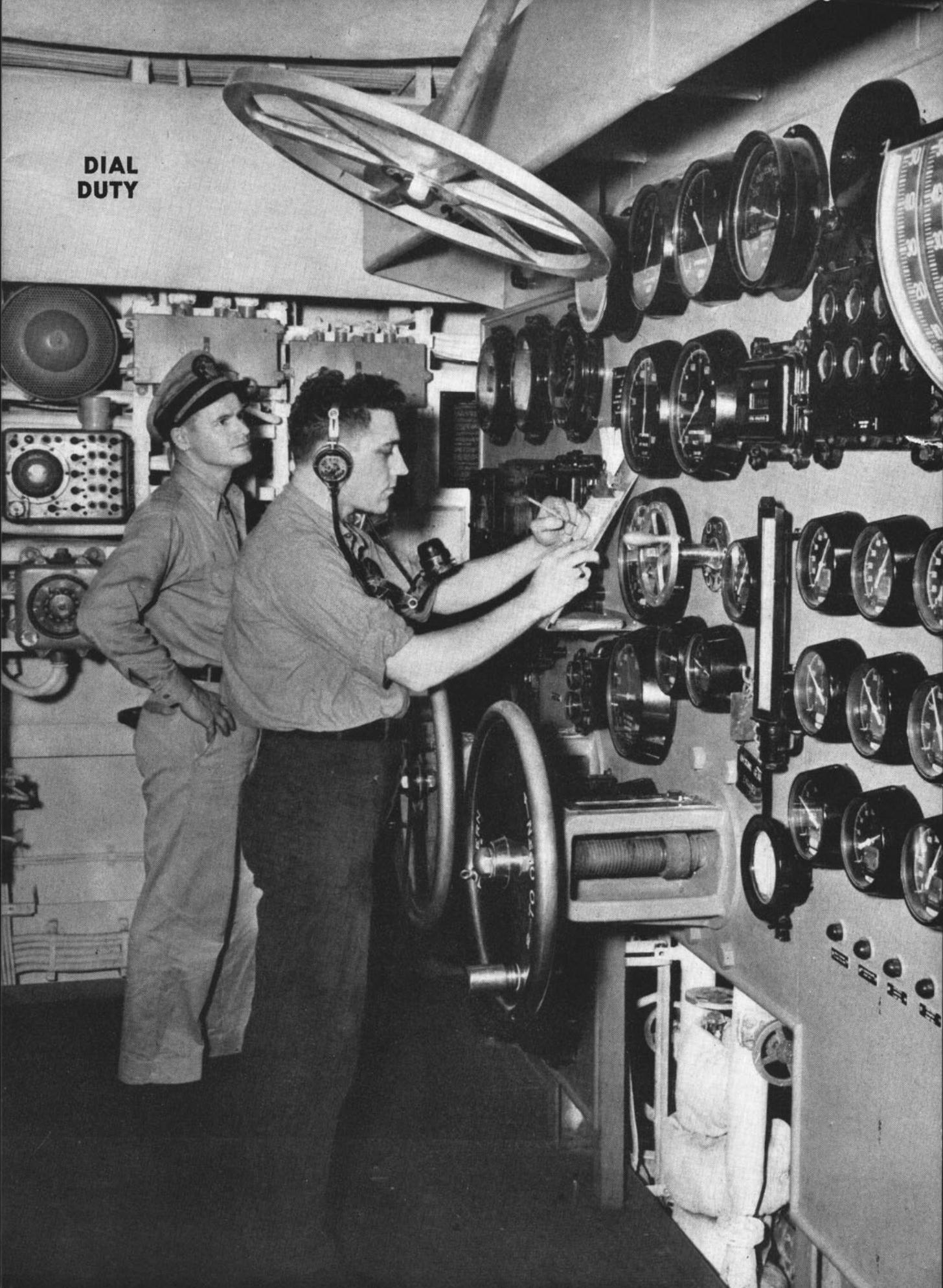
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

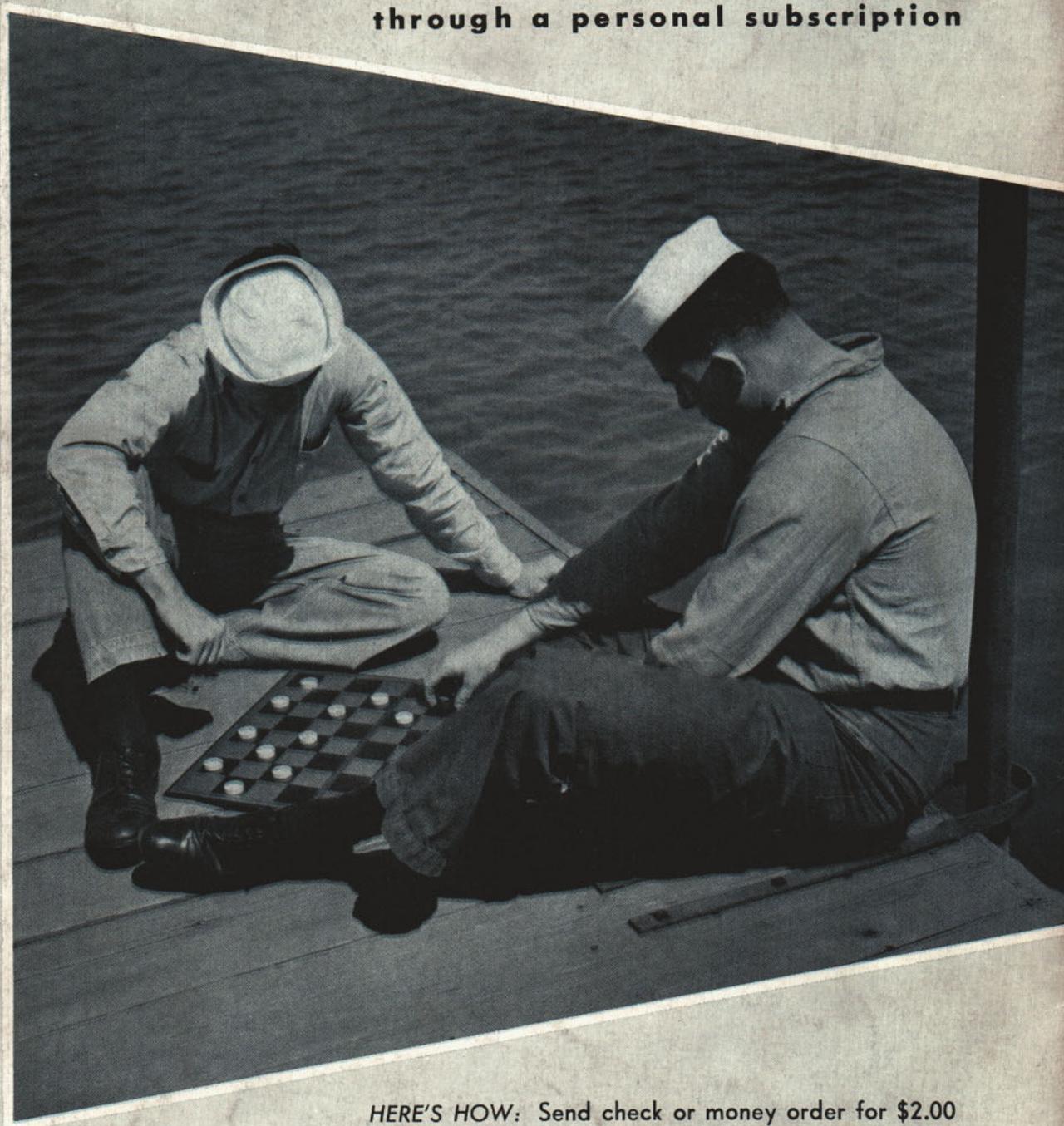
● AT RIGHT: In an engine room of the aircraft carrier USS *Leyte* (CV 32) a talker jots down important data while an officer of the watch—a chief electrician—keeps an eye on an array of gauges. ➔

**DIAL
DUTY**



IT'S YOUR MOVE

Keep up with the game by means
of your own copy of **ALL HANDS**
through a personal subscription



HERE'S HOW: Send check or money order for \$2.00 for one year's subscription to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.