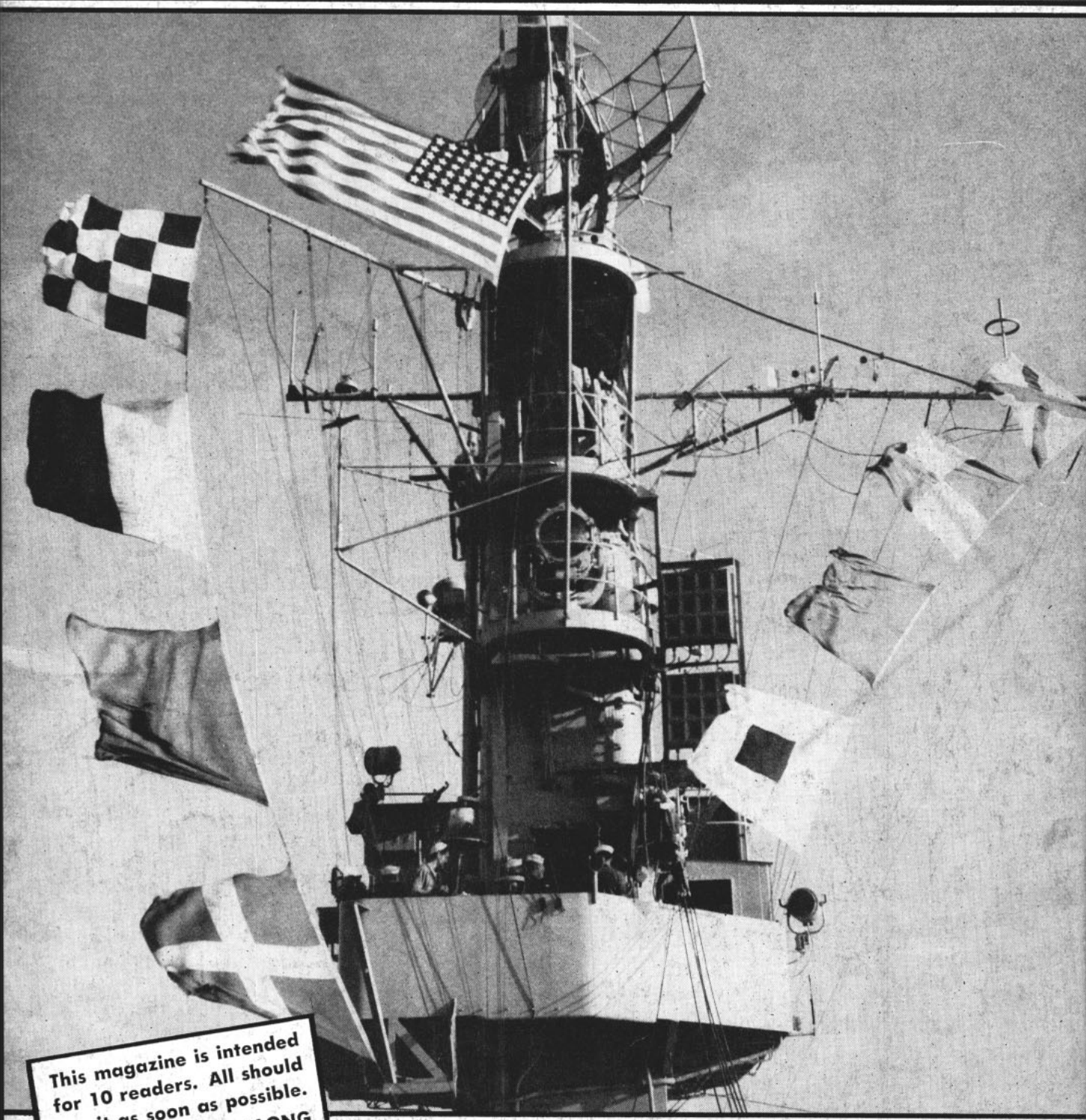
ALL HANDS

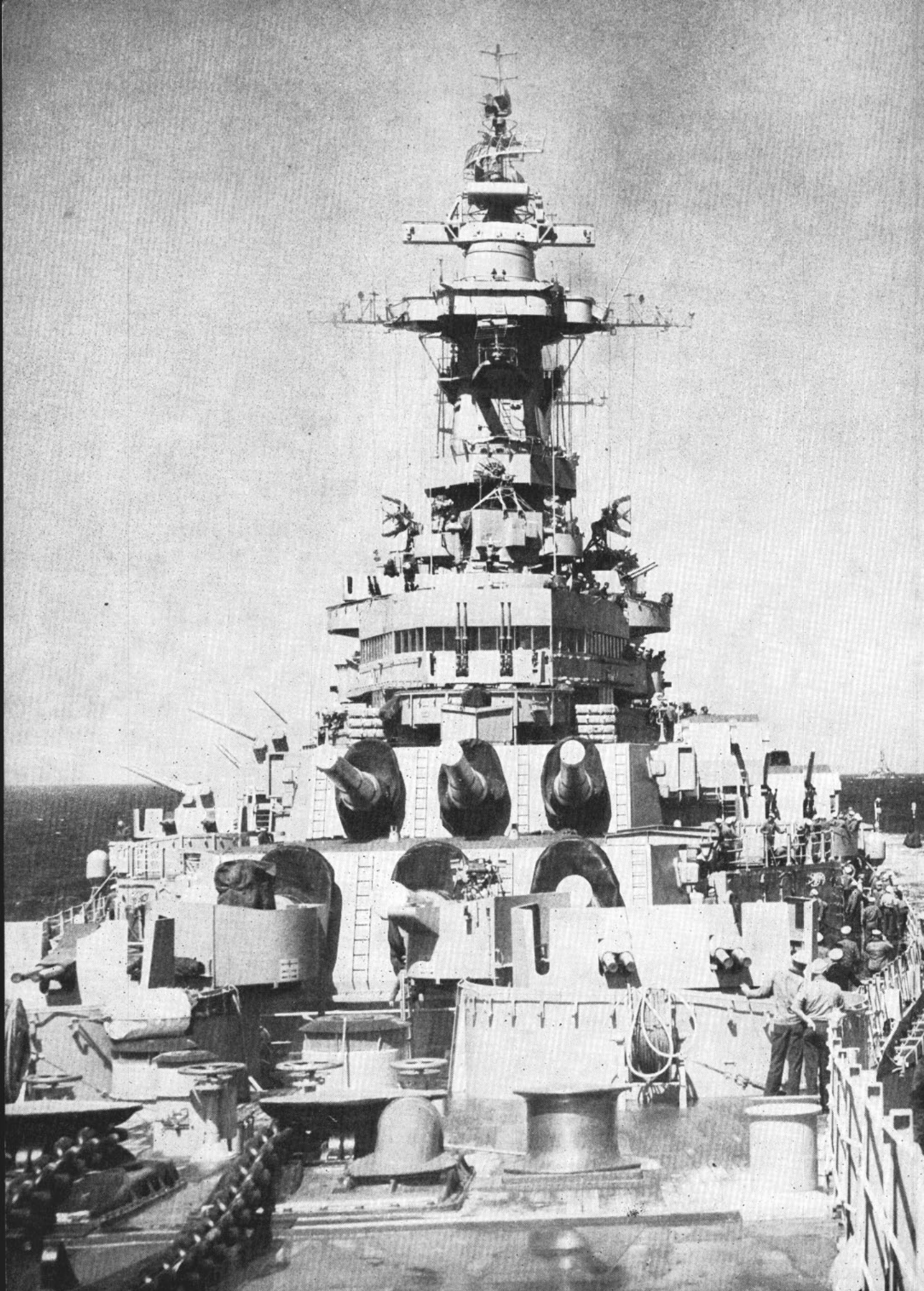
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

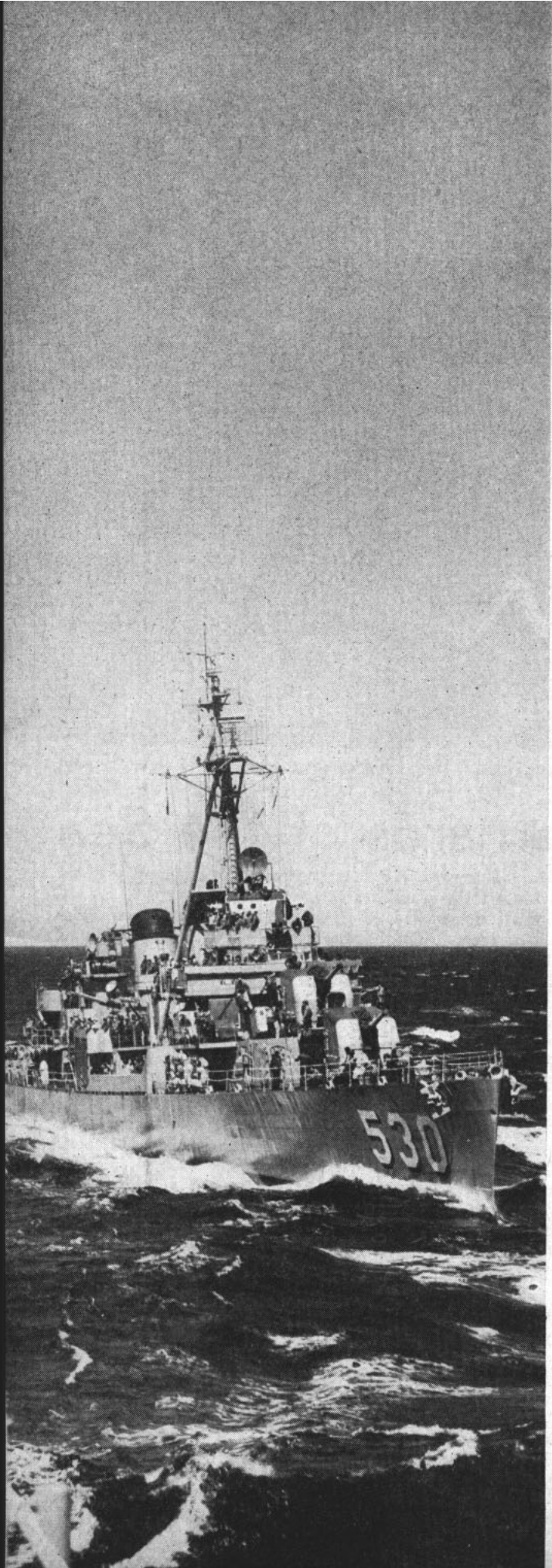


This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

NAVPERS-O

OCTOBER 1953





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OCTOBER 1953 Navpers-0 NUMBER 440

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN
The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

CAPTAIN WREFORD G. CHAPPLE, USN
Assistant Chief for Morale Services

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Elsa Arthur, **Research**
French Crawford Smith, **Layout**
G. Vern Blasdell, **Reserve**

● **FRONT COVER: STIFF BREEZE** whips signal flags and ensign on island of USS *Bairoko* (CVE 115) as the carrier pulls out of port. Photo by David Strickler, JO3, USN.

● **AT LEFT: An important part of a sailor's morale is maintained as *USS Trathen* (DD 530) comes alongside *USS New Jersey* (BB 62) to pick up and deliver mail.**

● **CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on back cover by LT E. L. Hayes, USN.**

PROMPT RESCUE, through SAR techniques, is the rule today. Here, Navy ship comes to rescue of downed airmen.

'SAR' MEN—St. Bernards of the Sea

SAR — Search and Rescue — is an offspring of unification and has assumed international proportions. Nearly all of the earth's ocean surface is covered by an SAR organization furnished either by our country or a foreign government.

The cooperation among the armed services is excellent, with each one putting forth its best possible effort. In some locales the Air Force acts as coordinator of the SAR efforts, in others the Navy is the coordinator, while in still other areas the responsibility falls to the Coast Guard.

This organization has become a permanent part of our Defense establishment and all travelers crossing the Pacific or the Atlantic are assured of the protection offered by the invisible safety net of Search and Rescue. Here's one sample of how it works.

NEAR the uninhabited island of Kahoolawe in the Hawaiian chain, a Navy attack plane roared through the dark Pacific night.

Suddenly the reassuring throb of its engine missed, then stopped. As the plane glided toward the water the pilot radioed Pearl Harbor that he and his radioman were bailing out.

The moment this message was received, the Hawaiian Sea Frontier Search and Rescue organization began rolling out a giant safety net to save the lives of the downed aviators.

Within minutes after notification, the Sea Frontier dispatched an Air Force search and rescue B-29 to the scene. It was followed closely by a Hickam Field crash boat and a Navy destroyer carrying a doctor.

A search pattern was established by the coordination center. It had already plotted the possible position of the survivors, and the direction and speed of their drift.

The wheels kept rolling. The data provided by the coordination center was supplied to the six Air Force, Coast Guard, and Navy planes that were also routed to the crash scene. It also went to two destroyers which had been ordered to the island from a carrier task force operating in the area.

Two-and-a-half hours later lights from the survivors were sighted. Shortly after, the first man was rescued from the water by the crash boat and transferred to the destroyer. Crash boat personnel also landed in the pounding surf of the island and climbed up the cliffs to rescue the injured pilot.

They found him not far from the beach. A Navy doctor made a preliminary examination and found nothing seriously wrong. Then the pilot was lowered to the beach, placed aboard the crash boat.

Transferred to the destroyer uss *Mansfield* (DD 728), he and the other crash victim were brought back to Pearl Harbor. Another search and rescue incident had come to a successful conclusion—thanks to SAR.

During this typical (and actual) SAR operation the services of three destroyers, three crash boats, and nine planes had been utilized successfully in a 13-hour mission. The

dispatching of this equipment, their coordination, and the ultimate rescue—all was a result of smoothly operating SAR teamwork.

In this case it was an operation of the Hawaiian Sea Frontier. But it might have happened in the Atlantic, the Gulf, or the near and far reaches of the Pacific.

Millions of dollars in ships, planes and communication equipment furnished by the armed forces form the strands of this invisible safety net spread across the ocean to protect and save the lives of military travelers.

In the central Pacific it is the Hawaiian Sea Frontier, acting as coordinator for the unified SAR efforts of all the services in Hawaii, which holds this net aloft.

The Kahoolawe incident was a good example of the daily work done by this Naval command which covers nearly 10 million square miles of the Pacific Ocean.

The authority for this unified SAR operation stems from the Joint Chiefs of Staff in Washington through the Commander-in-Chief of the Pacific. Although CinCPac is responsible for the entire Pacific, search and rescue authority has been delegated to various other commands such as the Hawaiian Sea Frontier.

This particular command, geographically the largest SAR organization in the Pacific, is headed by the Commandant of the 14th N.D.

Headquarters for the Hawaiian Sea Frontier Search and Rescue organization is maintained at Pearl Harbor. Here beats the pulse of the entire rescue system that extends from Hawaii half way to the United States and westerly to Kwajalein.

A switchboard, providing direct lines to all SAR elements located on Oahu, buzzes frequently. Behind closed doors the radio room keeps in constant touch with various surface and air units taking part in the operations.

Five naval aviators, assigned to SAR as controllers, are the backbone of the organization. Twenty-four hours a day you will find one of these officers and several enlisted men standing by their radio transmitters and receivers, alert for possible emergencies that may develop. If alerted, it is their responsibility to activate all SAR units and coordinate the rescue efforts.

As soon as an incident is reported, the controller orders out the necessary equipment and diverts air or surface craft in the area to the scene of the search operation. He has at his fingertips a multitude of equipment permanently assigned to SAR —more than 30 planes and 20 surface craft. He may, if necessary, request and receive additional assistance from operational commanders of the respective services.

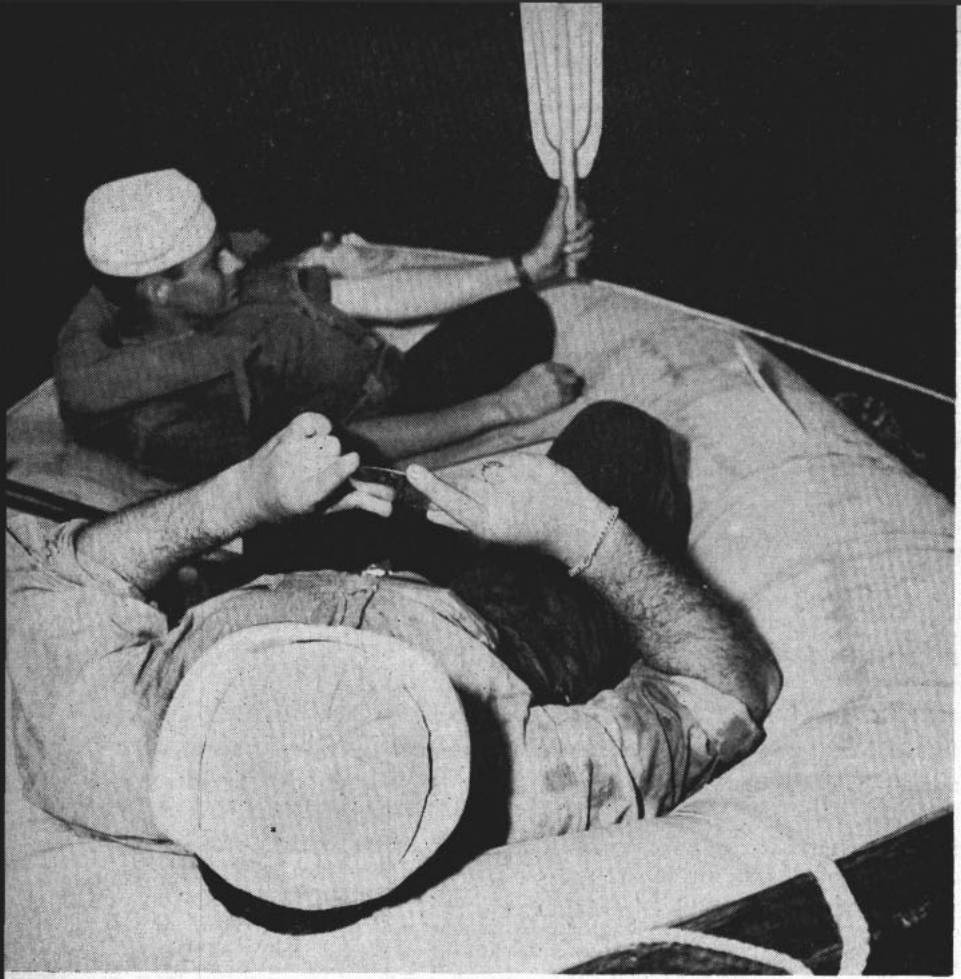
During the course of the alert the controller may designate an "on-the-scene commander" who will act under his orders and supervision.

The most persistent report in the SAR daily log concerns aircraft that experience engine failure during the course of a flight. Each of these incidents — averaging over three a day — calls for certain action.

A plane is ordered out to intercept and escort the stricken craft to the nearest field. All other necessary facilities are alerted for possible participation in the incident. The Hawaiian Sea Frontier Operation Center supplies a list of ships in the plane's

HELICOPTER is one of Navy's most efficient means of pulling men out of the 'drink.' Survivors are hoisted aboard, flown to nearest point of safety.

HELPING HANDS aboard USS *Halsey Powell* (DD 686) give first aid to one of survivors of plane crashes in Formosa Straits during Korean conflict.



MIRRORS are handy in attracting attention of assisting planes, ships. Some life rafts use radar now. Below: Crash victims climb aboard *Halsey Powell*.

immediate vicinity. The Honolulu Air Traffic Control Center supplies similar information concerning aircraft. If the plane experiences further trouble, these ships and planes will be ordered to change course and station themselves along the route of the disabled plane.

A recent case gives an idea of the equipment that may be thrown into this type of mercy operation.

An Air Force plane en route to Hickam Air Force Base from California developed an oil leak in its No. 1 engine. This fact was reported to the Honolulu airport which in turn relayed the message to SAR for action. A plane was immediately dispatched to intercept and escort.

Soon after the interception was accomplished the distressed aircraft had a stoppage of No. 4 engine.

When notified of this second engine failure, SAR ordered out three more planes and nine surface craft to stations along the path of the incoming plane.

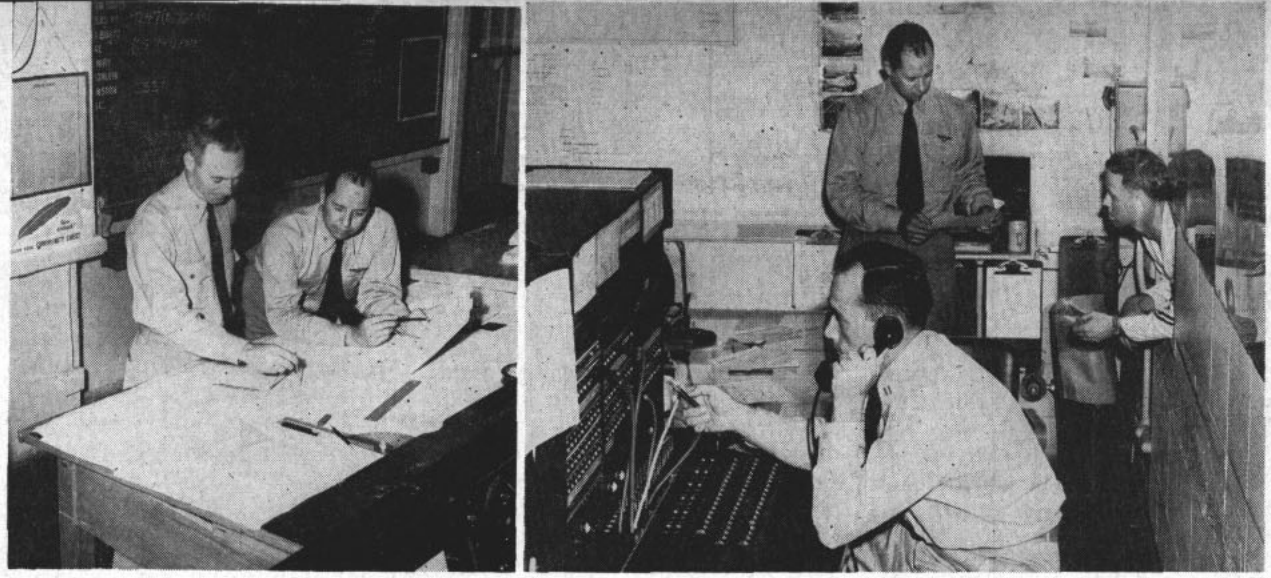
As the transport passed overhead the various units followed, supplementing the next ship. As it came in for a safe landing--in the nick of time—a fire had started in the aircraft but was put out in rapid order.

A distressed plane, a ship aground, or a serious illness far at sea are all in a day's work for Search and Rescue. But occasionally Mother Nature herself adds a finishing touch, brewing typhoons and tidal waves to strike at our island bases.

Late last year typhoon "Olive" roared out of the South Pacific and struck Wake Island. The force of the tropical storm destroyed the major portion of the island installations, leaving the 750 inhabitants without shelter, food or water. The Pearl Harbor SAR headquarters swung into action, dispatching supplies to Wake by plane.

Far at sea an MSTS transport headed for the coral island under orders from headquarters to lend a helping hand to the stricken population. As information flowed into the Pearl Harbor SAR center from Wake, it became apparent that all but the most necessary personnel would have to be evacuated. Again SAR swung into action, planning and executing the evacuation.

At the conclusion of the operation more than 2000 gallons of water, 500 cots, 1000 blankets, 36 tents and 1000 ration boxes had been airlifted to the community and



CONTROL CENTER at Pearl Harbor plots search pattern, dispatches planes, ships and crash boats on SAR missions.

more than 500 people evacuated to Oahu, Guam, and Manila.

Last year more than 1800 alerts were received, ranging from the interception of distressed planes and the coordination of rescue efforts, to the issuing of advanced warnings of approaching tidal waves. Many men who have been stricken by illness at sea where a doctor is not available owe their lives to SAR.

In such cases SAR is advised by radio of the man's condition and his symptoms. The report is diagnosed by a doctor who advises the ship on recommended treatment.

If the sickness is serious or if necessary medical supplies are not immediately available, SAR makes provisions for transferring the man or providing the supplies.

A portable iron lung was supplied to a Coast Guard cutter on weather station when one of its crew was stricken with polio. Another vessel received a shipment of antitoxin by air-drop after a suspected case of diphtheria was found on board. A chief petty officer who had been injured in a fall was transferred to another ship, diverted to the rendezvous by SAR authorities.

Due to the vast area of this SAR command (nearly three times larger than the United States), sub-control centers of Search and Rescue have been established at Johnston, Wake, Midway and Kwajalein Islands. Each of these units, under the constant supervision of the Pearl Harbor center, handle all alerts originating in their areas. They are manned by the three services; the Air Force at Johnston, Coast Guard at Midway and Wake, and the Navy at Kwajalein.

Primarily established to assist military personnel, the facilities of SAR are also available to commercial ships and aircraft in distress. This is in accordance with the long standing tradition of helping those in peril, and hardly a day goes by without the facilities being alerted to safeguard the lives of those aboard a crippled commercial plane or to search for a lost fishing boat.

In these cases the military authorities work hand in hand with civilian officials. A tidal wave alert in the Pacific last year is a graphic example of this cooperation.

On 4 November, a severe earthquake shook the ocean bottom near Siberia and started a wave rolling across the Pacific toward Hawaii at great speed. As soon as the wave danger became evident, the Hawaiian Sea Frontier, acting in conjunction with other civilian and military organizations, swept into action, contacting and warning the islands throughout the command.

The estimated time of arrival at Oahu was determined and passed on to the civilian Civil Defense agencies that began disaster preparations. As it developed the wave did little damage in the Hawaiian Islands, due for the most part to the early warning. Small craft had been moved to safe anchorage and people who lived in the danger zone were able to move to higher ground.

During the Korean conflict, the Air Force sent several flights of jet fighters across the Pacific under their own power. Always present during these trans-Pacific hops was a line of Navy and Coast Guard ships scattered across the ocean, alert for any trouble among the transient aircraft. The movement of the jet planes was constantly reported to SAR which coordinated the movements of the surface vessels and watched over the entire operation.

Everyday—in the central Pacific as elsewhere—the SAR network is alerted for any type of emergency.

—William H. Prosser, JO1, USN.

INJURED Navy pilot is carried ashore at Pearl Harbor for transfer to hospital. He was rescued in SAR operation after his plane crashed (see story).

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **NEW DEFENSE MEDAL**—A new medal and accompanying ribbon has been approved for Navymen and other members of the armed forces who have served on active duty anywhere in the world during the Korean conflict.

Not eligible for the new medal are Naval Reserve personnel on active duty for training; or on short tours of active duty to serve on boards, courts or commissions; or any person ordered to active duty who, after his physical, was disqualified and immediately released again.

The new award, according to BuPers Inst. 1650.3, will be called the "National Defense Service Medal" and was authorized by a recent Executive Order.

The ribbon will be 1⅜ inches in length and ⅜ inches in width. The design will consist of a red band 7/16 inch on each end with a ¼ inch band of yellow in the center with a red, white and blue stripe on each side.

The *medal* will be distributed when available free of charge but personnel will have to purchase the *ribbon*.

The Executive Order states that all members of the armed services of the U.S. "who shall have served during any period between 27 June 1950 and a terminal date to be announced later" shall be eligible to wear the ribbon.

No person, however, will be entitled to earn more than one award. The National Defense Service Medal may be awarded posthumously.

In addition to the above, there are two authorized medals awarded for service in or around the Korean theater of operations. They are the *Korean Service Medal*, awarded to members of the U.S. armed forces who have taken part in the conflict, and the *United Nations Service Medal*, which goes to members of the fighting forces of allied nations (including the U.S.) who take part in the United Nations action in Korea.

The National Defense Service Medal will take precedence immediately after the China Service Medal (Extended) and preceding the Korean Service Medal and shall be worn accordingly.

• **G. I. BILL DEADLINE**— The deadline for starting training under the Korean G. I. Bill is less than one year away for nearly 1,000,000 Korean veterans.

The Veterans Administration lists that total as the number of veterans serving since 27 Jun 1950 who were discharged or separated before 20 Aug 1952, and who have not yet taken advantage of the G. I. training.

Under the law these veterans must actually "enroll in and begin" G. I. training by 20 Aug 1954. The mere filing of an application beforehand, with an intention of starting some time after that date, is not enough. Other veterans, separated after 20 Aug 1952, have the standard two years from the time they left the armed forces in which to begin their training.

• **HANDBOOK FOR CORPSMEN**—Distribution will commence soon on a new 1953 edition of the *Handbook of the Hospital Corps, U. S. Navy*. The research, writing, editorial work and final printing have been completed.

Personal copies can be obtained from the Government Printing Office at a cost of $4.50 per copy. Distribution will be made to applicable Naval activities, as soon as practicable.

This is the seventh edition of the *Handbook*—since the first "Handybook" of the Hospital Corps was published in 1914. Other editions of this "Medical Book of Knowledge" familiar to Navy corpsmen everywhere, were published in 1917, 1923, 1928, 1939 and the one currently in use, published in 1949.

The book will serve as a reference text book for hospital corpsmen preparing for advancement in rate. New training courses for hospital corpsmen are now under revision and will use the new handbook as a guide, incorporating much of its contents.

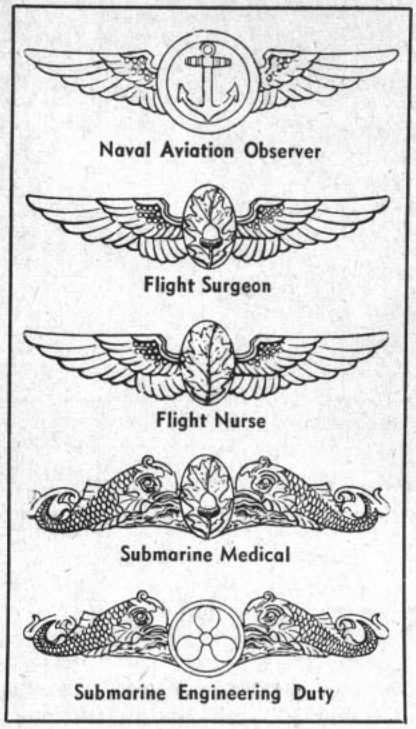
• **CHANGES IN INSIGNIA**— In line with the Navy's program of standardizing insignia, minor changes have been made in certain breast insignia worn by Navymen to indicate a special qualification or designation.

The wings on the *Flight Surgeon* insignia and *Flight Nurse* insignia have been changed to conform to those of the *Naval Aviator* insignia. In addition, the center leaf designs have been made to conform to the standard metal leaf designs for medical officers and nurses.

The *Submarine Medical* insignia has also been changed so that the center leaf design conforms to the metal leaf design worn by medical officers.

The wings on the *Naval Aviation*

PASS THIS COPY ALONG—There should be an easier way to rescue this issue of ALL HANDS for nine other sailors.



Observer insignia have been changed slightly to conform to those worn by Naval Aviators.

In addition to the above changes, the *Submarine Engineering Duty* insignia will now be distinguishable from the insignia worn by Submarine Operating Personnel. Instead of the former center design, showing the bow of a submarine with the block letter "E" superimposed on it in the lower center, the present center design is a circle upon which a silver three-bladed propeller and circumscribing silver rim are superimposed, the tips of the propeller blades touching the inner-diameter of the silver rim. As in the former insignia the center-piece is flanked by two dolphins.

No mandatory date has been established when personnel authorized to wear the new insignia will be required to make the changeover; however, it should be done as soon as possible.

• **NAVAL ACADEMY**—Naval Reservists ordered to active duty after 6 July 1953, who have previously made application through their Reserve unit to compete for appointment to the Naval Academy under the yearly Reserve quota, may still qualify even though they are no longer with their Reserve unit.

Although enlisted men of the Regular Navy took their qualifying exam in July, Reservists ordered to duty with the Fleet who are candidates for the Naval Academy should submit via their commanding officer, a request for assignment to the Naval Preparatory School.

The request will be forwarded by the commanding officer to BuPers (Attn: Pers C-1214). It must include the date you reported for active duty, your basic classification test scores and your commanding officer's recommendation.

Reservists on active duty who are selected as aspirants for the Naval Academy will be ordered to the "prep" school at Bainbridge, Md., to compete for an appointment awarded by the Secretary of the Navy. The quota for the Naval Reserve is 160 a year (there is another quota of 160 a year for Regular Navy enlisted men). At Bainbridge they will follow a course of instruction which will prepare them for the entrance exam for the Academy, given each March.

For full details, see BuPers Instruction 1530.25.

• **VETERANS' BENEFITS BOOKLET**—A publication has been designed to give information to men and women of the armed forces, at the time of their separation from active service, that will aid them in adjusting to civilian life.

The 27-page pamphlet entitled "Going Back to Civilian Life" explains the principal rights, benefits and privileges to which veterans, their dependents and their survivors may be entitled because of the veterans' service.

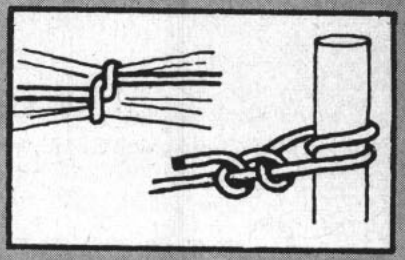
The pamphlet lists the governmental agencies that administer the benefits and directs attention to the principal organizations authorized to assist veterans. It also tells the veteran where to write or go to expedite action on rights and benefits to which he is entitled and points out some obligations and responsibilities that rest upon a veteran after separation and steps the veteran should take to fulfill them.

Among the many facts spelled out are those concerning Civil Service preference, education, farm loans, reemployment rights, vocational rehabilitation, and the homestead and housing program.

This publication is distributed to Civil Readjustment officers and to individual veterans at the time of their separation from service.

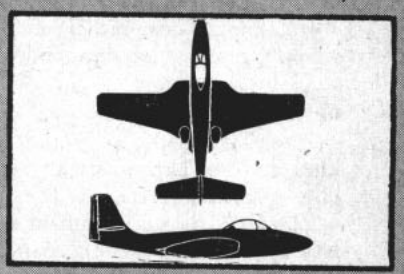
QUIZ AWEIGH

If you know your knots and your planes, you have two-thirds of this month's quiz licked—and that's not bad. But to score a 4.0, you also must know your deck gear. Do you?



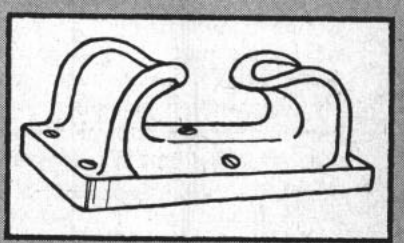
1. At left above is a (a) Half hitch, (b) Marline hitch, (c) Fisherman's bend.

2. At right is a (a) Clove hitch, (b) Timber hitch and half hitch, (c) Round turn and two half hitches.



3. These Navy aircraft silhouettes identify the (a) *Panther*, (b) *Phantom*, (c) *Banshee*.

4. The aircraft is the (a) F2H–1 fighter, (b) AD–1 attack plane, (c) P2V patrol plane.



5. The name for this important piece of deck gear is (a) double bollard, (b) double bitt, (c) open chock.

6. Its primary use is for (a) guiding lines from a ship's deck, (b) securing mooring lines, (c) hitching towing lines.

ANSWERS TO QUIZ AWEIGH ON PAGE 53.

NAVY'S Ceremonial Guard, shown marching in ADM Sherman's funeral procession, is noted for its 'spit and polish.'

Ceremonial Guard Wins in a Walk

THERE'S an old saying that "sailors never walk" but there's at least one group of Navymen that acts as though it had never heard of the old saw.

"Walking" – or rather marching, snappy, close-order marching–is the stock-in-trade of the Navy's Ceremonial Guard.

The Guard, the only unit of its kind in the Navy, is the service's elite marching corps. It is ready at a moment's notice to put on a faultless display of marching skill before visiting dignitaries or at a military funeral.

Stationed in the nation's capital, the Guard must maintain a tight schedule. When the bluejacket Guardsmen aren't high-stepping down the street in a parade or rendering honors to high state officials or taking part in a funeral, they have other duties such as gate watches, station police patrols, parking and traffic control aboard the Receiving Station, Washington, D.C. Members also act as money guards when funds must be transported to and from the Navy Exchange or Disbursing Office and the bank.

While they lead a busy life, the Guardsmen find it a colorful one, which brings them into contact with a lot of famous people. For example, one day not long ago the unit had to serve as honor guard for Field Marshal Montgomery of the British Army. The same day it took part in four funeral details. (During the past year, the Guard has provided funeral details for more than 500 burials of naval personnel in Arlington National Cemetery and in other cemeteries in the Washington area). On another occasion the Precision Drill Team performed on television, and at the annual Republican and Democratic Congressmen's baseball game. They have marched before presidents and kings, in honor of Senators and sea heroes, from seamen to admirals.

Another function of the Guard is to act as the Naval Emergency Ground Defense Force for the Receiving Station, Washington, D. C. To carry out this mission, the Guardsmen maintain their own armory of machine guns, automatic weapons, rifles and pistols. Eight men are responsible for keeping the pieces cleaned and polished so that they gleam and glisten like the men who carry them.

The Guardsmen also maintain the "Mast of the *Maine* Memorial" in Arlington National Cemetery. (The memorial, dedicated to the men who lost their lives when the battleship *Maine* was blown up in Havana, Cuba, in 1898, is the actual mast of that ship. Surrounding the mast are the graves of the men killed in the explosion).

Spit and Polish Guardsmen Take Home Trophies For Precision Performances

Since its creation 20 years ago, the Ceremonial Guard has grown from a unit of 50 men and one officer to 125 men and two officers. Before that time, whenever a group of bluejackets was needed for a ceremony, parade or funeral, they had to be chosen at random from various schools or ship's company at the Naval Gun Factory. The newly organized Navy Ceremonial Guard was able to match the precision performances of the permanent ceremonial organizations which are maintained by the other armed services.

The day for the Ceremonial Guardsman begins at 0630 when reveille is sounded. Sweepdown is at 0645 and the early watch is posted at 0700. Those not on watch turn to cleaning the barracks and other everyday chores. The men on watch are relieved at 1200, and after the noon meal, they generally go on an afternoon detail which usually lasts through to evening.

The Ceremonial Guardsmen must present an excellent appearance wherever they go and this sometimes requires that they shave twice a day (ouch)! and use two or three sets of whites.

Consequently, a lot of the Guardsman's free time is spent in washing and ironing his uniforms and shining his shoes.

The men in the Guard chipped in and bought five washing and drying machines. This helped a lot, but they still put in plenty of time to

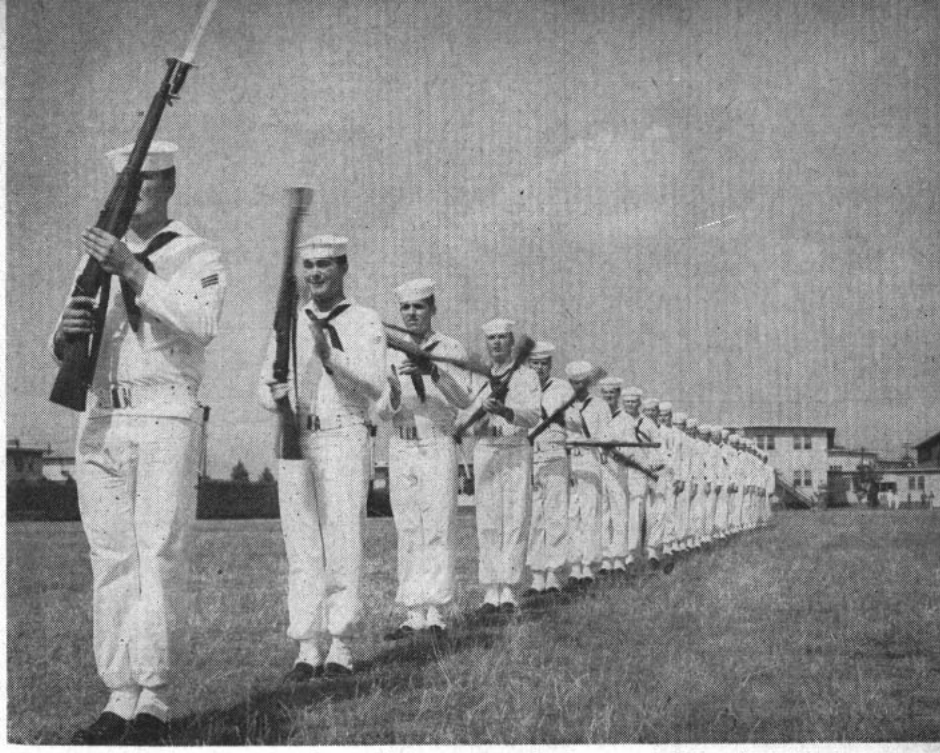
keep up their smart appearance.

"Our goal is perfection," claims Walter T. Pryor, GMC, USN, who is one of the two CPOs in the Guard.

"People often judge the Navy by the men in our outfit. We've got to be sharp."

"Not only that," adds Denzil E. Scott, GMC, USN, the other CPO Guardsman, "our men on the gates give newcomers to the station their first, and usually lasting impression. The men standing these watches not only must have immaculate uniforms, but also must be courteous, efficient and thoroughly indoctrinated in the rules and regulations of the Navy and of this station."

"For that matter," breaks in Pryor, "everyday is inspection day for us. Whenever a detail is sent out or a watch posted, the men receive a thorough inspection. When our men stand Captain's Personnel Inspection, if we don't get at least an 'outstanding' we feel that we've dropped the ball."



'ORDER ARMS' in rotation shown being executed, is one of Guard's 'tricks.' Members of the 24-man multi-duty drill team spend hours practicing.

The basic uniform for the Guard is the same as any other sailor with a few exceptions. The summer undress whites are worn with neckerchiefs, duty belts, and leggings. White gloves are a part of the uniform when under arms. The winter uniform, Dress Blue "A," is worn with white leggings and duty belt, and if the weather requires, pea coats and leather gloves.

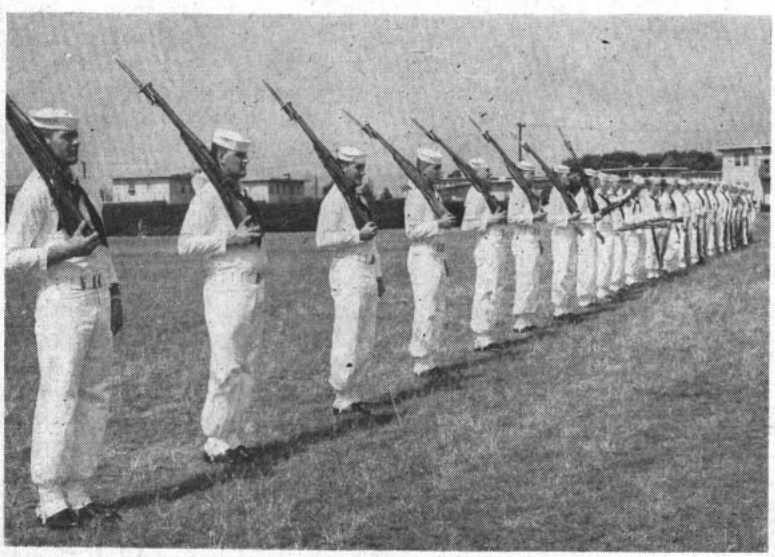
Being selected to serve in the Ceremonial Guard is no accident. The seaman, who usually comes to the unit directly from recruit training, is screened in recruit training on his appearance, military bearing and ability to handle a rifle.

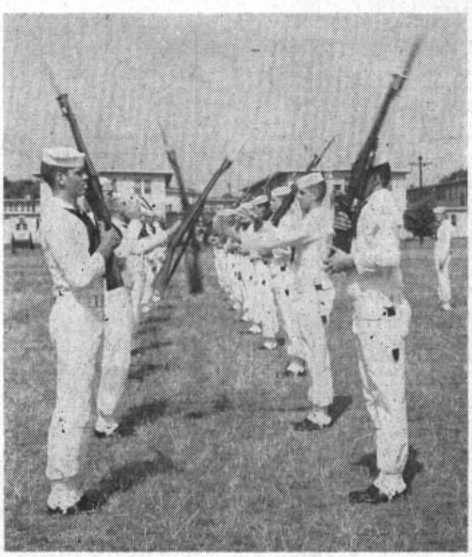
The minimum height is five feet ten inches. Most Guards, however, measure more than six feet. Each must be a high school graduate and have a better-than-average GCT. He must also possess a smart, military bearing, be able to march and be enthusiastic about the idea of serving in the Guard.

"When a man is assigned to the Ceremonial Guard," says Chief Pryor, "he sometimes feels it's no more of an honor than being detailed to mess cooking. But after a few weeks in the outfit, he usually begins to feel the *espirit de corps* and adjusts himself to our highly regimented life. Naturally, some men are more adept at military drilling than others and advance more rapidly."

The Ceremonial Guard is divided into four separate units for drilling, although the entire Guard drills as a unit two hours a day. The individual units are the "Drill Team," "A" Squad, "B" Squad and "C" Squad.

"Once in the Guard," Chief Scott explains, "a man is immediately assigned to the C Squad for drilling. As his ability increases and he shapes





DRILL TEAM carries out 'right shoulder arms' in rotation. Right: Difficult maneuver, 'exchange of rifles' is executed.

TROPHY is added to impressive collection by Drillmaster B. P. Gerald, BM3, USN (right). R. C. Martin, BM3, USN, another drillmaster, looks on.

up to our standards, he is moved up the line to the B and A Squads, as vacancies occur."

The Drill Team itself is strictly voluntary. It is every man's goal to be selected for it. With only 24 men on the Drill Team, competition is keen.

Such competition for selection has paid off. In contests with the drill teams from the ceremonial units of the Army, Air Force and Marines, the Navy's drill team has "marched away" with the trophy for the past four years.

Five petty officers of the Ceremonial Guard are qualified to handle the Drill Team. R. C. Martin, BM3, USN, is presently the drillmaster. Others qualified to handle this job include P. L. Sutton, BM3, B. P. Gerald, BM3, W. T. Pryor, GMC, and D. E. Scott, GMC.

To be a good drill man, a Guardsman must concentrate. As a matter of fact, Drillmaster Martin says that every member of the squad could perform every movement known to the Drill Team blindfolded. And that's precision.

Sometimes this concentration assumes awesome proportions. For example, one day the men were drilling for a show that was being televised and were performing a movement that calls for twirling the rifle (bayonets fixed). When the show was over, Drillmaster Martin marched his men off the field and gave them "At ease."

One man happened to look down at his hand and saw that it was bleeding. He had cut it on his bayonet during the rapid maneuvers—and hadn't even noticed it.

Many maneuvers performed by the Drill Team have been "invented" by team members themselves. Only a few of them are "orthodox," but regardless of the maneuvers they use, the Drill Team still returns home with the trophies.

Marching trophies are not the only cups that adorn the Ceremonial Guard's trophy case either. Working as a unit in the intramural athletic program, the Guard won the 1953 swimming and softball crowns and placed second in bowling.

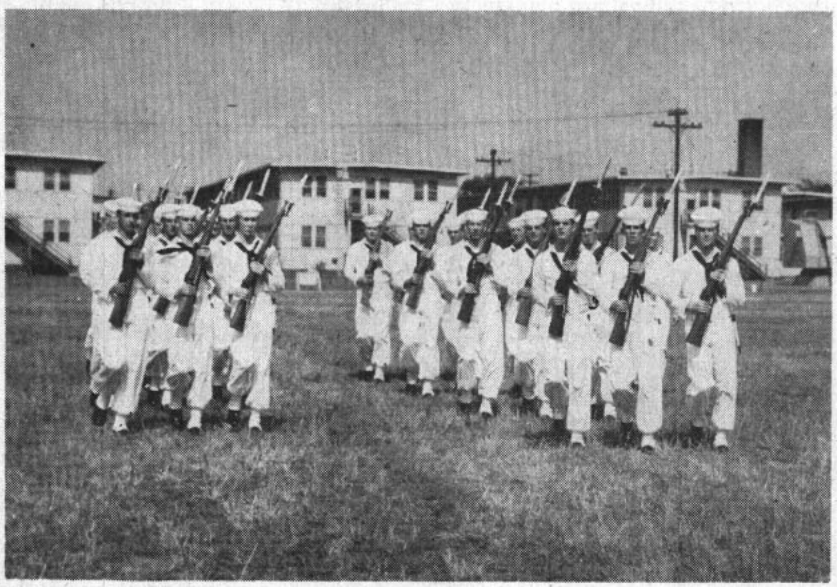
Despite the long hours and the spit-and-polish life, men of the Ceremonial Guard are proud of their unit and its record. You won't hear them bragging about it, but watch out if you make a crack about the unit within hearing of one of the Guardsmen. A normal tour for a man in the Ceremonial Guard is about 18 months, after which he usually goes to sea.

The Navy's Ceremonial Guard is under the supervision of Lieutenant Commander Biagio O. Funari, USN, and Lieutenant Roy M. Bell, USN. Lieutenant Commander Funari, who is also Security Officer for the Receiving Station, knows from experience the value of discipline and morale. He was a prisoner of war of the Japanese during World War II. He is on his second tour with the Ceremonial Guard, having been attached to the unit the first time from 1946 to 1948.

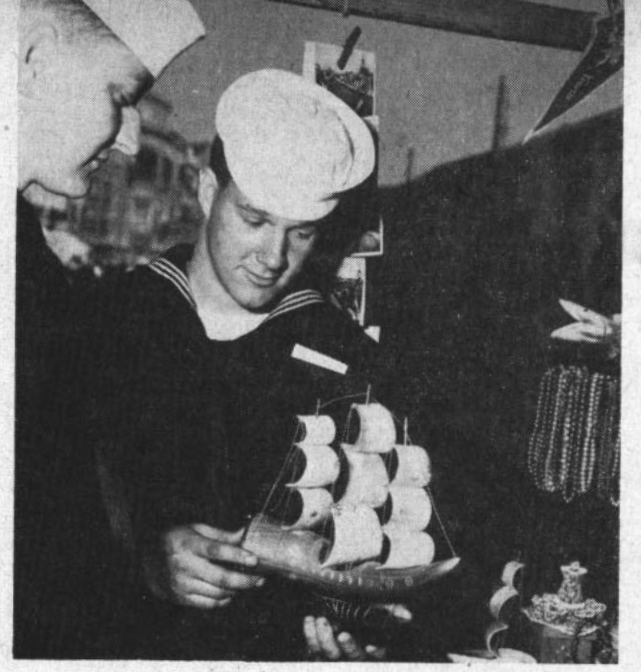
About the biggest compliment that the men in the Ceremonial Guard have received came from an Army sergeant. When told the Guard drilled only two hours a day, the sergeant exclaimed:

"Listen, I've been drilling guys for many years and I say those men are professionals. They couldn't be that good with only two hours practice a day."

But they can be—and are, these sailors that "always walk."—Rudy Garcia, JO1, USN.



STEPPING SHARPLY, Ceremonial Guard's crack drill team takes part in close order drill during 'Sea Hawk Day' festivities in Washington, D. C.



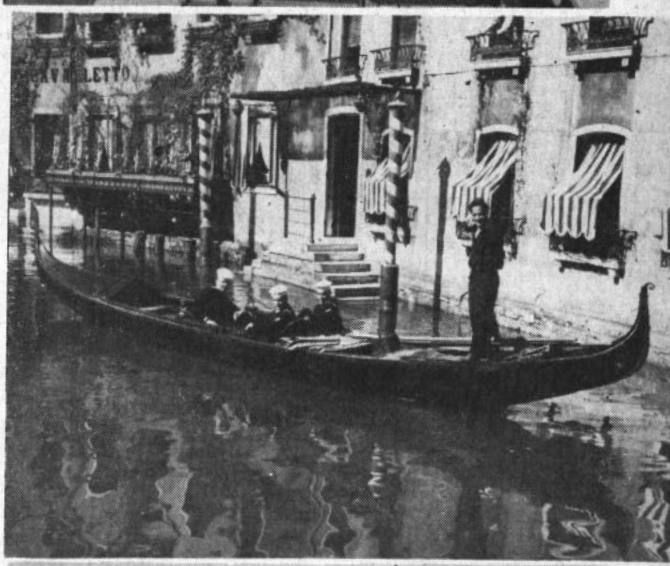
Liberty in Venice

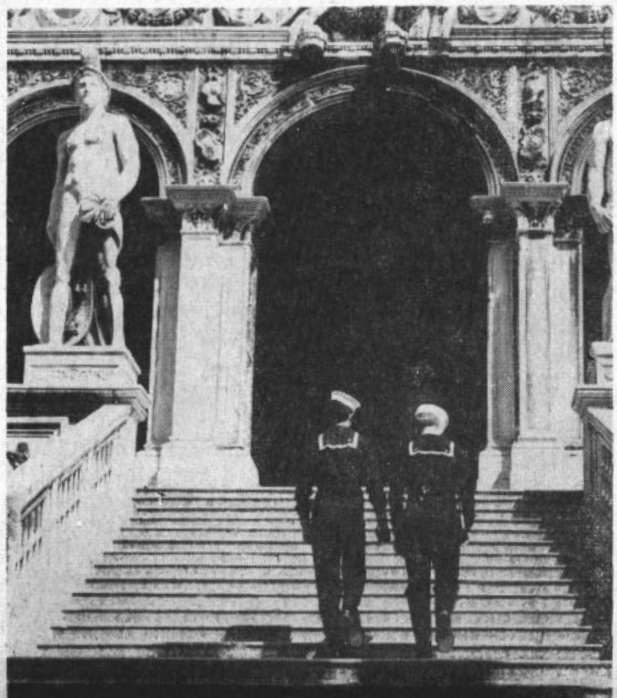
VENICE, city of canals, has long been a favorite spot for sailors visiting Italian ports. This city was one of the final ports-of-call visited by USS *Roanoke* (CL-145) on her fourth Mediterranean tour.

No streetcars or buses travel the 'streets' of Venice—instead, you travel by gondola or "vaporetti."

Navy sightseers enjoy hearing the cheerful gondoliers singing "O sole mio" and other familiar melodies as they cross the Rialto Bridge—built in the late 1500s—in search of curios or mementos. The Doge's Palace is a popular place with visitors, along with the ancient Church of St. Mark and the Campanile Tower.

Here are some Venetian scenes: *Upper left:* Sailors look over ship models in Venetian shop. *Upper right:* Liberty launch 'doubles as gondola' traveling the canals of Venice. *Right center:* Navymen enjoy the technique of the gondolier on the Grand Canal. *Lower right:* Sailors relax along the Canal of St. Mark; Campanile Tower can be seen in the distance. *Lower left:* Two bluejackets walk up steps leading to the Doge's Palace.





BIRD'S EYE VIEW of Marines in amphibious assault. In operation supporting planes are guided by TACRons.

Air Traffic Cops in Amphib Assaults

"BONGO, this is Hedgehog 32." The loudspeaker voice had a sound of urgency as it broke the silence in the Supporting Air Control Center on the Amphibious Force Flagship uss *Pocono* (AGC 16).

The radio circuit from the shore unit continued its message to the ship. "We are pinned down by 10 tanks approaching the front from north along road at coordinate 8640K. Request air support immediately. I can observe and will control."

The air control officer from one of the Force's three Tactical Air Control squadrons paused briefly to visualize the situation ashore.

In the front lines of attack was a Tactical Air Control Party. It consisted of a Marine pilot and several enlisted runners and radiomen. In the amphibious assault landing, the first line of troops had been suddenly threatened by enemy action.

Back on board *Pocono,* the air control officer conferred hurriedly with the gunfire support officer and intelligence officer to determine whether naval gunfire might be better, and whether the coordinates were correct.

Ten miles away, a flight of Navy attack bombers "orbited" over a designated spot – waiting. As soon as the Tactical Air Control Squadron on *Pocono* decided that aircraft was the answer to the threat, the flight leader got the word to strike.

Within 15 minutes, the pinned-down troops were happy to see the Navy planes plaster the enemy tanks with rockets, bombs and napalm.

Theoretically, of course, for this was a typical training exercise, set up by Commander Amphibious Force, Atlantic Fleet, operating out of Norfolk, Va. The problem of having aircraft ready and waiting to send to the right spot at the right time during an assault landing is a difficult one, and the TACRon method helps to provide a solution, as in the situation illustrated.

This system—a development of World War II which came into full flower at Iwo Jima—is based on the premise that control of all aircraft during an amphibious assault should be under the direct control of the amphibious force commander from the time the armada approaches the beachhead until the site has been "secured" and a command post set up ashore.

To implement this control, the Navy set up the TACRons, which consist mainly of experienced naval aviators who have been specially indoctrinated in amphibious warfare. They are embarked in amphibious force flagships such as *Pocono, Taconic, Mount Olympus,* and in some cases in attack transports acting as flagships.

The Atlantic Fleet Amphibious Force "air force" consists of Tactical Air Control Group Two, permanently assigned in the Force flagship, uss *Pocono.*

It is made up of three TACRons, based at the Naval Air Station between operations. Each has about 17 officers and 45 enlisted ratings—

mostly radio and electronics specialists.

To insure full coordination between air and ground troops, each TACRon includes an Army, Marine and Air Force officer in addition to naval officer specialists in intelligence and communications.

In a typical example of split-second coordination (during the Lant PhibEx II-53 assault landing at Onslow Beach, N. C.), the control group on *Pocono* simultaneously worked on the following:

- It directed a helicopter air lift of Marines to the beach from a "jeep carrier."
- It provided a covering umbrella of *Panther* jet fighters for the 'copters.
- It directed "sweep" missions of *Corsairs* to hit strategic bridges and roads ahead of the troops.
- It held aircraft units in the air in readiness to hit danger areas as they occurred.
- Finally, it directed flights of anti-submarine aircraft within a 75-mile radius of the main beachhead.

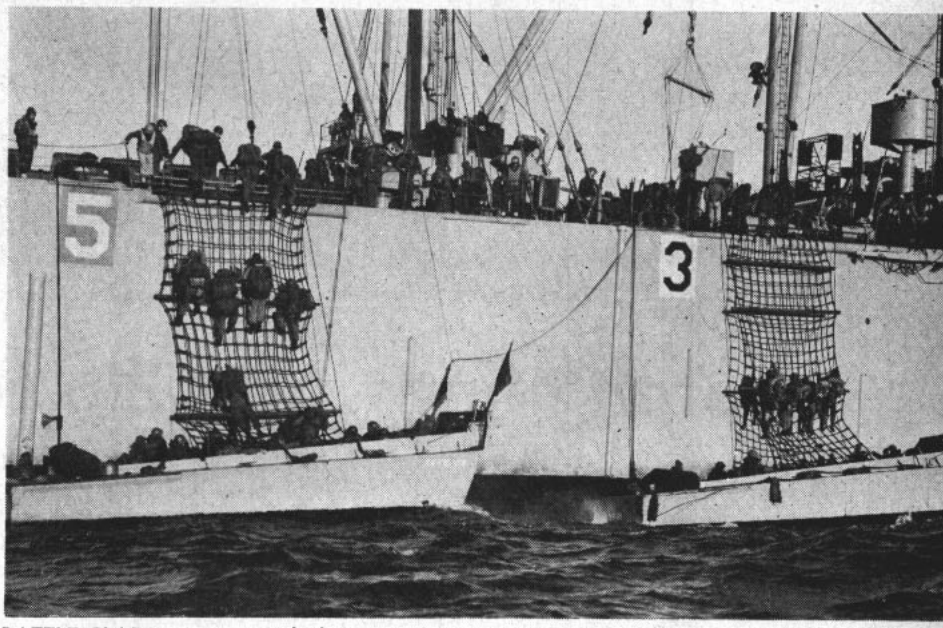
Air coverage is an important factor in any amphibious assault today. With modern jet planes unable to stay aloft more than about 90 minutes before needing fuel, the TACRons must work fast to utilize their services.

Invasions during World War II sometimes took more than a week to reach the stage where a command post could be set up ashore by the troop commander. During this period, the amphibious force commander, through his TACRons, maintains control over all aircraft—Navy, Marine or Air Force—entering the assault area.

The Atlantic Fleet Amphibious Force TACRons also have had another important mission between operations. Periodically, they sent detachments to various air stations to train squadrons heading for Korea. By using jeeps and other mobile equipment, they set up a Supporting Air Control Center ashore, to direct the aircraft as they will be used in any future needs.

The Atlantic Fleet Amphibious Force includes ground troops and surface units of every type. Although the Force TACRons do not own a single aircraft, their expert direction of those of other arms gives the Force an "air arm" carrying a potent punch.

COORDINATION of ground, sea and air arms is accomplished by personnel from all services. Here, both officers and EM are drilled on radio circuit work.



BATTLE-CLAD troops crawl down nets into LCVPs. Below: During training *Corsairs* roar in over LVTs and Marines to strike at 'enemy' emplacements.

UNDERWATER 'WINGS' slice water, propelling hydrofoil-equipped craft along at a greatly increased rate of speed.

Water Wings Add Zip to Navy Craft

IF you should happen to see in the near future something that looks like an overgrown mosquito on skis skimming over the water toward you at a speed no small craft has a right to travel—don't break out the insect spray, it's only a hydrofoil boat.

Hydrofoils are "underwater wings" attached to the hull of a small craft. With these "wings" a boat can be supported on the water in the same manner that an aircraft is supported in the air. When sufficient speed is reached, the hull lifts off the water and the boat becomes supported entirely on its foils. With the hull thus riding high, less water friction results and higher speeds can be attained.

The boat shown in the accompanying photos is capable of about 20 knots with the hull normally waterborne. With hydrofoils installed, its speed can be increased to better than 35. And that's good, for it means among other things that more speed is gained for less power once the "take off" speed is reached.

Take a boat with the following dimensions and consider the performance comparison. Length, 50 feet; weight, 45,000 lbs. (increased to 49,000 when the foils are added); power, 1500 horsepower.

Without foils this boat can attain a top speed of 40 knots. With the foils attached the speed jumps to 60 knots. At a 40-knot speed, moreover, only 800 horsepower is used.

In the 40-50 knot speed range the hydrofoil uses about half the power required by the conventional boat. How it does it is the result of the law of aircraft wing construction.

The surface of a hydrofoil is similar in design to an aircraft wing. It produces a lift in the water in the same manner as an airplane wing generates lift when moving through the air. Once the hull lifts from the water and the boat "takes off," friction is reduced and you can get these higher speeds.

Navy's Hydrofoil Research Is Pointing to Craft With Lots of 'Git Up and Go'

As with all good things, there are disadvantages to hydrofoils too.

Because of water resistance before the lifting speed is reached, a hydrofoil boat requires greater power at slow speeds than a conventional type.

Like an airplane, a foil boat also has problems of stability and control. The boat must be so designed that it will "fly" in the narrow range of altitude bounded by the hull touching the water (the lower limit) and the foil breaking the surface (the upper limit). This limitation, coupled with the fact that open water is highly irregular, makes it practically impossible for a human "pilot" to fly such a craft.

Automatic controls may be one

answer to this difficulty. By changing the angle of "bite" of the hydrofoil and hence its lifting power, the desired submerged depth of the hydrofoil can be maintained by an electrical-mechanical or hydraulic signal which measures the height of the hull above the water.

Another means of maintaining such "altitude control" is by use of surface-piercing foils. These foils are lifting surfaces that extend up through the water's surface. Any changes in speed or load, or variation in the state of sea, are taken care of as the foils either drop deeper into the water or rise out of it.

Surface-piercing foils have their drawbacks too, of course. They often create a higher drag and give a rougher ride than would be the case where automatic controls are used.

There is also the problem of operating hydrofoil-equipped craft in harbors and around piers at slow speeds. The projecting foils and struts increase the beam and length and make it awkward to maneuver in close quarters. Retractable appendages seem the obvious answer, but such additional retracting mechanism adds up to increased weight which would work against you.

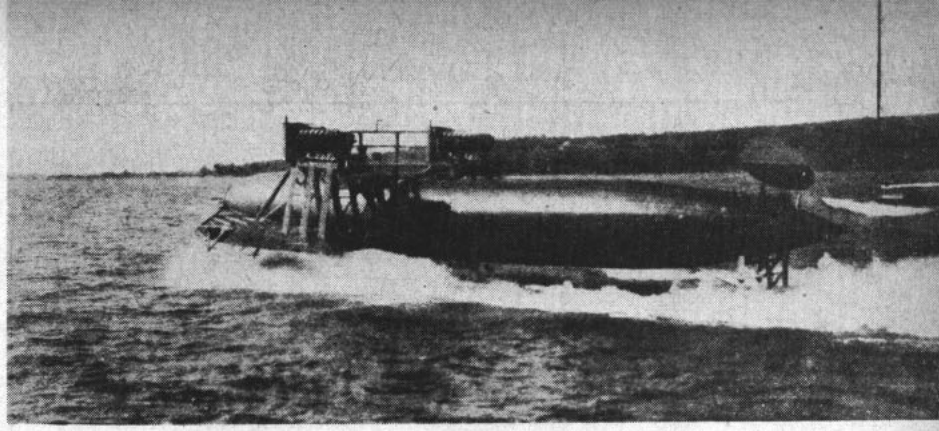
For example, the amount of lift a system of foils can produce depends upon (1) the surface area of the foils, and (2) the speed of the craft.

The more weight in the boat, the more speed she must have and therefore the more foil area. The surface area of the foils must be increased in an even faster rate than the size of the hull. This soon adds up to a point of no return or at least too "expensive" a return. This limits the hydrofoils for all practical purposes to moderate-sized craft.

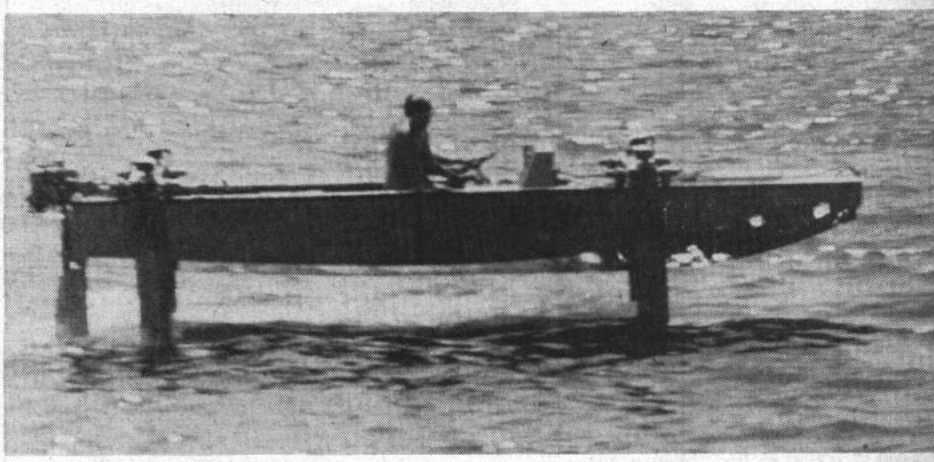
Propulsion presents another challenge to the Navy's hydro-experts. Since the hull of a boat rides clear of the surface, power must be transmitted to the propeller several feet below.

The connecting shafting must be long enough to penetrate several feet into the water—the exact amount depending on the power desired. This becomes a problem when the hull is water borne as there is danger of fouling the projecting screw and shafting.

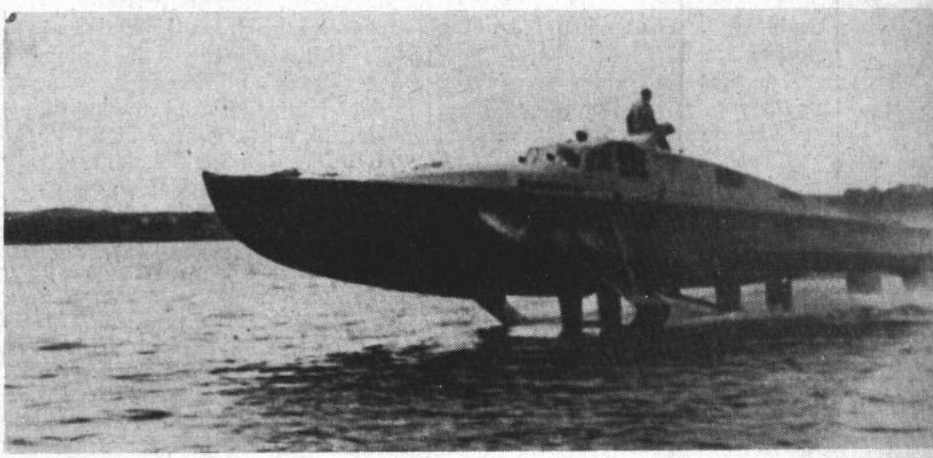
These are all problems in the development of the hydrofoils. The Navy, working closely with private



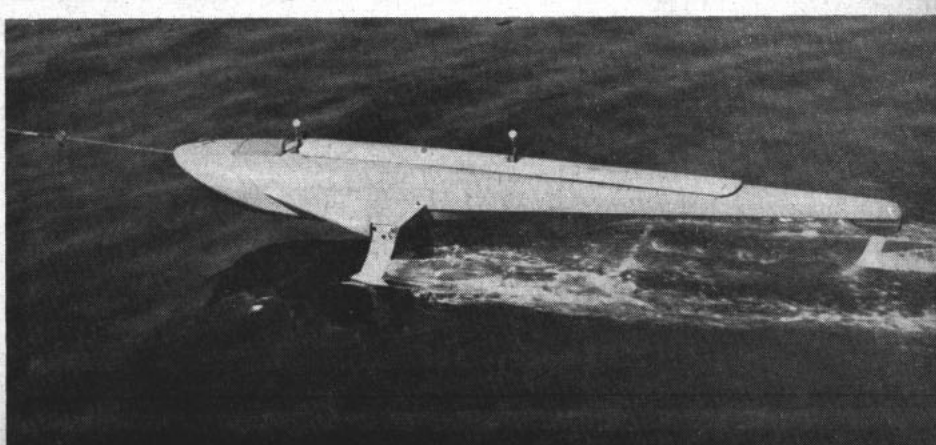
HYDROFOIL BOAT, known as HD-4, was developed in 1919. Here, the odd-looking vessel, top speed of 68.8 knots, undergoes tests on Baddeck Bay.



ONE OF NAVY'S experimental hydrofoil craft is put through her paces. Below: World War II hydrofoil boat, built by the Germans, is given series of tests.



TOWED HYDROFOIL craft, built for the Navy, is shown being given a tryout. Navy is now experimenting with both surface-piercing and submerged 'foils.'



HYDRO-SKIS—not hydrofoils—enable Navy's XF2Y-1 *Sea Dart*, the world's first delta-wing seaplane, to make smoother take-offs and landings.

Hydro-Skis Are Different from Hydrofoils

The photograph you see shows the world's first delta-wing seaplane, the Navy's new jet fighter the XF2Y-1 *Sea Dart*, skimming the water just before take-off.

The *Sea Dart* is the first known combat-type aircraft to use retractable "hydro-skis" for improved rough-water take-off and landing performances.

The *Sea Dart* rides low in the water until power is applied. When the skis break through the surface, the *Sea Dart* points its nose skyward at a sharp angle. Two air intakes, located behind the pilot's compartment and atop the fuselage, channel air to the jet engines.

But don't confuse the hydro-skis shown here with the hydrofoils described in the accompanying article. Although the purposes are similar (to produce a smooth ride) the ways and means are different.

Hydrofoils remain submerged just beneath the surface, holding a boat's hull completely free of the surface of the water. The foils maintain this delicate "flying range" never breaking the surface.

The hydro-skis are just what they sound like—water skis which "ride" the surface, holding the plane up by virtue of their speed alone (just as a water skier is held on the surface behind a speed boat) until take-off speed is gained and the plane becomes airborne.

firms, has been kicking these and other puzzlers around for some time. The results to date have been encouraging.

In 1947 the Navy started a research program on the hydrofoil principle under the administration of the Office of Naval Research, with the cooperation and support of the Bureau of Ships, the Bureau of Aeronautics and the National Advisory Committee on Aeronautics. Because of the similarity of foils for an airplane to foils for a boat (the same principles being used), there was much data available from years of testing aircraft foils in wind tunnels. Such data could be applied just as well to a foil in water as to wings in the air.

Prior to 1947 there was considerable experimenting by the Swedes and Germans. A Swedish ferry using hydrofoils attained a speed of approximately 35 knots. A German hydrofoil boat constructed during World War II zoomed up to 50 knots.

A few Americans were in the act before that. In 1911, Captain W. C. Richardson, USN (Ret) and a Mr. White constructed a hydrofoil boat. The attempt didn't pan out as a usable craft.

Actually hydrofoils had their beginning way back in 1886 when a French count named De L'Ambert first obtained a patent. He was followed by an Italian who did considerable work in hydrofoils on aircraft.

Alexander Graham Bell and his Canadian engineer, Casey Baldwin, developed a hydrofoil boat called the HD-4 in 1919.

Before them the Wright brothers experimented with the idea of hydrofoils. The idea of hydrofoils on a plane was born of the theory that water would prove a better cushion for pilot and plane if trouble developed during landings and take-offs. With the development of better engines, with their greater reliability and speed, the hydrofoils for planes were dropped.

Currently the small-boat Navy is experimenting with both surface-piercing foils and submerged foils. Surface foils ride over the water's surface while submerged foils ride well below. Surface-piercing foils are designed for automatic correction of the height of the boat above water. Submerged foils require automatic controls to prevent rise and fall of the craft. Surface-piercing foils give a rougher ride than do the fully submerged foils.

Hydrofoils may have their application in amphibious aircraft also. Aeronautical engineers are studying their application to planes for the advantages of greater speed to eliminate a long take-off. A steadier platform is also an advantage in large heavily loaded aircraft, and this plus a shorter run before becoming air-borne makes hydrofoils appealing to aviation planners.

A recent test conducted on the Patuxent River in Maryland consisted of operations with craft varying in size from relatively small boats provided with outboard motors to a 24-foot boat. Speeds up to 40-knots in waves four feet high were attained. The boats were manned by Navy crews with no prior specialized training in their operation—which speaks well for the advances made in the foil's ability to maintain the boat in a stable condition.

In spite of the problems encountered with foil-equipped boats, these early experiments by the Navy give promise of future development. Just what shape this development may take, it's hard to predict, but keep a weather eye out—you may take charge of one some day.—Howard S. Dewey, ENC (SS), USN.

EMs Break Records at Officer Candidate School

REGULAR NAVY commissions in the rank of ensign were awarded last month to 48 former warrant officers and enlisted men, making them the first group of former Fleet men to complete the Navy's fast-paced Officer Candidate School at Newport, R.I.

The group had been carefully selected for OCS from hundreds of applications submitted to BuPers under BuPers Instruction 1120.7 which opened up a new channel to a commission to career Navy EMs.

As if to prove that the inauguration of the new up-from-the-ranks program was a sound move, the former Navymen established a new academic record for an OCS class. Instructors reported that the group showed "high interest and exceptional zeal."

The new ensigns join more than 8000 other OCS graduates already serving in ships and stations in the Fleet.

Members of the class reported to Newport from ships and stations representing all branches of the Navy. Their number included four warrant officers, 20 chief petty officers and 24 petty officers first and second class.

Typical of the veteran seagoing men selected in the first group is Ensign Gordon Friedel, USN. Ensign Friedel, formerly a radarman, first class, has under his belt practical experience as a radarman aboard the destroyer USS *Harlan R. Dickson* (DD 708) and the escort destroyer USS *Conway* (DDE 507), interwoven with courses of instruction at Navy

STRIPE of gold was earned at OCS by Gordon W. Friedel, who previously had been a radarman first class.

radar and instructor schools and duty as an instructor.

The new ensign has reported for duty to one of the new destroyer leaders, USS *John S. McCain* (DL 3).

Twenty-six hours a week are spent in the classroom and a three-hour period each evening is set aside for study. In all matters of military administration and discipline, the Fleet officer candidates observed the same routine and regulations that governed their contemporaries from civilian life. Except for pay purposes, rates were figuratively speaking left behind when they entered OCS.

During their first week the "Integration Program Students," as they were known at the School, received the complete Officer Classification Battery Tests. When the results of these tests were tabulated, the Fleet men had earned an over-all average score approximately six points higher than their college-graduated classmates.

"This fact was certainly a fine tribute to the abilities and self-education of these men as well as to the selection process used to pick them," says one administrator.

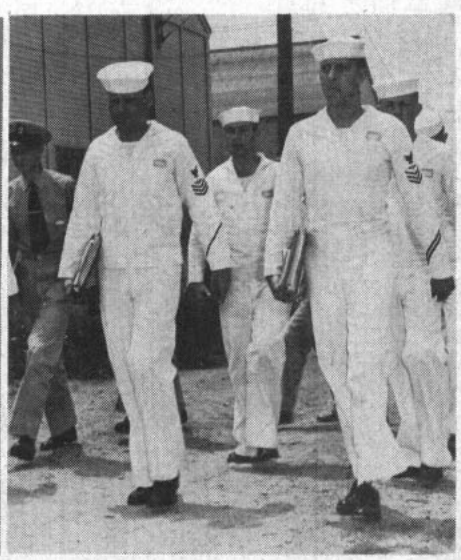
The courses of instruction taught the Fleet officer candidates are exactly the same as those taught their fellow students with college degrees. These subjects include all the material that an NROTC graduate gets in four years, with the single exception of the practical work on summer cruises.

The 26 hours a week formal instruction time is allotted as follows: Navigation, six hours; Naval Weapons, six; Orientation and Military Justice, four; Operations, three; Seamanship, three; Machinery and Damage Control, four. Each OCS department strives to present the officer candidate a well-rounded program.

The opportunities of this program are available to all commissioned warrant officers and enlisted personnel who can meet the qualifications and stiff selection requirements of BuPers Instruction 1120.7.

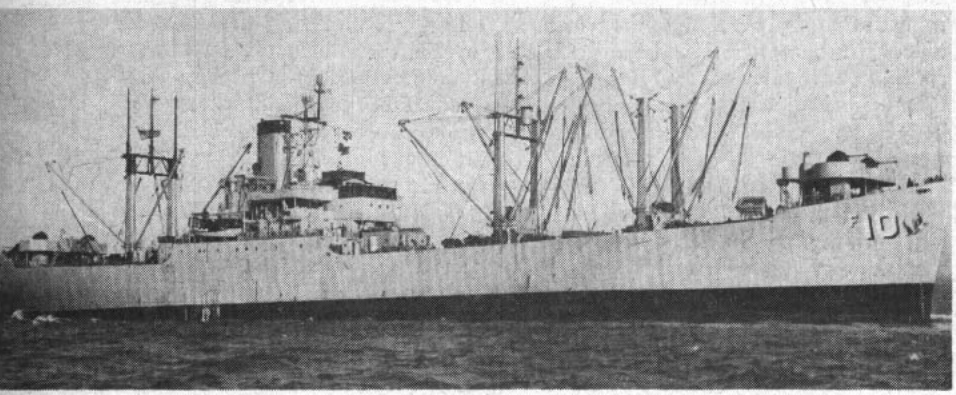
Applicants must be between the ages of 19 and 31½, be U. S. citizens, have at least 3½ years' continuous naval service and have completed two full years of college (or have passed the 2CX college-level test).

For complete details, check the ALL HANDS issues of February and December 1952.



CANDIDATES team up on tough navigation problem. Right: Books in hand, men from Fleet march to OCS classroom.

NETLOAD of cargo is transferred to receiving ships as other nets are loaded. Below: USS *Aldebaran* (AF 10) has been supplying the Fleet for 15 years.



MEMBER of cargo handling battalion directs loading of supplies. Below right: Supplies are switched from *Aldebaran* to USS *Franklin D. Roosevelt* (CVA 42).

Reefers Feed th

THE tough job of "feeding the fleet" belongs to the refrigerator ships, or "reefers" as they are called.

Around the globe reefers transport tons of fresh fruit, vegetables and meat as well as staples such as sugar and flour. In many cases, these supplies are delivered "on the run" and transferred at sea.

The problem of maintaining combat forces in alien waters without a shore base from which to procure the necessary food, fuel and ammunition has been largely erased with the development of improved methods of underway transfer.

Underway transfer is not new in itself, but new techniques in rigging and methods of underway transfer have increased replenishment rates. Present methods of transfer have been used for many years and the experience of personnel in using these methods, plus superior winches, booms and equipment are contributing factors to their efficiency and skill. "Reefer" men are proud of their increased tonnage-rate per hour.

Deck gangs of ships like the refrigerator store ship USS *Aldebaran* (AF 10) are familiar with several types of rigs.

The type of rig used is determined by what the receiving ship has available. For example, the "Burton method" requires the receiving ship to have a winch. Unless it is so equipped this method of transfer is out. The strength of "suspension points" also determines the type of rig – the heavier the load to be

Fleet on the Run

transferred, the stronger the suspension point must be.

Next time you see a reefer in operation, take a look to see what ingenuity goes into the transfer operation, assuring you that you won't have to worry where your next steaks are coming from. Here are different methods, applicable in various types of transfer of food, supplies, and equipment.

• *The Highline method* is normally used to transfer light and medium-weight cargo between two ships underway. Wire or manila is used. On the highline rides a "trolley," with cargo hook attached, to which the load to be transferred is secured. In addition, lines from each ship are attached to the trolley so that it may be pulled back and forth on the heavy line.

The load is transferred between the ships by "tensioning" the highline (using manpower or a winch). At the same time crews are hauling in and alternately paying out on the inhaul and outhaul lines which are attached to the trolley.

• In the *Burtoning method* (similar to Yard and Stay) the delivering and receiving ships each operate a winch and wire for the transfer of loads. The receiving ship's suspension point (known as "Burton point"), wire, and winch act like an extended and movable yard of a yard and stay rig.

The delivering ship's boom, wire and winch take the part of the stay. Such a rig calls for coordinated work with expert men on the winches, because of the danger of dipping the load by slacking too much, or parting the line through failure to slack in time.

• The *Housefall method* of transferring cargo is a modified Burton Rig. In this method the delivering ship operates all transfer winches and whips, thus taking entire control of the load during transit.

A wire is led from the boom head of the delivery ship through a block attached to the Burton (suspension) point of the receiving ship. This wire is made fast to a swivel and hook to which has been previously shackled a whip leading from another boom that has been spotted over the landing area of the delivery ship.

Aldebaran is now perfecting a variation that will improve the Housefall method – the *"Aldebaran Rig."* Details of the rig, which is still in the developing process, are classified, but it has proved very successful with destroyers and has the much-sought-for advantages of more speed and greater safety.

DESTROYER receives supplies underway from member of Navy's 'reefer fleet.' Replenishment ships have got the business of re-supply at sea well in hand.

Regardless of what rig is used for underway transfer, topside crews rightly take pride in their artistry. Watching these men complete an underway transfer is like watching a crack drill team go through its paces.

On board reefers like *Aldebaran,* the real labor actually begins the day before the rendezvous with the ships to be replenished. The holds are opened, booms topped up, machinery checked and cargo broken out. Chilled and frozen foods are left untouched for the time being, but dry stores are brought up to the main deck.

The day of actual underway transfer starts with Reveille at 0330. It is still dark when the men commence breaking out the chilled and frozen stores for the first vessel, which is already maneuvering alongside. With some well-organized confusion, the first lines are passed over and the rig is connected up.

Then begins the long day. Netload after netload passes between the ships, each load dancing precariously above the churning water until it is safe on the receiving ship.

On both ships, men struggle with 100-pound crates of potatoes or heavy cartons of beef. Well-trained winchmen skillfully manipulate the traveling cargo. There is the low whine of the spinning winchdrums, the popping of the overloaded resistors, the grind of the cargo whips at the fairlead blocks and the shouts and grunts of storekeepers, boatswain's mates, and seamen.

The transfer is carefully supervised by men on both ships so that there will be no casualties due to cargo slipping from the net back into the hold or a parting whip that could slice a man in two. Occasionally a bag of flour will break, leaving a trail of white dust across the deck and into the water. Once in a while a whole netload will break loose and tumble into the thrashing sea. However, losses of this sort are rare, thanks to the skill of the topside crews in the reefer fleet.

All day long the work continues, with the reefer sometimes disgorging her provisions from both sides. As soon as one ship is replenished another one pulls alongside. There is only a short break for lunch as men are detached at intervals to go below for sandwiches, soup and coffee.

It's late at night when the last vessel pulls away. Crewmen are exhausted. Although the "Plan of the Day" says lights out at 2200 there are still the night-watches to be stood. In fact some men are still working in the holds, breaking out supplies for the next day—when they will do the whole darn thing all over again—ENS J. D. Delaney, USN.

Recalled EMs Tell What They Think—

"Dear Admiral: In Answer to your Letter..."

"OKAY, Admiral; you want me to tell you what I think is wrong with the Navy? I'd be glad to. Now, in the first place, why don't you...?"

Ever wish you could sit down with an admiral and tell him just what you thought about the Navy? How you got a rough deal on some of your assignments and how short-sighted the Navy was in not changing some of its operational techniques? Those examples of wastefulness and favoritism you've noticed and wished you could bring them to the attention of higher authorities?

Some enlisted Naval Reservists have been invited to do just that. They enjoyed the opportunity.

Disturbed by reports that many Reservists returning to civilian life after their tour of active duty were embittered by their recent experience, the commandants of several naval districts decided that the best way to learn the source of the trouble would be to ask the Reservists themselves.

The Commandant of one Naval District, for example, recently sat down and, in a personal letter over his signature, asked each Reservist in his Naval District who had been called to active duty what he thought about it.

The Admiral described in considerable detail the objectives of the Korean struggle and the role assumed by the Navy and the men of the Naval Reserve in that conflict. He invited each Reservist to make a personal reply, to base his judgment upon his individual experiences, and to state what could best be done to improve the Navy and the nation's security.

The Admiral asked for comments and he got them. The Reservists of his District responded with enthusiastic frankness. No punches were pulled in their replies.

At the same time, it was apparent that most Reservists had given a great deal of careful thought to the problems presented by the Commandant. A study of the first hundred letters shows almost without exception that the criticisms they had to offer were motivated by a sincere desire to help improve Navy standards and performance.

Again, it was apparent that each writer was deeply touched and appreciative of the fact that an admiral had taken the trouble to ask his opinion. Even those who were frankly caustic or bitter concerning their Navy experience expressed their warm friendliness toward the Admiral.

The reply of one Reservist illustrates this attitude:

"As to the performance of the Navy you mentioned—you were the *first* commissioned officer to take the time to point out and evaluate these accomplishments for me. Most of these matters were never mentioned and I had assumed that they were of a top secret nature. I think the cause of many men leaving the service is that the Navy has never been able to make the men believe they had a part in the accomplishments you have brought to our attention."

"Do you think the enlisted men serving at Guam, Kwajalein, Midway, Alaska, Hawaii and bases in Japan know of these things? Do you think they can honestly feel that they had a part in this conflict?"

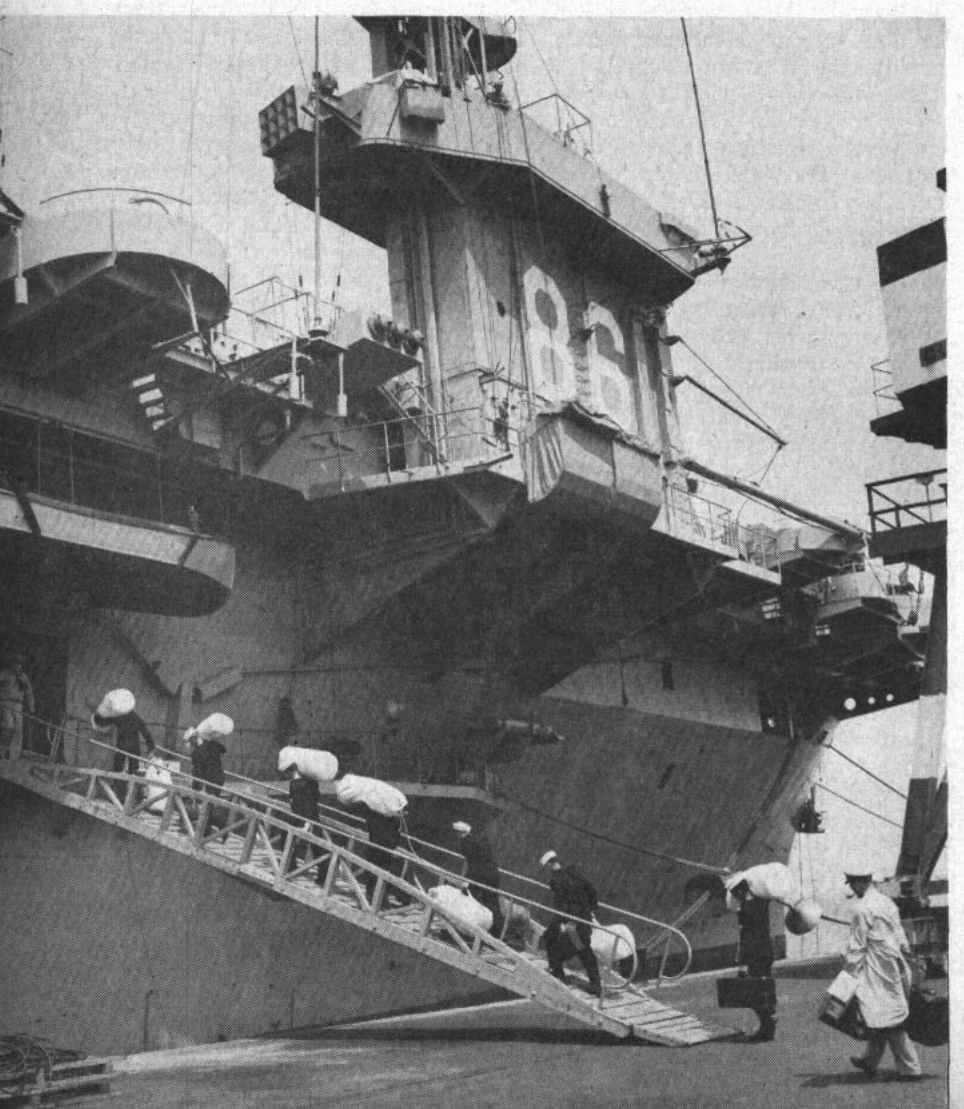
"Thank you for writing and I believe if other officers would follow your example, we would have a better Navy."

Another bluntly told the Admiral he would have no part of the Navy or Naval Reserve in the future, then concluded:

"If sometimes you yourself happen to be down this way, drop in. This is wonderful hunting and fishing country. I'm sure you would enjoy yourself."

It was apparent that writing letters of this nature was a new and difficult experience for many. Nevertheless, they took the time and trouble to tell the Admiral how they felt.

OUTBREAK of Korean conflict meant orders to active duty for many Naval Reservists. Here, Navymen en route to Korea board USS *Sitkoh Bay* (CVE 86).



"I hope you don't mind this short letter, Admiral," said one rancher. "But I must close for now as I have to get up at five A. M., and don't get through until eight or nine at night. Feeding a thousand head of cattle and hogs keeps me pretty busy."

"Now the day of days, the dreams are finally true. The time I can tell an admiral just what is wrong with the Navy. So here goes..." began another.

In general, most complaints centered about the apparent inequities of the recall program. Some Reservists felt they were called to active duty needlessly.

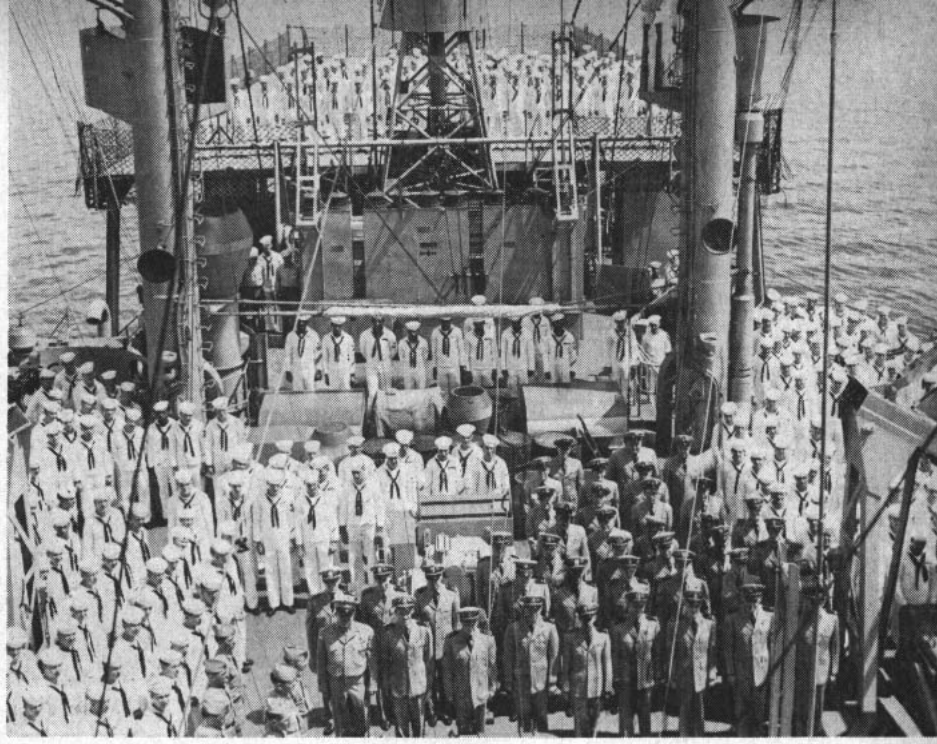
"The Naval Reserve program was doomed by the manner in which men were called up, without due regard to hardship conditions and especially the need for their particular specialty," said one Reservist who is now a newspaper man. "When we enlisted in the Reserve it was understood that we would not be called back to active duty short of a national emergency. This was not the case."

"In regard to the Naval Reserve," commented another Reservist, "I, like many others in the petty officer group, will not join the Reserve again because we do not want to interrupt our civilian jobs and our families again. After all, we are not getting any younger and it is hard to get settled after a tour of active duty.

Said another Reservist: "Were everyone else in the country treated likewise, none of us, I am sure, would have complained, but to see ourselves discriminated against at the expense of our families and personal fortunes while others in exactly similar circumstances were not called —that left a bitter taste in our mouths."

"I hope," he continued, "with all my heart and soul that you and other honest professional men in the service will do your utmost to see that such an occasion does not arise again, but if it does I'm afraid you will have to count on others than myself and many old Reserves for your manpower."

Why was I called and my next door neighbor left at home? the Reservists wanted to know. Why was I, a World War II veteran, called before a person with no previous service? Why were some volunteer personnel called and some organized personnel left at home? Why were high school and college boys deferred, yet I was required to leave an important job, at heavy financial sacrifice to my family, and go?



IN TIME OF WAR, Navy calls on its skilled Reservists to help carry out its mission. In national emergencies, Reservists serve in many billets.

There's no doubt that many Reservists have a good point here, and the commandant is one of the first to agree with them. This is what he had to say to the men who asked such questions:

"You were called to active duty because the Navy desperately needed men of your particular talents and abilities. If you are an ET3 and your services are greatly needed by the Navy, it helps no one, not even you, to call to active duty your next door neighbor who happens to be a non-rated man or who holds a rating not in urgent demand at the moment.

"The Korean emergency came swiftly and it followed a period of extreme economy within the Regular service. Ships were undermanned, and the energy of everyone on board was directed to the maintenance and operational requirements, with little time for the indoctrination of junior officers and petty officers on Reserve matters or the Reserve viewpoint.

"There was little time to prepare a workable plan for inducting the Reserves into the service. This was responsible for many petty annoyances that could have been avoided. A case in point was that of an aviation machinist's mate who was recalled to fill an important billet at a naval air station in the Pacific. While awaiting transportation, he was required to cut grass on several occasions and, although this was a temporary duty which lasted for a short period and his ultimate duties were important ones, it made a lasting impression upon him.

"Also, Reservists were not brought to active duty in an all-out mobilization but, instead, under a recall system of rates needed. This was a completely new system and it was, at first, impossible to inform those who were recalled of the length of time that they would remain on active duty.

"Within a short time after the beginning of the Korean conflict, it was possible to establish a definite recall program. Since that time, the Navy has given all personnel to be recalled to the service a minimum of four months' advance notice.

"There was also, I believe, a lack of preparation of the Reserves for active duty. There had been much emphasis on the personal advantages of Reserve membership, but little concerning the responsibilities inherent in that membership.

"I wish to point out as clearly as I can that I feel that you and others in your category have more than done your duty to your country.

NAVAL AIR RESERVE received high praises for its work during recent conflict. Half the patrol squadrons in Korea were activated Reserve squadrons.

"But, if you do not put faith in the law that has been passed for your protection that makes it illegal to recall personnel in your category except in an all out emergency declared by the Congress; and if you keep clear of the Naval Reserve program, the knowledge and skill that you have acquired through the years, and more important, the attitudes of discipline and morals which are second nature to you but strange to new personnel, will be lost.

"We will have to rely on less capable hands to pass these important qualities on to the new generation of Naval Reservists. The Reserve will consequently suffer and the Navy, which relies more and more on the Reserve, will also suffer."

Some Reservists came to much the same conclusion before they heard from the Admiral. This is what an AOU1 had to say:

"I have always liked the Navy and thought that compared with the other services it was well run and treated its men very well. Of course, I was somewhat surprised at the way the Reserves were called in for the Korean deal. I was called in September 1950 with only a nine-day notice and was slightly mad about it, but after giving the matter some thought I could see the Navy's viewpoint. They did the best they could in such an emergency. I also thought that the system for releasing Reserves was fairly good."

"There are some things that I do not like about the Navy but they are only petty and minor," he concluded.

Some Reservists were able to view their tour of active duty with mixed feelings.

"I would like to suggest delegating additional authority to personnel connected with claims for reimbursement—20 copies of orders now necessary—ridiculous!" snorted one.

"On the other hand," he added, "I desire to express my satisfaction with the steps taken in the past few years toward bettering the life of the enlisted man and the tendency toward crediting him with more intelligence. I believe there is more officer material in the enlisted ranks than is recognized."

Despite the Admiral's frank invitation for criticism, many Reservists had nothing but praise for their experience.

"I am sorry that I neglected to answer your letter sooner," said one man. "I appreciate your interest in improving the performance of the Navy and I sincerely believe it would be a lot better if more officers took the same interest as you.... We went over on the USS *Antietam* and they were doing a good job over there, hitting the enemy day and night. This part of the Navy I liked and *Antietam* is a good ship and had a good captain. I don't think they come much better."

Some Reservists revealed themselves as true philosophers in their replies.

"After the nice letter I received from you following my bitter note I feel compelled to both acknowledge it and resolve to help in every way that I can from here on," said one.

"I was bitter when I first got home—with problems, confusion, no job, etc.," he continued. "But I got busy at once and in less than a week from my release to inactive duty I had two immediate good jobs to choose from. Besides, I am grateful to the Navy for many things and you can bet on me putting in a good word for the Navy to all the young fellows with prospects of military service."

"The biggest faults found in the Navy, I noted," he concluded, "are the most common faults of men everywhere."

Many were bluntly realistic in their approach to the problem of improving the Navy.

- "Adequate instructions would help a great deal with so many inexperienced men operating these small boats.... The priming lines to the bilge pumps should be altered in all the boats, as it is in some, from the top of the exhaust manifold to the bottom of the exhaust manifold."
- "Your request for suggestions to improve the Navy in its performance is a high compliment to me, but I feel that if naval policies were most religiously followed there would be little room for improvement."
- "I would be back in the Reserves right now if it were not for the paper work that they want from an instructor. It is impossible for a teacher to keep up an adequate training program, and prepare all the forms, lesson plans, check books issued, check tools issued, and still teach a class in two hours. Heaven knows there is little enough time to get these youngsters ready, if we really get in war."
- "I'll be back if they need me, but no more police actions."
- "I very definitely feel that a 21-year-old Annapolis graduate does not have the judgment necessary for a commission. I would send successful Academy candidates to the fleet for one or two years of experience and the resulting understanding. The Navy is advancing along this line but I hope the practice continues to grow."
- "Communications personnel should be trained more specifically and for longer periods."
- "I want to praise highly the Navy's program for preserving her

ships in the 'mothball fleet.' We found at the outbreak of Korea how important it was to move men and materials rapidly. The Navy deserves considerable praise in her forethought on the mothball fleet.

- "At the time, I was not thoroughly in accord with the recall program of the Reserves, however, it was clear after understanding somewhat the necessity for immediate trained personnel."
- "I believe that the boot camp training should be stricter. More classes should be held on work and activities aboard ship pertaining to those of general quarters and such. These are very important for there are many men whose lives depend on each other. The carelessness of one man could cost the lives of hundreds of men and their ship."
- "Under the present rules, seamen and petty officers are allowed too much freedom."
- "In selecting men for different trades aboard ship I believe that more care should be taken in selecting their jobs. I notice that a large amount of men who have little education are far better able to handle some jobs than men with a college education. The Navy doesn't seem to take this into consideration."
- "I think the Navy is too lax in their training of new men in regard to discipline. On the other hand, I think the new methods of training in schools and particularly at sea, on their own ships, are very good."
- "I feel that I made no personal sacrifices or endured any hardships other than those normally incurred in a lifetime," commented one Reservist who, at the same time, felt that the Reserve training program was taken too casually by too many members.

That's a brief summary of what Reservists of one Naval District have to say about their tour of active duty. It can be assumed that they represent, to a large extent, the thinking of Reservists throughout the country who have also been released from active duty.

There's no doubt that some Reservists feel they have been unjustly treated. Some say they were recalled to active duty upon unreasonably short notice; the abilities of others were not employed as effectively as they might have been; some felt that their lives were disrupted without sufficient cause.

Others felt, as Reservists, a call to active duty was to be expected.

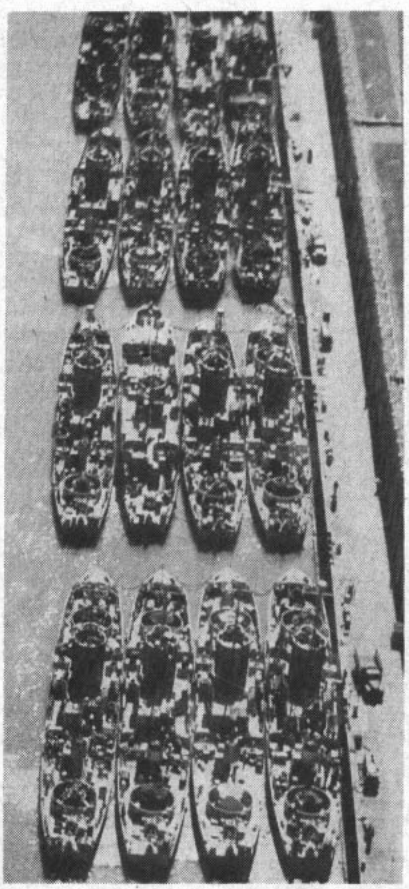
What does this survey mean?

In the first place, the suggestions and comments made by these veterans are not wasted. Action has been taken on each one. Proposals of a local nature were acted upon on the local level; those concerning policy have been forwarded to cognizant sources in the Navy Department; operational suggestions were presented to the applicable bureaus. Where specific complaints were made, the activity involved was informed and an explanation was requested.

What else has been done?

During the Korean conflict, the Navy took these steps:

It has progressively provided for a more orderly system of recall to active duty (that's one of the reasons for the establishment of the Ready, Standby and Retired Reserve categories). As rapidly as possible, the Navy established a system of recall that called for approximately four months' advance notice. And after the most urgent needs for personnel in the recall program were met, the Navy quickly arranged its schedule so that only Reservists in pay grades E-1, E-2 and E-3 would be involuntarily ordered to active duty.



READY TO GO on short notice, mothballed landing ships lie nested in berthing area at end of World War II.

In other words, as soon as possible, the Navy went from an "involuntary" recall program to a "voluntary" recall program.

It wasn't a 100 per cent smooth operation but, considering the requirements, the program was well handled.

What about future emergencies? This is determined more clearly than ever before by your status in the Reserve.

As stated in ALL HANDS, August 1953, page 48, all Reservists are now placed in one of three broad categories—Ready, Standby and Retired. These designations are used primarily to indicate their vulnerability for recall to active duty.

If you're a Ready Reservist, you'll be liable for mobilization: 1) When the President proclaims a national emergency; 2) When Congress declares a national emergency or war; or 3) When otherwise authorized by law.

As a member of the Standby Reserve, you will be less liable for recall to active duty. A Standby Reservist may be mobilized only when Congress declares a national emergency or war, or when otherwise authorized by law.

If you're placed in the Retired Reserve, you'll have the same mobilization liability as a man in the Standby and may be recalled to active duty under the same conditions if qualified.

What does the Reservist get in return for his membership? The Navy offers the Reservist:

- Equitable and generous promotion and advancement opportunities both while on active or inactive duty.
- A constructive training program, with or without pay.
- A retirement plan that compares favorably with any in the country; one which enables the Reservist to retire at the age of 60 after 20 years satisfactory service on active or inactive duty.
- And most important, although this factor is often overlooked, your membership in the Naval Reserve is a protection to you and your family—it helps to protect *your* way of life.

SERVICESCOPE

Brief news items about other branches of the armed services.

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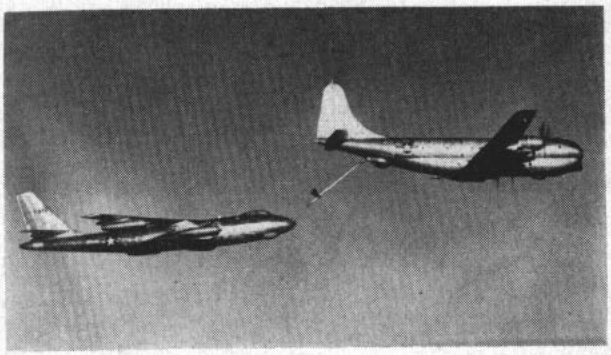
THE U. S. NORTHEAST COMMAND, established 1 Oct 1950, is a unified organization consisting mainly of a group of airfields—outside the United States—from which aircraft can operate in the defense of the northeastern part of our hemisphere.

The Northeast Air Command is the principal component of USNEC, and the installations in the command, each of which is located on either Canadian or Danish territory, are chiefly NEAC operations. There are three bases in Newfoundland—Pepperell Air Force Base, near the city of St. Johns, capital of Newfoundland; McAndrew Air Force Base, 90 miles southwest of St. Johns; and Ernest Harmon Air Force Base, on the southwest side of Newfoundland. Canadian-owned and operated Goose Bay Air Base is in Labrador. It is located at the southwest end of Lake Melville, about 130 miles inland from the Labrador coast.

There are also three bases in Greenland—Thule, near the northernmost extremity of Greenland; Sondrestrom Air Base, approximately 400 miles above the southern tip of Greenland and about 100 miles inland on the west coast; and Narsarssuak Air Base, about 90 miles inland on the extreme southwest tip of Greenland.

Then there's Fletcher's Ice Island, known as T-3, an oddity of polar geography that floats some 200-250 miles from the North Pole. The island constitutes an outpost for the Eighth Air Weather Squadron. American forces occupy and operate from these bases as welcome and invited guests of the foreign governments.

One major mission of the Command is to maintain and operate air bases, communications and weather facilities, navigational aids, radar equipment and air rescue services. The second is to defend, in coordination with Canadian and Danish forces, all USNEC installations against attack.



REFUELING IN FLIGHT—Air Force's B-47 Stratojet Bomber is refueled by KC-97A Strato-freighter during test flight.

The U. S. Air Force plays an important role in the USNEC. There is no Navy component in the command, but the USNEC staff does include Navy officers who assist in planning. The Army is also represented on the integrated staff.

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THE U. S. COAST GUARD conducts a complete examination once-a-year of U. S. merchant vessels to insure maintenance of safety standards. The annual going-over includes inspection of the hull, machinery, fire-fighting, lifesaving and emergency equipment as well as a check of carrying capacity and personnel proficiency.

The inspection usually takes place while the vessel is alongside a pier. The ship may be ordered to get underway, however, to test the propelling machinery, steering gear, etc. During a ship's annual inspection, she usually undergoes her required once-a-year dry-dock examination.

To ships that pass the inspection, the Coast Guard issues a Certificate of Inspection verifying compliance with the minimum safety standards of national law, and a Safety Certificate indicating compliance with the provisions of the 1948 Convention of Safety of Life at Sea. In addition to the annual inspection, the Coast Guard re-inspects the ships, every three months, to see that standards are being maintained.

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THE AIR NATIONAL GUARD is receiving 200 jet trainers and fighters from the Air Force, thus getting the long-range program of converting the Guard to jet aircraft well underway. The Air Force program eventually calls for equipping all tactical Air National Guard squadrons with jet aircraft.

At the beginning of the Korean war, 19 Air Guard squadrons were completely jet-equipped. However, 16 of these were ordered to active service. When the units returned to state control, the jet aircraft of the Air Guard were retained by the Air Force.

Jet pilot training at Guard bases is being facilitated by the use of the C-11 Jet Instrument Flight Trainer. The new electronic devices, housed in seven-ton trailers, simulate every phase of jet flight transition training.

PILOT, in training at Air Force Flight Test Center, checks his notes after making a test flight in F-86 jet.

A LIGHTWEIGHT MAINTENANCE SHELTER for military vehicles has been developed for the Quartermaster Research and Development Division of the Army.

Resembling a Quonset hut in shape, the new shelter is 66 feet long, 21 feet wide and 15 feet high at its center. It consists of arched magnesium alloy frame sections over which is permanently fastened a canvas covering, complete with plastic skylights and portholes. The shelter is made up of five sections, each of which folds down into a handy package, 4 feet by 10 feet by 15 feet deep. Total packaged weight, including insulating blankets for use in sub-zero areas, is 4100 pounds. Without its insulating blanket, the shelter weighs only 2620 pounds.

Its light weight makes it easier to move the shelter by truck or airplane from one field position to another. It requires only eight men eight hours to erect.

The shelter has "buggy top" doors, hinged so they open from the bottom. When open, they can accommodate the largest Army tank. The doors can be opened or closed in one minute by a man operating a small hand-powered winch built into the framework of the shelter. Because the ends of the shelter taper toward the ground, they offer less wind resistance than conventional rectangular shaped shelters. Wind tunnel tests have proved the shelter can withstand wind velocities of 80 mph and gusts up to 100 mph.

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AIR FORCE'S FIRST "FLYING REPAIR SHOP," designed for fast on-the-spot maintenance of complex aircraft systems, is now in use in Korea. This flying trailer heralds a money- and time-saving concept of "fix it in the field," the Air Force says.

The airborne repair shop is actually a fully-equipped 26-foot trailer which can be loaded aboard a transport plane in 30 minutes and whisked to a trouble spot. In an emergency, the flying van can put a bombed-out maintenance depot back in business in two hours – a process which would normally take weeks. In addition, 60 to 80 per cent of the gun sights now returned to the U. S. for maintenance can be restored to top working condition within hours by the airborne trailer.

The first model – designed specifically for the repair of F-84 and F-86 gun sights – will be followed by several others. Each one will be designed to repair intricate systems whose maintenance in the field is normally hampered by lack of equipment and technical specialists.

Similar flying workshops were used during World War II, but were attached to individual squadrons and provided only routine, general maintenance. The new plan marks first Air Force use of a specialized, roving maintenance trailer. It will be used, however, to supplement present field-level maintenance operations, not to replace them, the Air Force points out.

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A NEW PSYCHOLOGICAL WARFARE COMPANY, the Army's first, has been activated at Fort Bragg, N.C. The new unit is designed to conduct psychological operations to assist Civil Affairs and Military Government with the occupation of captured or liberated territory.

Basically, the program is aimed at helping to recondition the thinking and the attitudes of a civilian population in an area occupied by United Nations forces. Later the program will take the trend of a longer range re-education, preparatory to final occupation by UN civilian government agencies.

The new company is composed of specially-trained officers and enlisted men with experience and training in radio, newspapers, movies, advertising and other information media fields. The company would operate by sending out teams of from three to nine officers and enlisted men into liberated or occupied areas to supervise and control the rehabilitation and operation of all information media available to occupation forces.

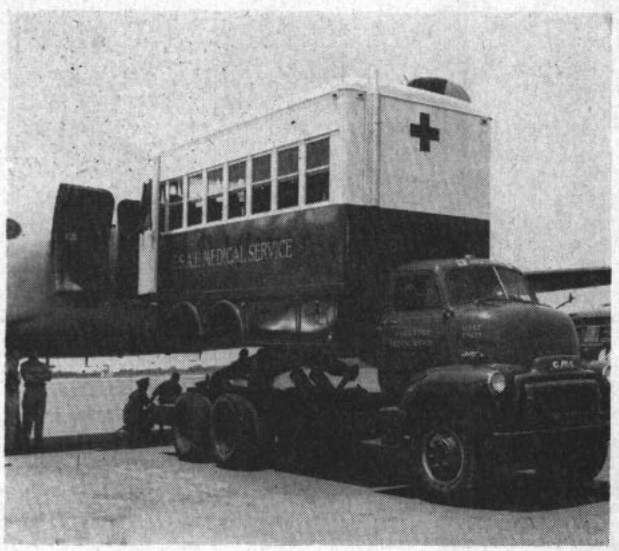
★ ★ ★

A JOINT U. S.-CANADIAN investigation of the most probable source of Arctic ice islands has been put into operation on the Ellesmere Ice Shelf, off the northwest coast of Ellesmere Island.

Two Canadian scientists were the first in the group to reach the Arctic, along with an Eskimo sled driver and 10 dogs, all being airlifted by the U. S. Air Force. They are conducting preliminary studies in preparation for a full-scale expedition scheduled for next Spring. Their work consists mostly of making ground reconnaissance of the area and surveying marker points to establish how the ice shelf moves and grows.

The Ellesmere Ice Shelf is a sheet of ice about 10 to 15 miles wide and 100 to 200 feet thick.

The purpose of the expedition is to correlate the physical features of the Ellesmere Ice Shelf with those of the famous Fletcher's Island, the floating ice island near the North Pole, where the U. S. Air Force has its northernmost weather and Arctic research data station. This comparison is being made to determine if the ice islands originate from the ice shelf. They are also establishing the rate of growth of the ice shelf and, from this growth, possibly predict future break-offs that might form similar islands. The Army's Snow, Ice, and Permafrost Establishment is participating in the investigation, along with the Air Research and Development Command of the Air Force.



'HIGH LIFT' ambulance, built for Air Force, carries 16 litters, will speed up plane-to-hospital movements.

LETTERS TO THE EDITOR

Quals for Lower Rates Apply to You

SIR: Upon reviewing the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 Rev.) I note that typing is not indicated for personnel competing for advancement to YNC. Is this an error or is it considered that you should know it by that time?—F.L.F., YN1, USN.

• *The preface to the* Manual of Qualifications for Advancement in Rating *states that "personnel in all higher pay grades are responsible for and must possess the qualifications prescribed in the applicable rates column for the lower rates in a rating." Therefore personnel competing for advancement to YNC must successfully complete the typing portion of the examination.*—ED.

G.I. Training at Two Schools

SIR: I want to take training under the Korean G.I. Bill but the only way that I can reach my goal is to take courses in two different schools at the same time. Would this be possible to do? V.C.B., SK2, USNR.

• *Yes. Concurrent enrollment and attendance at two schools is permitted under circumstances such as yours. However, you will need monthly certifications of training from each of the schools you attend.*—ED.

How to Change Rate

SIR: Is it possible for me to have my rating of SKG (General Storekeeper) changed to SKT (Technical Storekeeper). I was assigned the SKG rating when I enlisted in the Naval Reserve and I now have the Navy Job Classification No. SK-2801 (storekeeper, supervisor). I completed the Class "C" Storekeepers School (spare parts).

Storekeeper

Can this rating change be made on the commanding officer's order, or must it be done by BuPers?—O.O.O., SKG1, USNR.

• *Commanding officers are authorized by Art. C-7213, BuPers Manual to make changes in rate under certain circumstances, in cases of personnel in pay grades E-2 and E-3 without referring to the Chief of Naval Personnel.*

In your case, (pay grade E-6) the commanding officer may make recommendation for change of rating from SKG1 to SKT1 by following the procedure outlined in BuPers Inst. 1440.5 (23 *Dec* 1952)—ED.

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

Rules of the Road in Exams

SIR: Will questions on Rules of the Road in the forthcoming examination for Chief Quartermaster to be held in February 1954 be based on the new revised Regulations for Preventing Collision at Sea (to go into effect January 1954), or will they be based on the present Rules of the Road?—H.L.B., QM1, USN.

• *Examination items concerned with the Rules of the Road will be based on the revised rules in accordance with the following schedule:*

Active duty personnel—Commencing with the February 1954 *servicewide competitive examinations.*

Inactive Reserve personnel — Commencing with Series D(1954) *examinations. For pay grade E-7 the tests will be administered subsequent to March* 1954. *For pay grades E-4, E-5 and E-6, they will be administered subsequent to August* 1954.—ED.

Saluting Colors Indoors

SIR: Should a formation of men inside a hangar—when Colors are being held in full view through the open doors—come to attention and salute.—N.S.R., AMC, USN.

• *You have to use your own good judgment on that, Chief.*

If, for example, you were working around in the hangar, the doors were open and Colors were being held directly in front of you, you would be perfectly correct to come to attention and render honors to the flag.

Say a couple of visitors were standing nearby and noticed that although honors were being rendered at the flagstaff, you and others just inside the hangar doors were skylarking and paying no attention to the ceremony. It could create a bad impression with them.

In general, however, the rule-of-thumb you undoubtedly have in mind, that as long as you are "not exposed" or under an overhead or roof, you do not salute is correct.

Just bear in mind that there are times when it is better to pay your respects like everyone else.—ED.

Leadership Marks

SIR: Is it the intention of BuPers to change Art. C-7821(7)(d) to conform with the pay grades established by the Career Compensation Act of 1949, or is it now a policy to enter leadership marks only for first class and chief petty officers? The article in the current BuPers Manual (page 182, change No. 3), reads: "Leadership—Required for all personnel except those in pay grade 5 or below. Enter for excepted grades when appropriate."—G.R.L., YN2, USN.

• *Art. C-7821(7)(d) was corrected by Change No. 8, dated 14 Apr 1953 and distributed about 10 June 1953. The corrected article requires leadership marks to be assigned only to personnel in pay grades E-4 and above. The reference to pay grade 5 in the old article refers to the pay grade numbering system in use prior to the Career Compensation Act and it was an oversight not to change reference to pay grade 5 to the new pay grade E-3.*—ED.

Separation Centers

SIR: There is discussion in this ship concerning application of Art. C-10201 of BuPers Manual and BuPers Inst. 1900.1A. Our question is: Can a man serving on board a ship which does not have separation facilities be transferred on his own request to any of the separation activities listed in the BuPers directive, when the ship is closer to a separation activity than the one requested?

For example, the man's home is near Great Lakes, Ill., and the ship is near Norfolk, Va. Could this man request transfer to Great Lakes for separation?—L.A.D., YN3, USN.

• *Not normally. Art. C-10201 provides that personnel becoming eligible for separation while serving in ships shall be transferred to the Naval Receiving Station, Naval Training Station or Naval Training Center within the continental limits of the U.S., whichever is nearest the duty station or port of debarkation, for separation.*—ED.

Lump Sum Payment Question

SIR: I have an NSLI policy and I have named my wife as beneficiary to receive the money in a lump sum upon my death. Will she be bound by that condition or may she choose to receive the money in monthly installments?—T.J.S., FT1, USN.

• *She will have the choice of accepting the money in a lump sum or of receiving it on a monthly installment basis under one of three different installment options.*—ED.

Temporary, Permanent I.D. Cards

SIR: BuPers Inst. 1085.5 authorizes the issuance of temporary I.D. cards stating that an unlaminated, unphotographed Armed Forces I.D. card will be used with the entry "Temporary Card" in the space provided for the photograph. In the interests of conservation, why can't this same card be used by having a photograph applied to it and the card laminated, instead of preparing a new I.D. card and destroying the temporary one?—R.E.S., PN1, USN.

• *The temporary identification cards differ from the permanent cards in that they are unlaminated and have no photograph attached. The words "Temporary Card" are entered in the space provided for the photograph and an early expiration date (not the expiration of the man's enlistment) is entered in the space provided on the front.*

Your recommendation that these same cards be used by attaching a photograph and laminating them, implies that the expiration date of the temporary card will be entered in the space provided for the photograph, while the usual expiration of enlistment date is entered in the space where the temporary date now goes.

If this were done and the card should fall into unauthorized hands, another person's photograph could be attached, which would cover the temporary date, and lamination completed by a commercial firm. This card would then appear to observers as a valid Armed Forces Identification Card.

The entry of the early expiration date prevents such a possibility. Also, since the permanent card is printed on forge-proof paper, any attempt to alter it can be easily noticed.—ED.

How Pea-Coats Got Their Name

SIR: Could you tell me how the Pea-Coat acquired its name?—R.J.K., YNTS, USN.

• *We printed as much as we know on this subject in* ALL HANDS, *March 1951, p. 48. Here are the facts according to available information:*

For more than 200 years the heavy top-coat worn in cold weather by seafaring men has been called a "pea-coat" or "pea-jacket," names familiarly given the present-day overcoat worn by naval enlisted men below the grade of chief petty officer.

Although the exact derivation of the term "pea-coat" or "pea-jacket" is obscure, one of the most plausible explanations is that the coats once were tailored from pilot cloth, a coarse, stout kind of twilled blue woolen cloth with a nap on one side. The cloth sometimes was called "p-cloth," for the initial letter of the word, and the garment made from it became known as a "p-jacket" —later "pea-jacket," a term we find in use from 1723 on.

There also is the version that "pea-coat" is derived from an old Dutch word variously spelled "py," "pie" and "pii" and applied in the 1400s to a coarse, thick, stout, woolen cloth or felt and the coat garment made from it.

Today's overcoat is made of Kersey cloth which takes its name from Kersey Village in Suffolk, England, where a kind of coarse and ribbed woolen was manufactured as early as the 13th Century.—ED.

A Note on Safety at Sea

SIR: After reading your "Rules of Road Help Keep Sealanes Safe," in the March issue of ALL HANDS I was of the opinion that further articles along that line would be appreciated. Among my personal collection of material on shiphandling and navigation is a short report I have prepared which may be of interest to others serving at sea, as follows:

There is a situation, often encountered at sea, which admits of two general methods of handling. Both would avoid collision but one would ease and relieve the tension of the situation so completely that it may well be called the *"Courtesy Turn."* It may involve only a moderate increase in the change made in the course, and hardly any loss of distance. It is widely practised by the professional seaman.

Assume ship A is steaming north at 15 knots and sights ship B about 35° on the starboard bow at 12 miles range with the bearing steady and the range closing. A collision situation exists with ship B the privileged vessel.

By plotting successive ranges and bearings on a maneuvering board, the course and speed of ship B can be determined. She is found to be on course 270° T and making a speed of 10 knots.

Ship A determines that some maneuver on her part is required and that clearing ship B by two miles will be satisfactory. Again using the relative movement plot, it is found that a change of course from 000° T to 015° T will provide the desired clearance, or a reduction of speed to 10 knots will accomplish the same result.

Ship B, however, sees no particular reason for changing course or speed at that distance from ship A, but realizes that if she holds on she must *continue* to hold on with both course and speed, as required by the Rules of the Road, to permit ship A to make a safe maneuver. Ship B holds on and as the range decreases, becomes ever more anxious (a) that ship A will make a maneuver and (b) that the maneuver once made will be adequate. The course change by ship A to course 015° T may or may not be apparent by observation from ship B, but would show up as a gradually changing bearing and as a gradual change of direction of the relative movement line on the plotting board.

If ship A were to make the speed reduction, this could not be detected by observation but would appear as a gradually changing bearing or as a change in the direction of relative movement. Thus, it is only by careful observation, careful bearing taking and a careful relative movement plot that ship B is assured that ship A has maneuvered and that her movement is adequate.

It is possible, however, for ship A to make a larger change of course, if there is plenty of sea room and the situation is not involved with other shipping and, if this turn is sufficient to place the bearing of ship B on the *port* bow of ship A by approximately 10°, the appreciation of the situation by ship B will be full and complete, and much relieved. Now it is obvious that ship A is heading across astern of ship B and such a course, if held, cannot possibly involve a collision. The change of direction of range lights and the change of visible side lights are readily apparent at night and the realignment of the masts is usually apparent in the daytime.

At some later point, it is possible for ship A to ease gradually around to her original course but always keeping ship B at least 10° on the port bow and never permitting the line of relative movement to come closer than two miles to ship B.

Every shiphandler, when once the recipient of such a "Courtesy Turn," should be convinced of its simplicity and effectiveness, and should himself make use of it whenever conditions permit. — CDR H. W. Dusinberre, USN, USS *Tappahannock* (AO 43).

• *Every nighttime watchstander will recognize the merit of the "Courtesy Turn" and applaud any ship that uses it. The "Courtesy Turn" is also applicable to small craft and boats. Similar contributions to* ALL HANDS *on shiphandling techniques or methods of insuring greater safety at sea are invited.*—ED.

Captured Midget Subs

SIR: What became of the midget Japanese submarines we captured in the early part of the war? — J.A.S., YNSN, USN.

• *Two of the midget submarines the U.S. captured are at the Submarine Base at Pearl Harbor. The hulk of one of them was used as fill-in material for the foundation of one of the piers and the other is on display alongside one of the torpedo shops.*—ED.

Travel Allowance on Retirement

SIR: In the near future I will be transferred to the Fleet Reserve and inactive duty. Will I be paid travel money to the place of my last reenlistment or can I be paid for travel to a place of selection as my home? Whichever is the case, will I be paid in advance or must I submit a claim for reimbursement? — H.G.H., BMC, USN.

• *In the case of a transfer to the Fleet Reserve and release from active duty, you are entitled to travel and transportation allowances from the place of transfer and release to the place you select as your home. For and travel in the U.S. you will receive mileage at the rate of six cents a mile. This is payable only upon completion of the travel.*

You present your travel and transfer orders to the nearest naval activity disbursing office for reimbursement. If the home you select is outside the continental limits of the U.S., transportation in kind (government transportation if available, otherwise commercial) will be provided from the appropriate port of embarkation to your home.—ED.

Pamphlets on Living Conditions

SIR: In a recent issue of ALL HANDS, an article was published on duty at various overseas shore stations and covered such items as housing, living conditions, climate and shipping of personal effects. Would it be possible to obtain a pamphlet on duty at the Naval Base, Guantanamo Bay, Cuba?—P.V.H., EN1 (SS), USN.

• *Yes. Pamphlets are available not only on Guantanamo Bay, Cuba, but also on the following places: Adak and Kodiak, Alaska; American Samoa; Azores; Bermuda; Brazil; Trinidad, B.W.I.; France; French Morocco; Formosa; Germany; London; Greece; Guam; Saipan; Hawaii; Naples and Rome, Italy; Japan; Johnston Island; Kwajalein; Newfoundland; Panama, Canal Zone; Philippine Islands; Puerto Rico; and Ankara, Turkey.*

To obtain one, you should write to the Chief of Naval Personnel (Attn: Pers-G212) Navy Department, Washington 25, D. C.—ED.

Souvenir Books

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

USS *Belleau Wood* (CVL 24)—There is a limited supply of copies of the *Belleau Wood* World War II story, entitled "Flight Quarters," available. Many officers and enlisted men who left the ship before the book was published did not receive their copy, despite efforts made to locate them. "Flight Quarters" will be sent to former members upon request and on a "first come, first served" basis. Address requests to Commander San Francisco Group, Pacific Reserve Fleet, San Francisco Naval Shipyard, San Francisco 24, Calif.

Limiting Paydays

SIR: While our ship is underway for long periods of time the commanding officer restricts our paydays to $15 per man. Many questions have been raised as to the legality of this action.

What is the authority, if any, of the captain to limit paydays?—J. A. O. SKC USNR.

• *The skipper's authority is based on BuSandA Manual, para. 54630-1, which states: "In accordance with Art. 1924, Navy Regulations, payments of amounts due officers and enlisted members will be made only in such amounts and at such times as will be directed in writing by the commanding officer."*—ED.

Am I Eligible for Recruiting Duty?

SIR: I am presently doing a tour of shore duty and would like to know if it is possible for me to request recruiting duty?—A.R.C., YN1, USN.

• *It is not the policy of the Bureau to transfer personnel to recruiting duty who are serving on other shore duty.*

Current replacements for personnel on recruiting duty are being obtained from the list maintained in the Bureau of individuals qualified in accordance with BuPers Inst. 1306.20A.—ED.

USS ROANOKE (CL 145), with colors half-masted, pays tribute to late Queen Mother of England, while crew mans the rail honoring visiting Greek Royalty.

Dividends Pay Premiums on NSLI

SIR: I have a National Service Life Insurance term policy, and I've decided to leave my dividend money with the VA to pay premiums that I might miss. What will VA do if my term insurance expires and I do not take action to renew and pay the premium myself?—H.H.M., JO1, USNR.

• *At the end of the term period of five years, the Veterans Administration will pay the premium required for renewing your term policy out of your dividend credit—unless you write to the VA office which handles your insurance file and request otherwise before the present term policy expires.*—ED.

Saluting by Working Parties

SIR: Is it required to salute the National Ensign when crossing the quarter deck on a working party or departing or returning from an athletic event?—P. E. G., YN2, USN.

• *Men in formation salute the National flag when passing over the side but do not salute the officer of the deck. This applies to working parties, recreation parties, visiting parties, etc. The petty officer or man in charge of the formation salutes the officer of the deck. If members of an athletic team or working party are uncovered, they face the National Ensign at attention and then proceed. If members of an athletic team or working party are covered, regardless of the type of headgear worn, and hands are free, they salute the National Ensign and then proceed.*—ED.

Half-masting Ensigns

SIR: Do ships of the U.S. Navy ever display the National Ensign at half-mast in mourning a foreign dignitary? Last Spring, when Queen Mother Mary of England died, our ship was at anchor in Japan. Upon receiving orders to get underway our QM closed the ensign and a discussion developed in the quartermaster gang as to whether the ensign should stay at the dip or be closed up while underway during the mourning period.—R.G.L., QM3, USN.

• *The answer to your question is found in Art.* 2189 *of* Navy Regs. *"In a foreign place, or when in company with a foreign ship, when a national anniversary or solemnity is being observed by foreign port authorities or a foreign warship, a ship of the Navy shall,* upon official invitation, *follow the example of the foreign authority or warship in full-dressing or dressing ship, firing salutes, and half-masting ensigns." In the case of your ship's ensign it should have been half-masted.*

Other occasions on which U.S. Navy vessels half-mast the ensign are spelled out in Arts. 2185, 2187, 2191 *and* 2193.—ED.

Naval Aviation Observer

SIR: (1) Prior to World War II, I was commissioned an ensign, USNR, and designated a Naval Aviation Observer. Naval Navigator wings were authorized. Are they still regulation or do the Naval Aviation Observer wings take their place?

(2) Since release to inactive duty I have been transferred to the CEC. Does this affect my right to wear these wings?

(3) Does a special letter of commendation from the Chief of Naval Personnel entitle me to the Reserve Special Commendation Ribbon? — A.M.A., LT (JG), USNR.

• (1) *During World War II officers designated Naval Aviation Observers (Navigation) were authorized to wear a distinct insignia specfically prescribed for them. In* 1947 *this insignia was abolished and officers designated as naval aviation observers were authorized to wear the insignia prescribed for all naval aviation observers. This is the insignia shown in Uniform Regulations,* 1951, *p.* 2-27.

(2) *You are authorized to wear this insignia and to wear it until specifically revoked regardless of what branch of the naval service you are serving in now or what duty you are performing.*

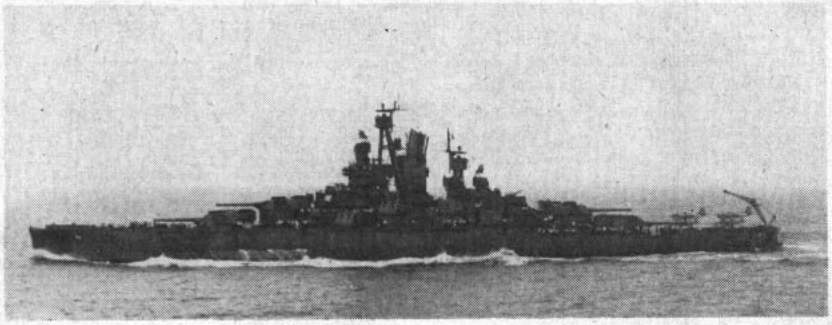
(3) *A special letter of commendation from the Chief of Naval Personnel does not constitute a basis for the award of the Reserve Special Commendation Ribbon. See Section 24 of NavPers* 15790.—ED.

Merchant Marine Reserve Officers

SIR: Could you give me some information concerning an Officer Designator of 1108? I know this is given only to Merchant Marine Reserve officers and I believe it also places a limitation on their duties. I'm a licensed Engineer in the Merchant Marine Reserve currently serving in the Navy but I'm spending most of my time on deck as JOOD or CIC Watch Officer. — W.L.T., ENS, USNR.

• *By definition, the fourth digit "8" of the Officer Designator Code states: "An officer of the Naval Reserve who was formerly of the Merchant Marine Reserve." An* 1108 *officer is an unrestricted line officer who is expected to perform general line assignments. There is no limitation placed on the duties to which he may be assigned.*

Officer personnel assignments are based primarily on the needs of the Naval Service. Valuable experience can be, and is, gained by junior officers who stand deck watches, CIC watches and communications watches, even though they are basically engineering officers. It follows that an engineering officer will be more valuable as an engineering officer if he also has deck experience.—ED.



USS NEVADA (BB 36), commissioned 11 Mar 1916, was first oil-burning battleship in the U. S. Navy. She was guinea pig during the Bikini atomic tests.

Nothing Figured or Fancy

SIR: Navy Uniform Regulations state that black and tan (khaki) socks shall be of plain knitted material, undecorated. Does this regulation imply that socks with ribs are decorated?—F.W.B., LCDR, USN.

• *In describing socks in the Uniform Regulations, the word "plain" was used in the sense that they should not be ornamental. Socks with or without ribs would be considered regulation provided they are, in general, conventional and not figured or fancy to any degree.* —ED.

Conversion of Post-Korea NSLI

SIR: I'm a Korean veteran with a service-connected disability and I'm thinking of taking out a post-service NSLI policy. Can I convert this policy later to a permanent plan of G.I. insurance? M.B.L., YN2, USNR.

• *There are two types of term policies available to post-Korea veterans. One is primarily for the non-disabled and is not convertible. The other is only for the disabled and is convertible. If you get the latter, you may convert it to a permanent plan later.*—ED.

End Date for Occupation Ribbon

SIR: I have a question for which the men here would like to have an answer: What is the latest date before which one must have served in Japan to rate the Navy Occupation Medal? — J.P.G., FN, USN.

• *To be eligible for the Navy Occupation Service Medal with "Asia Clasp," you must have served in the occupied territories of Japan between* 2 *Sept* 1945 *and the termination date of* 27 *April* 1952. *Other regulations for eligibility can be found in* Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard (*NavPers* 15790 *Rev.*), p. 150. —ED.

Gallant BB First to Burn Oil

SIR: When was the USS *Nevada* (BB 36) built, what fuel did she use and was she ever a coal burner?—J.S.R., Ex-MM2, USN.

• USS Nevada (*BB* 36) *was built by the Fore River Ship Building Corporation, Fore River, Massachusetts. The keel was laid on* 4 *November* 1912 *and she was launched on* 11 *July* 1914. *She was the first oil-burning battleship in the U.S. Navy when commissioned on* 11 *March* 1916 *at the Charleston Navy Yard, S. C.*

Nevada *was damaged during the Japanese attack on Pearl Harbor. However she was able to get underway and was grounded to prevent blocking the harbor channel. Subsequently she was repaired and somewhat modernized. She served in the South Pacific during the remainder of World War II.*

Later she participated as one of the guinea-pig vessels in the Bikini atomic tests. Months later, she was sent to the bottom while serving as a target vessel to surface, sub-surface and aircraft teams off the Pacific Coast.—ED.

Half a Century of Service

SIR: Here in the commissioned officers' mess we were having a discussion about what officer had the longest period of active service, now living and retired.

I've had a good bit but probably several have more. I enlisted 3 Jan 1896 as apprentice seaman third class and worked up through the rates to GMC, and through the ranks from gunner to lieutenant commander. I retired 16 Oct 1946 with 50 years, nine months of active service.

Is this information available?—A.A., LCDR, USN (Ret.)

• *There are no official statistics on which officer, living, retired, or deceased, has had the most active service. However,* ALL HANDS, *May* 1953, *p.* 39, *tells of the* 54 *years' continuous active naval service of Captain Albert S. Freedman, SC,* USN (*Ret*). *He retired last spring.*

Your service, although not a record, is way up there.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *Torpedo Squadron* 85 — USS *Shangri La* (CV 38)—Former pilots, aircrewmen and ground crew personnel will hold their first squadron reunion, 14, 15 and 16 May 1954, at Chicago, Ill. For details, contact Fred Coffee, 2524 Carlton Court, Fort Wayne, Ind.

• USS *Leedstown Survivors Association*—The annual reunion dinner will be held 7 Nov 1953. All survivors of USS *Leedstown* (AP 73) may make reservations with Frank A. Wiseman, 126 West 82nd St., New York, N. Y.

• V-12 *Unit at Cape Girardeau, Mo.*—A reunion of the V-12 Unit at Cape Girardeau, Mo., will be held, together with the "51" Club of Southern Missouri State College and all Navymen in the area, at the College's annual homecoming, 23 and 24 Oct 1953. Reservations may be made with President Parker, Southern Missouri State College, Cape Girardeau, Mo., or Dr. Richard V. Morrissey, Wayne University, Detroit 1, Mich.

• USS SC 632 — All hands who are interested in a reunion around the middle of November 1953, contact Martin J. Hansberry, 11 Beacon St., Boston 8, Mass.

• USS *PC* 1247—Men who served in this ship from 1943 to 1945 and are interested in holding a reunion, please contact Fred Ribero, GM2, USN, 2nd Division, USS *Wasp* (CVA 18), c/o Fleet Post Office, New York, N. Y.

• *Task Group* 22.3 composed of USS *Guadalcanal* (CVE 60), USS *Pillsbury* (DE 133), USS *Chatelain* (DE 149), USS *Flaherty* (DE 135), USS *Pope* (DE 134) and USS *Jenks* (DE 665)—Those who were aboard ships of this Task Group in June 1944, at the time of the capture of the submarine U-505, are asked to contact the U-505 Committee, Chicago, Ill. The committee is anxious to hear from all members of the boarding parties, and from all men who served in the six ships, now living in the Chicago area. Rear Admiral D. V. Gallery, Chief of Naval Air Reserve Training, U. S. Naval Air Station, Glenview, Ill., is acting as liaison with the U-505 Committee. Plans are being made to have as many Navymen on hand as possible when the U-505 arrives in Chicago as an exhibit commemorating the capture of an enemy man o' war on the high seas.

No NATO Ribbon

SIR: My ship, USS *Ammen* (DD 527) has participated in NATO operations *Mainbrace* and *Longstep*. We were also attached to NATO forces. Has any NATO ribbon been authorized by the U.S. Navy?—J.J.O., ENS., USN.

• *No NATO ribbon has been authorized and informed sources state that none is under consideration.*—ED.

Hunting and Fishing Licenses

SIR: Is there a government bureau that will issue a permit to any serviceman which would authorize him to hunt or fish without a state license, anywhere in the U. S.?—H. A. W., AC1, USN.

• *The Federal Government has no jurisdiction over the issuance or non-issuance of permits for members of the Armed Services to hunt or fish within any of the several states. Some states do issue permits to servicemen for hunting and fishing without requiring that they purchase the state license ordinarily required for such. However, since no comprehensive compilation of the states issuing such permits is available, it is suggested that you write to the State Fish and Game Commissioner at the state capital in the particular state in which you are serving.*—ED.

Movie Selectors

SIR: On our ship we have been having a discussion concerning showing movies. Who selects the movies to be shown every night—the officers or the enlisted men?—J. W. W., PN3, USN.

• *There is no hard and fast rule for picking out the movie. Different ships work it different ways.*

For example, some ships list the movies by the number carried in the ALL HANDS *monthly list of movies. Other ships leave the selection to the Enlisted Recreation Committee while at least one ship picks a "Guest Chooser" each day, a sailor who has the right to pick out any film on board to be shown.*

Our suggestion is that if you feel it might be done a different way aboard your ship, the place to take your suggestion is to your Enlisted Recreation Committee (see article on ERC, ALL HANDS, *June* 1953).—ED.

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

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find $2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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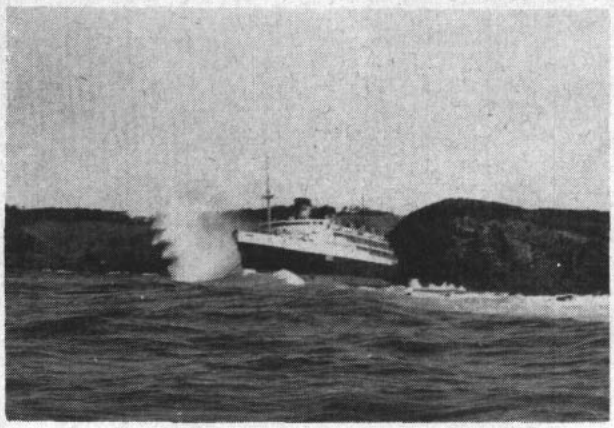
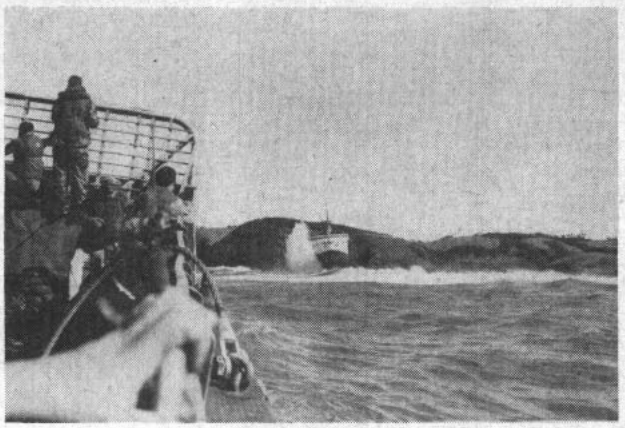




HUGE WAVE starts to break over superstructure of *Kongo Maru*. Right: LCM from *Clymer* nears stricken ship.

USS *George Clymer* Lends Helping Hand in Emergencies

Picking up a back issue of ALL HANDS, a Navy officer read the article about how Navy ships stand ready at all times to come to the aid of vessels or aircraft of any nation in times of distress ("Away Fire and Rescue Party!" in the May 1953 issue).

One of the ships cited in the article was the troop transport USS *George Clymer* (APA 27) which had been among the vessels rendering aid when a blaze broke out aboard the merchant freighter ss *President Pierce* off the coast of Japan some time ago.

The article told how in this instance the firefighting party from *Clymer* fought the stubborn fire for six hours.

The writer of the letter goes on to say that the shop's Fire and Rescue Party had participated in two other major fire-fighting and rescue details during the ship's operations in the Far East. Here's his report:

"The first instance occurred about July 1951. *Clymer* was anchored in the outer harbor at Pusan, Korea. About 1200 a rapidly increasing fire was sighted on the adjacent beach.

"The fire party was called away and proceeded to the beach. One of the several buildings of a Korean war orphan's home was burning and was at the point of spreading to the adjacent buildings of the orphanage.

"The fire party proceeded to assist in removing the children from the burning building, fought the fire and wet down adjacent buildings to prevent the flames from spreading.

"The second instance occurred in the autumn of 1951. *Clymer* was in the storm anchorage at Sasebo, Japan, riding out a typhoon.

"About 0900, on this particular Sunday morning, the ship was ordered to get underway and attempt to rescue approximately 450 military personnel aboard an MSTS-leased Japanese ship, the *Kongo Maru*.

"This ship operated between Pusan and Sasebo and made a cargo and passenger run each night. But now she was aground on an island about 40 miles from Sasebo.

"We arrived on the scene at the very height of a typhoon.

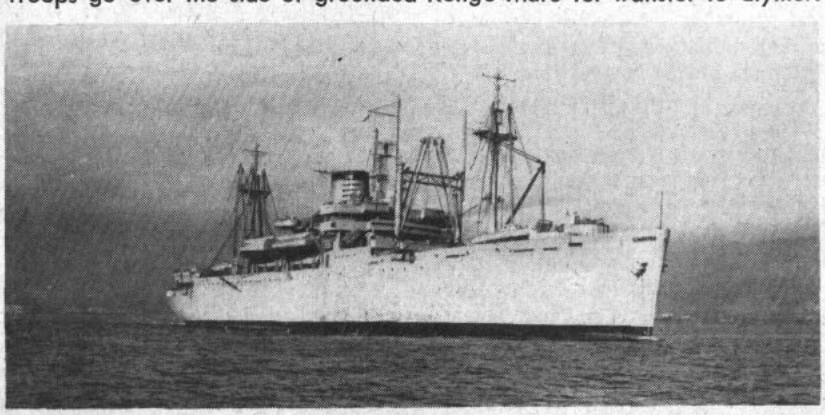
"With the storm kicking up in this fashion we were unable to do anything so we picked our courses and speeds for our own safety and steamed in the vicinity until the late afternoon of the following day when the wind and seas abated somewhat.

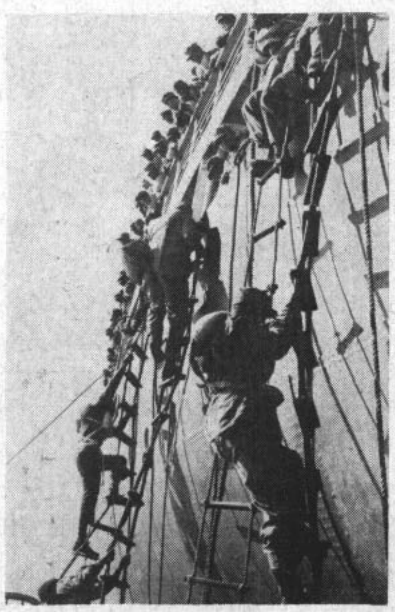
"Despite the hazard of putting the boats over at this stage, we lowered two LCMs and put a rescue party aboard *Kongo Maru*. The survivors were transferred to *Clymer* while our damage control parties worked on the Japanese ship. They did an excellent piece of work, incidentally, particularly our LCM coxswains, both of whom later received commendations.

"Here are a few photographs taken during the rescue which you might feel are newsworthy."—LCDR Ernest C. Meyers, USN.

• *Thanks for your interesting footnote to our story on the part the Navy plays in lending a helping hand on the high seas.*—ED.

RESCUE-BENT *USS Geo. Clymer* (APA 27) is shown at Sasebo. Right: Troops go over the side of grounded *Kongo Maru* for transfer to *Clymer*.





Navy and Marine Prisoners

"WE'RE going home!" This thought brought grins to the faces of the hundreds of repatriated prisoners of war.

After months of imprisonment — which stretched into more than two years for some POWs — the signing of the Korean truce facilitated the return of these men. "Operation Little Switch" became in effect "Operation Big Switch."

Thus members of the Navy and Marine Corps began to travel the long road home, along with Army, Air Force, and other UN servicemen.

As they streamed into Freedom Village, the returnees were clad in outfits provided by the Chinese at the communist "switch point" at Panmunjom — blue-quilted overcoats, Chinese uniforms and sneakers.

It didn't take long for the ex-POWs to climb into fresh uniforms. Navy white hats and GI shoes were a welcome sight to these men.

Welcome, also, was the first cup of stateside coffee they'd had in many a month.

Here are photographs of some of the repatriated sailors and marines, starting at the upper left corner:

Zacheus A. Smith, Jr., HM3, USN, grins broadly as he climbs out of an ambulance at Freedom Village, clutching a new Navy white hat.

Ensign Marvin S. Broomhead, USN, (*second from top, at left*) first Navy pilot to be returned by the Communists, waves a cheery greeting from the helicopter that flew him from Freedom Village to Seoul, Korea, en route home. ENS Broomhead, a pilot with Fighter Squadron 194 operating from USS *Valley Forge* (CVA 45), was captureed after two attempts to rescue him via helicopter had failed.

Thomas A. Schedell, HM3, USN (*third from top, at left*) is another grinning ex-POW. He's shown relaxing in the UN receiving tent at Freedom Village.

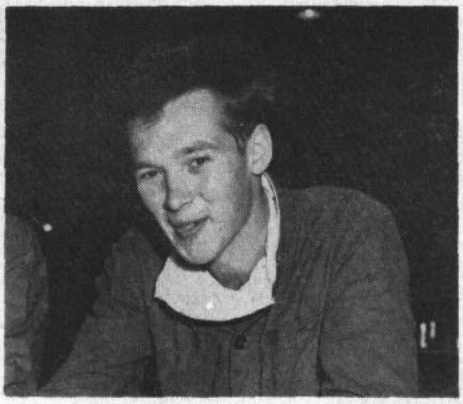
Chaplain Leo F. Rice, LCDR, USN, administers communion to returning POW George M. Neal, ADAN, USN, (*fourth from top, at left*). Neal, a helicopter crewman, was captured by the communists when his aircraft was shot down while on a pilot-rescue mission over North Korea.

Eddie P. Vidil, USMC, (*bottom left*) grins happily at the repatriation center. Except for fatigue cap, he's still wearing communist-issued clothes.

Marine PFC Lions E. Peterson, (*second from left, above*) also wears a grin as he tries on new fatigues.

Alberto Pizarro Baez, PVT, USMC, (*third from left, above*) chats about prison camp life shortly after he was repatriated. Baez brought back

TRIBUTE—While *Panther* jets rest on catapults, officers and men of USS



# of War Return to Free Life

samples of canned Chinese food which UN prisoners had been fed.

Marine PFC Marvin L. Brown (*fourth from left, above*) gets a light from Navy Corpsman David H. Green at a POW processing center.

Alfred P. Graham, PFC, USMC, (*fifth from left, above*) relaxes in a tent at Freedom Village shortly after his repatriation. His "crew" haircut has grown a bit long during his imprisonment.

Billy R. Penn, HM2, USN, (*top right*) tries on a brand new Navy hat in Freedom Village. "It's great to be wearing this white hat," Penn said. The 20-year-old corpsman was captured when he, another corpsman, T. H. Waddill, HM3, USN, (*see below*), and 20 marines were isolated in a cave during the Vegas Hill action.

The first Navyman to be repatriated in "Operation Big Switch" was Jess McElroy, AO3, USNR, (*second from top, at right*). His happy grin reveals a couple of missing teeth — combat "casualties."

Shortly after repatriation, Thomas H. Waddill, HM3, USN, (*third from top, at right*) is given communion by Chaplain E. Vaughn Lyons, LCDR, USN, in Freedom Village. He and Penn (see above) were serving with the Fifth Regiment of the First Marine Division.

Returnee Francisco Gonzales, PFC, USMC, (*fourth from top, at right*) is given medicine aboard USS *Consolation* (AH 15) by William H. Phillips, HM3, USN.

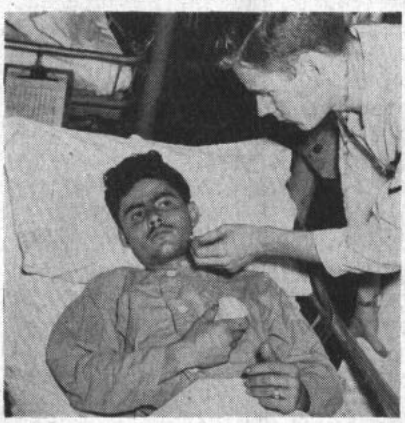
Another marine, PFC Salomon Padilla, (*bottom right*) "rediscovers" ice cream at the POW processing center, Freedom Village. Colonel Albert F. Metze, USMC, commanding officer of Freedom Village, is the onlooker.

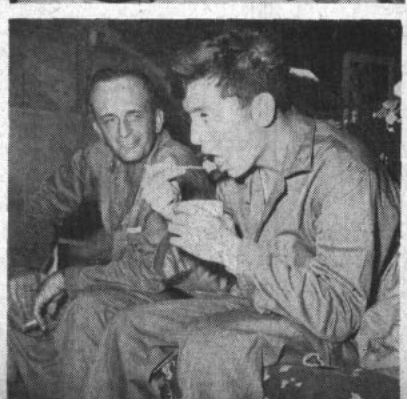
Following is a breakdown of American casualties in the Korean conflict, as released by the Department of Defense just before this issue of ALL HANDS went to press:

Total number of deaths (includes those who were killed in action, died of wounds, or are missing in action and known dead): Army, 20,903; Navy, 393; Marine Corps, 3764; Air Force, 544.

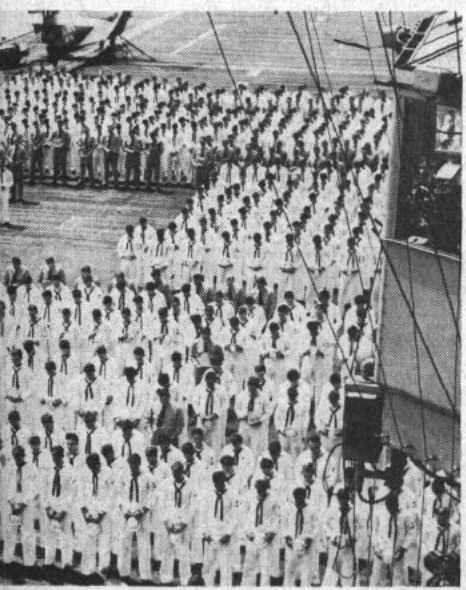
Total wounded in action (medical records indicate that of the wounded, 85 per cent have been returned to duty): Army, 78,253; Navy, 1575; Marine Corps, 23,617; Air Force, 47.

Total missing in action (includes those listed as "current captured" and "current missing"): Army, 9,121; Navy, 103; Marine Corps, 639; Air Force, 885. Some 2433 men, previously reported captured or missing by the armed forces, had since been returned to military control.





Boxer (CVA 21) bow their heads in services for men who died in Korea.



★★★★ TODAY'S NAVY ★★★★

RIDING THE WAVES—Men of Marine reconnaissance test new nine-man nylon-hulled boat. It can be propelled either by oars or an outboard motor.

Fast New Boat Has Nylon Hull

The Marine Corps has unveiled a speedy, new-type boat designed for reconnaissance, rescue and transportation of small units of troops. The boats will be manufactured in two sizes, a four-man and nine-man size.

The new boats are "stepless, planing hulls" and can be propelled either with oars or by an outboard motor.

The hull is made of nylon fabric, compartmented into nine deck tubes and two gunwale tubes. Inside each compartment is a buoyancy tube made of nylon fabric coated on the inside with neoprene. Cut-off valves isolate the individual buoyancy tubes, preventing loss of air pressure in other tubes, should one tube be punctured by gunfire. Punctured tubes can be repaired or replaced while the boat is underway.

Both boats can be easily and quickly inflated either by the carbon dioxide cylinder that comes with each boat or by a hand pump.

The four-man boat is 14-ft. 2-in. in length and can carry a capacity load of 1100 pounds. Deflated, it weighs only 95 pounds.

The nine-man boat weighs 142 pounds deflated, and inflated it has a length of 18-ft. 6-in. Its carrying capacity is 2450 pounds. It has a speed of 12 knots when fully loaded and a top speed of 20 knots when light.

With a capacity load, either of the boats can be landed or launched through six-foot-high waves, negotiate rough seas and cross streams with currents up to nine feet per second.

When collapsed for storage purposes, the craft is fungus-resisting and is able to retain its strength and elasticity in temperatures ranging from 20 degrees below zero to 125 degrees above zero. In order that the boats can be transported in carriers such as jeeps, helicopters or submarines, the over-all deflated size is small enough to allow it to be passed through a hatch opening 25 inches in diameter.

Nine New Master Jet Fields

The Navy's nine new master jet fields will be 55 per cent completed by next July 1954.

The jet air stations will provide land bases for the Navy's atomic age airplanes. The fields will be NAS Miramar, Calif.; NAS Oceana, Virginia Beach, Va.; MCAS Cherry Point, N. C.; NAS Cecil Field, Jacksonville, Fla.; MCAS Miami, Fla.; MCAS El Toro, Santa Ana, Calif.; NAS Moffet Field, Calif.; NAS Whidbey Island, Oak Harbor, Wash.; and NAS Brunswick, Maine.

Each master jet field is linked to two major "satellite" fields and as many as six minor fields that can be used for training and emergencies.

Four aircraft carrier groups, a total of 400 planes, can be handled at each master field. The master fields will have two runways each 8000 feet long and 200 feet wide capable of withstanding the landing of planes weighing 100,000 lbs. or more.

Each major satellite field will include the "bare minimum" facilities —adequate runways, flight control tower, briefing room, aircraft maintenance facilities and room for a small operating force of four or five officers and 50 enlisted men.

The master fields with complete facilities will be used to provide home bases ashore for aircraft carrier groups that are relieved from sea duty and sent ashore for refresher training overhauls and new equipment.

Presently the Navy is trying to get outlying fields where it can conduct air maneuvers and other training away from populated areas where the high intensity sound from the jet engines annoys residents.

YESTERDAY'S NAVY

Marine Corps set up on temporary basis 10 Nov 1775. uss *Maine* which carried side armor 12 inches thick was launched 18 Nov 1890. German fleet surrendered to U. S., British naval vessels, 21 Nov 1918.

NOVEMBER 1953

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
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29	30					

Bin Loading Is Faster, Cheaper

An innovation in supply techniques, which will save money and speed the loading of ordnance spare parts aboard destroyer tenders, has been developed by the Ordnance Stock Office, Mechanicsburg, Pa. The new technique has been put into operation at the Bayonne Naval Supply Depot.

Known as consolidated bin loading, the method provides for the loading of spares in full supply quantities, already stocked in bins and drawers complete with business machine record cards.

Previously the spares had been loaded aboard ship in metal boxes. Getting an individual part meant that the correct box had to be located, separated from others, and a search made for the part inside the box.

The consolidated bin loading of the uss *Cascade* (AD 16), the first tender to undergo the conversion, was accomplished in 16 hours at the Bayonne Depot. Since then, the loading time at the Depot has been reduced to six hours.

The new system has also been found to enable one storkeeper seaman to do the work which formerly occupied up to six or more men. With the loading of the uss *Sierra* (AD 18) at the Bayonne Naval Supply Depot recently, all Atlantic Fleet destroyer tenders were converted to the new system. The same method is being adapted to sub tender loading and later may be used with other types of supply material.

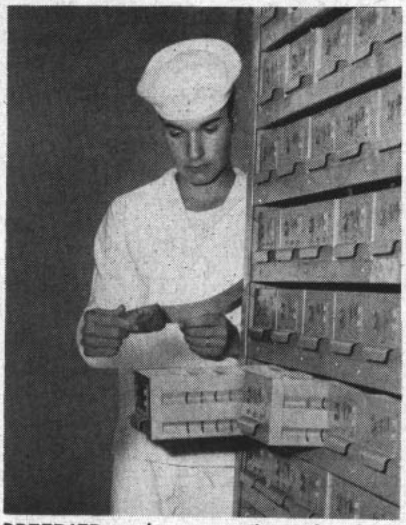
Non-Work Day Meal Schedule

NAS Jacksonville, Fla., is the latest station to add "brunch" to its non-working day meal schedules. This means that sailors may now sleep in on holidays and still get a late breakfast.

"Brunch" combines breakfast and lunch and offers fruits and juices, eggs and bacon, hot cakes, lunch steaks, potatoes and sweets such as pecan rolls or Danish pastries.

This innovation has not only become popular with the men but the Supply Department at NAS Jax reports that it saves approximately $3000 a month in operating costs.

The savings are derived from serving only two meals instead of three on holidays when the average person either sleeps in late or is on liberty.



SPEEDIER, cheaper 'bin loading' method of replenishing spare parts is now used by all Atlantic Fleet ADs.

Fleet Task Force Exercises

Task Force 12, a force of 14 destroyers, four submarines, two destroyer tenders, two cruisers, an aircraft carrier and a fleet oiler, participated in the largest and longest cruiser-destroyer training exercise held in the Pacific Fleet since World War II.

The exercise is the second to be conducted this year by the cruiser-destroyer force. It was designed to train new personnel in cruiser and destroyer battle tactics.

The task force exercised in a series of fleet problems along the entire West Coast.

'Super-Connies' for VRS

The first of the new R7V-1 *Super Constellations* were put into service this month by two Navy air transport squadrons.

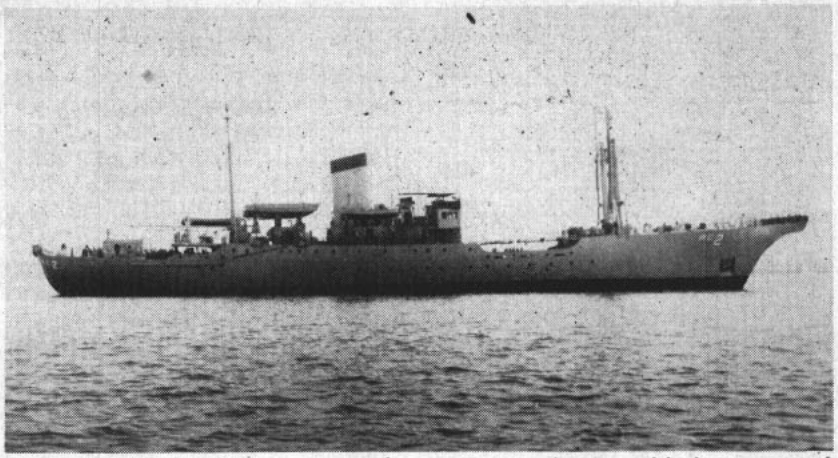
The giant, four-engined *Super Connies* were first received by VR-1 and VR-8 about two months ago. During the past two months, Navy flight crews have been training in the operation of the planes, and planes and crews will soon join in regularly scheduled MATS flights.

The *Super Connies* have the familiar "dolphin" lines and three-fin tail arrangement of the original *Constellations*. The new aircraft, however, is 18 feet longer, exceeding two railroad box cars in length. Its huge wing, if stood up on end, would be higher than a ten-story building.

The R7V-1s will be capable of setting new speed records. Its four turbo-compound engines are equivalent to six of the power plants that drove the first *Constellation* when it was first introduced ten years ago. With a total of 13,000 horsepower compared to 8800 horsepower of the original *Constellation*, the new Navy plane will be able to cruise at better than 340 miles per hour.

As a personnel carrier, the aircraft can carry 97 passengers. When converted to the litter arrangement for "air evac" purposes, the plane can carry 67 litter patients. Or it can be rigged to carry combination loads of cargo and passengers.

EXPERT SWIMMERS make up underwater demolition teams. Here, UDT members emerge from San Francisco Bay after three-mile 'practice' swim.



USS *NEPTUNE* (ARC 2) was recently commissioned as a cable laying vessel. The new Navy ship displaces nearly 4000 tons light, has a speed of 14 knots.

They Keep the Fleet Well Oiled

Life on a Fleet oiler in the forward area may be a pretty routine affair, but there is nothing slow-moving about it.

If you don't believe it, ask anyone of the "salts" on board USS *Mispillion* (AO 105). The ship, now back in the States after three tours in the Korean area, spent 30 out of the last 36 months serving the fighting Fleet.

This is not a story of dramatic or heroic battle action, but an account of just one of the Navy's dependable and faithful ship's serving "the line," manned by 15 officers and 249 men.

Mispillion makes no claim to bombardments, combat missions or daring commando raids. She sets an example, however, of the logistics work done by the "replenisher" ships of the Service Fleets. Her motto is, "If we got it, you can have it," and her record shows that these are not empty words to the ships and men of Task Forces in the Pacific. She carries a main cargo of black fuel oil for thirsty boilers, but she is also ready to answer the call for provisions, candy or movies.

During her last tour the oiler delivered to other ships 437,000 barrels of fuel oil, 45,000 barrels of aviation gasoline, in addition to serving as a transport for passengers and purveyor of tons of mail and other supplies.

The ship was called upon to do her part in sea rescues too.

During routine operations last March near Kaohsiung, Formosa, her alert lookouts sighted a survivor of the ill-fated Chinese merchant ship, *Lien Shiung*. She put about and spent the rest of the day searching the area with USS *Whidbey* (AG 141) and two Navy patrol planes. *Mispillion* picked up 14 survivors and 27 bodies.

Mispillion was named for Mispillion River in the state of Delaware. This is in accordance with the Navy's custom of naming Fleet oilers after rivers in the U. S. She was commissioned 29 Dec 1945.

—LT J. E. Gallaway, USNR.

Randolph Returns to Fleet

After six years of idleness in the Atlantic Reserve Fleet, *USS Randolph* (CVA 15) has returned to active duty. Her recommissioning took place 1 July at Norfolk Naval Shipyard, the same yard where she was originally commissioned in October 1944.

Randolph was constructed at Newport News, Va., as the seventh in the line of *Essex*-class carriers. She is the second to carry the name of Peyton Randolph, soldier and statesman of colonial Virginia. The first *Randolph*, a 32-gun frigate was destroyed in 1778 in an engagement with a 64-gun British man-o'war. As a World War II carrier she set records for fierce activity in a short career during the Pacific campaigns of Ulithi, Iwo Jima, Okinawa and the early strikes against Japan.

It was at Ulithi later that *Randolph* was heavily damaged by a Japanese suicide plane which struck her fantail, killing 25 men and wounding 106. By the time she was 10 months old more than 10,000 fighter, bomber and torpedo plane landings had been made on her flight deck.

Sound 'Boots and Saddles'

Down Puerto Rico way the U.S. Marines have the "horse situation" well in hand. However, for a while it looked as if horses might replace horsepower so far as the Marines were concerned.

It seems that horses from nearby farms were freely roaming about on the landing strip hindering flight maneuvers and giving Marine pilots the old "horse laugh" every time they tried to land or take-off.

Finally, when the airstrip began to look like a Texas ranch an urgent call went out for infantry Marines trained in horsemanship.

One of the volunteers to come forth was Private First Class Leonard Bluebird, USMC, descendant of a great Sioux chieftain.

"Chief Bluebird" with his knowledge of Indian lore turned to and with a coiled lasso roped a few mares from the herd for the volunteers to ride.

Then after equipping the mares with improvised Indian bridles, "Chief Bluebird" and the Marines turned cavalrymen rounded-up the stray horses and cleared the runway.

New "Med" Recreation Center

Bluejackets in Naples, Italy, and members of other United States and NATO armed forces will find a new recreation center in the USO club now open in the heart of the city.

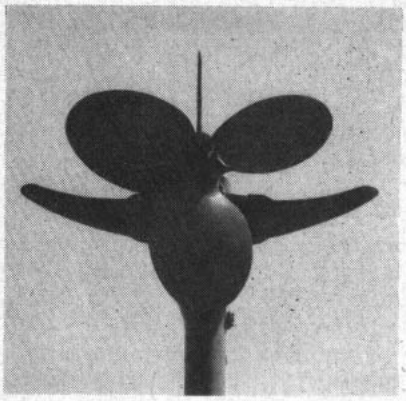
The new off-duty social spot is one of over 250 USO activities spread throughout the world and is supported by the voluntary contributions of the American people, raised in "Red Feather" and other united campaigns.

Typical of the USO "Home-away-from-home," the new club offers service personnel all the facilities of the modern recreation center.

The main deck—the "men's Lounge"—has showers and clean-up facilities. The basement has an auxiliary snack bar, dancing area and game room, complete with ping pong tables, writing room and library.

Altogether, about 300 persons can enjoy the club nightly without overcrowding.

Natural barriers of language and custom sometimes make it difficult for servicemen to meet people of other lands freely, but the USO's overseas program—as exemplified in the club at Naples—helps to surmount these barriers and create an atmosphere of international friendship.



IS THIS 'The Thing'? No, it's the wheel on tailpiece of an outboard propulsion unit, in raised position.

Snow Runway "Can Do"

A runway made of compacted snow was recently constructed by nine Navy Seabees at an Arctic site not far from the North Pole. The project, a joint Navy-Air Force mission, was to test a new construction technique.

The novel snow-packing equipment the Seabees used was developed by the Navy Civil Engineering and Evaluation Laboratory at Port Hueneme, Calif.

Before being transported to the site of the operation by ski-equipped Air Force C-47s, the Seabees received six weeks' training in the assembling of the equipment at Air Force Base in the Far North.

The equipment was airlifted to the location. Fuel and other supplies were ski-landed.

Work on the snow runway began the last of March. Two months later, an airstrip one mile long and 150 feet wide had been constructed. The job was performed "by compacting virgin snow without the use of admixtures." More than that the Navy isn't saying.

Take-offs were made from the strip by ski-equipped planes which could not under normal power become airborne off virgin snow without the use of JATO. The Seabees continued compacting the snow and by early June, the runway was sufficiently strong to hold up under the strain of standing and taxiing by wheeled aircraft.

After these critical tests, landings and take-offs were made by certain types of wheeled cargo aircraft.

Ski-equipped planes have long been used in the Polar regions. But wheeled aircraft are something else again.

Periscope Improvement

Streamlined periscopes for submarines will allow submarines approaching a kill to move in faster with less chance for detection by screening units.

Experiments conducted at the David Taylor Model Basin revealed that streaming periscopes cuts down the tell-tale splashing plume of the "up" 'scope while traveling at fast speeds. More important, it also eliminates the vibration which creates a dancing target for the skipper while he is making complicated computations for firing the torpedoes.

The streamlining consists of a metal fairing which is a hydrofoil section similar to that of an airplane wing. This is topped by a "deplumer" which is an extension of the fairing pierced with slotted holes to swallow the spray and wake.

Late in World War II, the Germans made an attempt at eliminating periscope vibration by wrapping the scope with cables in an attempt to change the cylindrical shape of the scope.

The new fairing is installed on most of our modernized subs.

'Copters Land on *Mt. McKinley*

For the first time in ship construction a completely assembled helicopter landing platform was lifted and fitted into position in one piece on the fantail of a ship, USS *Mount McKinley* (AGC 7).

The giant crane at Mare Island Naval Shipyard, Vallejo, Calif., turned the trick, revolving slowly on its roller path as the structure was lowered onto the ship's waiting supports.

Mare Island yardmen said it was just another routine job, despite the fact that the crane's burden weighed 45 tons, measured more than 70 feet long and was about 50 feet wide.

Helicopter landing decks previously installed on amphibious force flagships of the Pacific Fleet had been assembled on the ship, section by section. *Mount McKinley's* 'copter platform was prefabricated in three sections and the sections joined together on the pier. The complete flight deck was then lifted into place.

The platform was complete when installed—even lifelines and wooden decks were already in place. Beneath the flight deck the electric lighting system had been installed and was ready for immediate use.

Statement of Admiral Carney On Assuming Job as CNO

As he stepped into office as the Navy's new Chief of Naval Operations, Admiral Robert E. Carney, USN, took the occasion to voice his concern over the fall-off in competition for appointments in the Navy and the decline in the attractiveness of the armed services as a career. The following statement by ADM Carney was widely published on his assumption of the job of CNO:

"We live in an age of fabulous scientific progress, but science has invented no substitute for morale and fighting spirit which are still necessary for victory in battle; nor is there any substitute for dedicated and highly competent officer leadership.

"These qualities of dedication and competence are the foundation of the character demanded by the American people in their military leaders.

"When I entered the service 41 years ago, competition for appointments was keen and the vast majority of young officers enthusiastically looked forward to a long and full military career. They were not highly paid but they received other compensatory benefits and in a modest way they enjoyed a good and respected position.

"Today, there is far less competition for appointments and all too many fine young officers leave the service for civilian life—a trend which should be of profound concern to the American people.

"The reasons are known and can be documented; bit by bit the incentives which would attract and hold good men have been whittled away, and until and unless they are restored the U. S. will suffer because the input of high-caliber young men cannot be maintained.

"I have picked this one point to emphasize because the human element is the most important factor in the combat effectiveness of military forces. This is not just the Navy's problem; it is the problem of all the armed forces and in the last analysis the problem of the American people."

Flying Carpenter Who Sailed on Covered Wagon Retires

"He's been further around the cup looking for the handle than most people have been from home" – that's the way buddies in his aviation squadron describe Chief Aviation Structural Mechanic "Teddy" Parsons, USN.

Parsons started his career in July 1920, enlisting at Little Rock, Ark. He recently wrapped it up, retiring with 32 years' continuous service at the Norfolk Va., Naval Air Station.

Chief Parsons

It was at this same location – then known as NAS Hampton Roads – that young Parsons helped fit out the ex-collier *Jupiter* as the aircraft carrier USS *Langley* (CV 1). Later, in March 1922, as a crewmember, he witnessed the Navy's first carrier landing on the old "Covered Wagon," as *Langley* came to be known.

Naval aviation was Parson's specialty. He has seen service in scouting squadrons, fighter squadrons, training squadrons, patrol squadrons and anti-submarine squadrons. Ships he has served in include the old seaplane tenders USS *Wright* (AV 1) and *Pelican* (AVP 6), USS *Wasp* (CV 10), USS *California* (BB 44) and the carrier USS *Yorktown* (CV5). In addition to sea duty he served several years at Far East stations during the 1930s.

When Parsons began learning his trade, Navy aircraft were built largely of wood and fabrics so he carried the rating of aviation carpenter's mate (ACM). In later years, when metal largely supplanted wood and fabric, this rating was discontinued. Parsons then changed his rating to aviation structural mechanic (AM).

He made chief in 1940, warrant carpenter two years later and chief carpenter in 1943. As a WO he is remembered for his work in organizing the Norfolk NAS Police Department; as a CWO, for his duties as first lieutenant of Carrier Aircraft Service Unit 21. In 1945, under policies then in effect, he reverted once more to CPO. At retirement he was permanent assistant OOD at the Atlantic Fleet Airborne Electronics Training Unit.

"Pappy" Parsons has several salty episodes to relate to younger airmen. Three years before joining the Navy, for example, he was a crewman on a commercial freighter. Says Pappy, "For a kid of 14, that trip around Cape Horn in a pint-size wooden sailing ship was a real experience."

Sea life must have agreed with him – he joined the Navy and gave it his best.

Flying Picket-Fishers

Nine "non-coms" from U. S. Air Force Base at Langley Field, Va., are now "picket-fishers"–thanks to the hospitality of the commanding officer and crew of USS *Ray* (SSR 271). A "picket-fisher" is a non-submariner who has made a dive in a radar-picket sub.

Swapping blue skies for blue water, the group of visiting flyers, all from the 29th Communications Squadron, earned the title on a four-day cruise.

Ray, one of the Navy's longest submarines, averaged three dives per day during training exercises with surface forces. The airmen likened the change of pressure and the "ear-popping" of a dive to ascending to high altitude in a plane.

The "air-lubbers" witnessed a real-life drama when the *Ray's* conning officer sighted a life raft with four survivors from the crash of a Navy P5M *Marlin* patrol bomber. The submarine surfaced and stood by until a destroyer picked up the castaways.

Neptunes Replace *Privateers*

The last of the Navy's P4Y-2 *Privateers* in service with operational patrol squadrons on the West coast have been replaced by new P2V-6 *Neptunes* at Whidbey Island Naval Air Station, Washington.

Patrol Squadron 17 flew the P4Ys home from their last tour of duty in the Far East, thus completing the change-over from World War II bombers to the *Neptune*.

Neptune is one of the Navy's largest planes capable of flying from the deck of an aircraft carrier. It is also one of the Navy's first lines of defense against enemy submarines.

Seabees Busy Building Houses

The Navy's Seabees are at it again.

Working all night, all day and a little bit in the evening, the 10th Mobile Construction Battalion stationed on Guam has been busily constructing replacement living quarters for married officers and enlisted men in three different island locales–NAS, Agana; NCS, Fingayen; and Barrigada.

Guam is but one example of Seabee efforts to provide such replacement housing. Similar units are also being constructed at Guantanamo, Cuba; Kwajalein Island; and Sangley Point in the Philippines. The entire current program will put 2400 new units where sub-standard units now exist.

At Guam, exteriors of some units at Barrigada have been completed and land has been cleared at Fingayen. The Agana project is well along and will soon be ready for its first occupants.

The Guam units are one- two- and three-bedroom types constructed of concrete slab and block and are typhoon-proof. They will replace Quonset huts which have served as emergency housing for married men since World War II.

The new houses are similar to modern Title VIII housing found around U.S. naval installations. The houses have rooms that take full advantage of Guam's tropical weather.

Building the units was not a routine business for the Seabees. Before work could be started the Seabees had to locate and develop their own camp site, which included messing and living quarters and 15 shop areas.

Some of the material for construction of the units had to be obtained locally. First to be developed was a quarry which would supply crushed rock and sand. A rock crusher that the Seabees are certain the original Spanish settlers of Guam brought over with them, had to be overhauled and made to run. It does.

Next was the making of concrete blocks of various shapes and sizes. The final operation–house building–started with a flood of electricians, utility men, steel workers and carpenters busily engaged in the full-scale construction job.

It's about finished and Navy families will soon be leaving their present sub-standard housing to move into their new Seabee-built homes.

Armada Aids Quake Victims

An international mercy armada, led by 10 warships of the U.S. Sixth Fleet, rushed food, drugs, water and other supplies to the stricken peoples of Greece when that country was torn by earthquakes last August.

Immediately following the report that the Ionian islands were struck by the worst earthquakes in the modern history of Greece, rescue operations and medical relief were put into high gear by ships and men from the U.S., Greece, Italy, Great Britain, New Zealand and Israel.

Heading the U.S. ships assisting with rescue operations were the heavy cruiser USS *Salem* (CA 139) flagship of the Sixth Fleet, the carrier USS *Franklin D. Roosevelt* (CVA 42). Other ships from the U.S. included USS *Monrovia* (APA 31), USS *Rockbridge* (APA 228), USS *Rolette* (AKA 99), USS *Casa Grande* (LSD 13), USS *Earl B. Hall* (APD 107), USS *Baltimore* (CA 68), USS *Massey* (DD 778), USS *Gyatt* (DD 712(and USS *LST* 344.

The U.S. warships donated all their provisions to the stricken Greeks except for enough rations and the minimum other supplies to enable the ships to rejoin other units of the Sixth Fleet. Aboard the ships the men responded to an appeal for old clothing. Shoes, old uniforms, underwear and socks were collected.

Also assisting in the rescue operations were a helicopter and two amphibious planes of the U.S. Air Force which evacuated hundreds of the more seriously injured islanders.

The U.S. Marines operating with the Sixth Fleet, pitched in and cleared a path through the wreckage with bulldozers carrying fresh milk, water, food and medicine to the stricken areas away from the coast.

Model Planes Fly From CV

The National Model Airplane Championship Meet, featuring a model aircraft carrier take-off and landing event, was held this year at the Naval Air Station, Willow Grove, Pa. This was the sixth year that a Naval air activity has been host for the meet.

William M. White, 15-year-old model airplane enthusiast from Sacramento, Calif., was crowned the 1953 Grand National champion and was also named the winner of the Junior Class championship. Stewart Savage and Donald Platzke tied for the Senior Class title while Willard Blanchard won the Open Class.

In the Carrier Event, 15-year-old Barry Burr won the title in the Junior Class. The youngest contestant is traditionally designated "skipper" of the midget carrier and flown to NAS Pensacola for a day on the carrier USS *Monterey* (CVL 26) to witness actual carrier flight operations. Young Burr won this too. Dave Domizi won the Senior Class title in this event and also gets a trip to Pensacola and a day on *Monterey*.

The carrier event involved taking-off and landing each model plane from the deck of the model carrier USS *Smallfry* (CVM-1). The flight deck of the model carrier, complete with arresting gear, is eight feet wide and 44 feet long.

Instead of the conventional straight flight deck, *Smallfry* has a crescent shaped flight deck to conform with the circular flight pattern of model airplanes which are controlled by guide lines.

Little Theater Does Big Plays

Naval activities throughout the fleet could take a leaf from the recreation book at the Barber's Point Naval Air Station in Hawaii and stir up some interest in little theater work.

In less than two years, the Barber's Point little theater footlighters have presented more than eight plays—some of them ambitious presentations like "Kiss and Tell," "Present Laughter" and "Streetcar Named Desire."

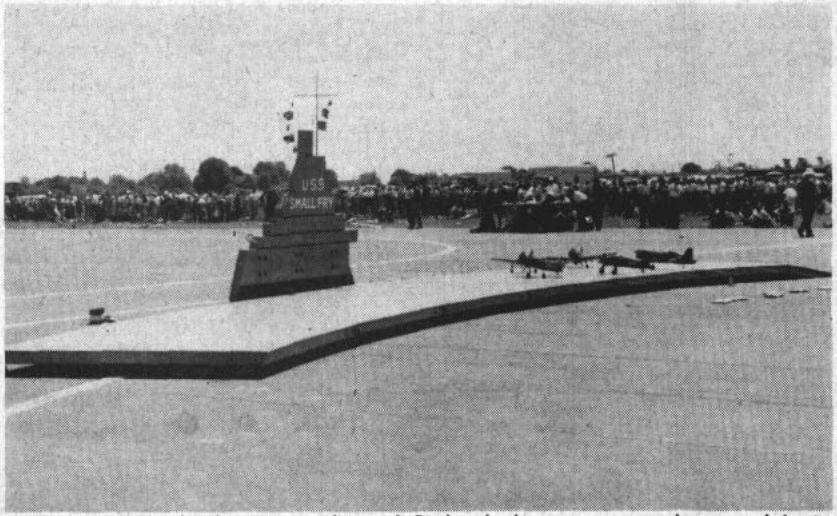
The Thespian group was formed in June 1951 by service personnel and dependents whose mutual interest in the dramatic arts brought them together. Production and presentation of a stage play every three months have proved a rich diversion for casts and audiences alike.

When a play is being prepared, stage crewmen and cast members volunteer their assistance. The same stage flats and equipment are used over and over. New scenery for each play is improvised and the cost of redecoration is met by a modest allotment from the recreation fund of Commander Fleet Air Hawaii at Barber's Point. Durward Hargett, TE3, USN, is presently stage director and president of the business club.

Bob Dorman, a yeoman formerly stationed at Barber's Point, directed the little theater group during their first plays. The group's first presentation was "Thru The Years" a revue depicting the progress of music since 1900. Dorman also directed the Barber's Point little theater group in their next two productions "Soup To Nuts" and "Junior Miss."

Lieutenant (junior grade) Earl D. McMichael, USNR, succeeded Dorman as the active sponsor of the drama activity at Barber's Point. Under his direction, the "Pointer" Thespians presented "Kiss and Tell," "Mystery In The Library" and their latest production "Streetcar Named Desire."

Hal Burke, PN2, USN, of ComFair-Hawaii, was the star of "Kiss and Tell." Burke was also assistant to Director McMichael during this play.—Harold A. Poole, JO3, USN.



USS *SMALLFRY* had crescent-shaped flight deck to accommodate model aircraft at National Model Airplane Championship Meet, NAS Willow Grove.

'YER OUT!' Dick Ouellette, amphibious force centerfielder, is tagged out by Fleet Marine catcher George Dingler during Atlantic Fleet baseball tourney.

Navy Hurlers Toss No-Hitters

Softball champions have been determined in two naval districts. NAS Dallas won the Eighth Naval District softball tournament and NAS Barber's Point went through their schedule undefeated to be crowned champions in the Fourteenth Naval District softball league.

Art Huffman, of NAS Dallas, pitched a no-hit 14-1 victory over the NAAS Cabaniss Field team in the finals of the 8th ND tourney. The Dallas nine went undefeated in the tournament, with other victories being chalked up over USS *Kenneth M. Willett* (DE 354), 10-0; Naval Station New Orleans 7-2; and NAAS Cabiniss 10-0. Other teams in the tournament were Naval Recruiting, USS *Haas* (DE 424), Headquarters 8th Naval District and USS *PCE* 842.

In the 14th Naval District Softball league, NAS Barber's Point closed out its undefeated season as "Ace" Valenzuela pitched his first no-hit no-run game of the year. Victims of the 11-0 stomping were the softballers from Navy Air Transport Squadron Eight at Hickam AFB.

Valenzuela faced only 22 batters during the seven-inning tilt, striking out 11 and giving up no walks. An error allowed the only man from VR-8 to reach first base but that's as far as he advanced.

Valenzuela aided his own cause at the plate with a bases-empty home run into the left field stands in the second inning and a run scoring double in the fourth. Billy Branom gained season batting honors for the "Pointers" with a hefty .438 average.

Beating VR-8 in the final game of the season gave Barber's Point softballers 22 straight victories this year. This marks the first time that a Barber's Point team has breezed through an undefeated season.

6ND Tennis Tourney

The Naval Air Training Command "Goshawks" from NAS Pensacola swept the Sixth Naval District Tennis Tournament, winning both the singles and doubles championships. Every man on the Goshawk team reached at least the quarter-finals.

Frank Spears beat teammate Fred Reed to win the singles championship 6-1, 6-2, 6-1. Reed and Spears then teamed up to take the doubles crown over Karrh and Reid of NAS Birmingham 6-3, 6-4, 6-3.

In the singles semi-finals, Spears defeated Russ Wolf of NAS Memphis 6-1, 6-0, 6-3 and Reed won over Hank Goezler of NAS Pensacola 6-2, 6-1, 6-1. In the doubles eliminations, Reed and Spears reached the finals by defeating Robinson and McNulty of Key West 6-4, 6-0, 6-1 while Karrh and Reid entered the doubles finals by defeating McMahon and Wolf of NAS Memphis 6-2, 6-2, 6-3.

The Goshawks scored 24 points in annexing the team trophy. NAS Memphis scored eight points to finish as runner-up.

9th ND Bowling Champs

NAS Grosse Ile, Mich, won the 9th Naval District team bowling championship in a tournament held at NTC Great Lakes, Ill. But Louis St. Sauver, AD1, USN, of NAS Minneapolis, Minn., stole the show with his outstanding accomplishments in the individual events.

NAS Grosse Ile's top five bowlers averaged 183 for each game, registering a total pin fall of 2,750, to win the team event. NAS Minneapolis, paced by St. Sauver, finished second with a 2,675 total pin fall. Third place went to Headquarters, Great Lakes, with a total of 2,625.

In winning the individual title, here's what St. Sauver did: he won the singles with a 614 series, bowled a 610 series in the doubles to win that event with teammate Larry Winkler, AN, USN, and registered a 571 series in the team event. He had a total pin fall of 1,795 – an average of 199½ for the nine games!

Runner-up in the individual total was Lieutenant Dan Diana, of USS *Daniel A. Joy* (DE 585), who had a total pinfall of 1,785.

In the singles event, St. Sauver had to come from behind to defeat Leland H. Brunner, SKC, USN, of the Recruiting Station, Kansas City, Mo., who finished second with a series score of 612, and Louis Fratini, SA, USN, of NAS Glenview, Ill., who finished third with a 603 series.

Tim O'Brien, PNA1, of the Recruiting Station, St. Louis, Mo., bowled a 256 game to score the high single game of the tournament.

Bat CruLant Baseball Crown

The USS *Mississippi* (CAG 128) won the Atlantic Fleet Battleship-Cruiser Force baseball championship for the second straight year, defeating a strong USS *Newport News* (CA 148) team 1-0 in the championship game.

Mississippi scored its lone run without the aid of a base hit. With one out and runners on first and second base as a result of a walk and an error, the *Newport News* shortstop was slow in fielding a ground ball, allowing the runner on second to go all the way around to score the winning run.

Righthander Carl Greene, who will be under contract to the Milwaukee Braves when he leaves the Navy, was the winning pitcher, giving up four hits to the *Newport News* "nine."

Wins 6ND Golf Tourney

The Memphis golf team won its second straight 6th Naval District golf championship as team members toured the 72-hole medal play tournament in 1197 strokes. Gene Towry, Ben Jannett, Don Collett and Joe MacDonald formed the winning four-man combination.

Irwin Scott, of NAS Jacksonville, stroked his way to the individual crown with a one over par 289, edging out Towry by two strokes. Towry led the field until the final round. At the end of 36 holes, Towry had a five-stroke lead over Scott. But in the third round, Scott rallied with a two-under-par 70 to pick up four strokes as Towry fired a 74.

Going into the final round, Towry held a slim one-stroke margin over Scott. The final 18 holes saw a thrilling birdie duel between the two Navy shotmakers. Scott fired a three-under-par 69 while the best Towry could do was a par 72. In winning the individual crown, Scott put together rounds of 75-75-70-69 for 289. Towry had rounds of 74-71-74-72 for 291.

Finishing behind the Memphis "Hellcats" in team play was NAS Jacksonville with 1204, followed by Parris Island Marines and Naval Station, Key West, Fla.

Cain Was Able

The Navy "Zippers" of the Stockton Group, Pacific Reserve Fleet, defeated the NAS Moffett Field "Fliers" 6-0 in the title game to win the championship in the 12th Naval District Invitational softball tournament.

In the championship game, Stockton pitcher Marlin Cain allowed the Moffett softballers only one hit while striking out 15 and walking two. Cain's teammates backed him up with a nine-hit attack including a three-run home run by second baseman Paul Becker.

Cain was the star of the tournament, pitching three shutouts in as many games. He shut out NAS Alameda 1-0 and the Marines from the Hawthorne, Nev., Ammunition Depot 4-0.

The Stockton Group softball team has a season record of 31 victories and six defeats. Cain, who pitched most of the games for the "Zippers," had 180 strike outs and has pitched two no-hit games.—James E. Purcell, SN, USN.

SIDELINE STRATEGY

BILL PEARL, JO3, USN, of SubFlotOne, billeted on board USS *Nereus* (AS 17), became "Mr. Universe" in a contest recently held in London, England. Before that, Pearl had won the 1953 "Mr. America" title in the National AAU physical culture contest staged at Indianapolis, Ind.

Pearl's victory marks the first time a Navy "muscle man" has won either title, although ex-Seabee Alan Stephan won the "Mr. America" title in 1947, after he was discharged.

The modest, 5-ft. 11-in., Pearl was the unanimous choice of the judges at London. He defeated, among others, the famous French Moriello brothers, each a former holder of the crown.

Pearl has been competing in physical culture shows for only a year. He began by winning the "Mr. Oceanside" title in 1952 and followed this up by winning the "Mr. Southern California" as well as "Mr. California" titles—and then the national and universe titles (See ALL HANDS June 1953, p. 41).

★ ★ ★

Here's something new in the form of deer hunting, although Marine Major James Payette doesn't recommend it.

The major had been on a night flying hop and was coming in for a landing at Cherry Point Marine Air Station when he felt his F9F-5 Panther jet bump something. The "something" turned out to be a 150-pound deer, losing its last race as it ran across the runway. Jet and pilot were unharmed.

★ ★ ★

The SubPac "Raiders" and Fort Shafter "Commandos" were featured in the first televised baseball game in the history of the Hawaiian Islands. A local TV station in Honolulu televised the Hawaiian Interservice League game, won by Fort Shafter 6-3.

★ ★ ★

One of the top southpaw hurlers in the Navy today is Moe Bauer of NAS Norfolk. A member of the Chicago Cubs farm system, Bauer was pitching for Springfield, Mass., in the Triple-A International League before being called to active duty.

Bauer finished his second season for the "Flyers" this year. In 1952, his record with Norfolk was 14 wins and 12 losses. Even with his dozen losses, Bauer had an excellent 1.6 earned-run average. This year, Bauer has a record of 17 victories against a single defeat.

Bauer's stock in trade is control. Early this season, he had a string of 64 consecutive innings pitched without giving up a walk. This is a little short of the streak he built up in 1952 when he pitched 90 consecutive innings without issuing a free pass. During the entire 1952 season, Bauer worked a total of 256 innings and allowed but 18 bases on balls. —Rudy C. Garcia, JO1, USN.

THE BULLETIN BOARD

New OpNav List Names Ships, Units; Dates of Eligibility For Receiving Combat Pay

The latest list of ships and units qualified as "combat units" has been published.

Service in a unit designated a "combat unit" for six or more days in any one month—or for six or more consecutive days in two months—means extra pay of $45 for that unit's members. For full details on combat pay qualifications, see ALL HANDS, October 1952, p. 50-51.

The new list covers the periods of Korean fighting of March, April and May 1953. This notice also includes additions to previous lists designating combat units, including those eligible for combat pay.

Although many of the units and ships do not qualify for the full six-day periods, any crewman who was injured and hospitalized as a result of a wound received in action *is* entitled to combat pay for up to three months while hospitalized.

Here are the ships and units listed by OpNav Notice 1030 (14 July 1953) designated as combat units for six or more days. If you were aboard for this time, you rate combat pay.

*ComDesDiv 282.....22, 25, 27, 28, 30, 31 March 1953

USS *Prichett* (DD 561)....22, 25, 27, 28, 30, 31 March 1953

Wonsan Sector, East Coast Island Defense Unit.....1, 5, 10, 11, 13, 16, 19, 21, 22, 26, 27, 28, 29, 30 March 1953

*ComDesDiv 92.....5, 6, 7, 13, 16, 27, 28 April 1953

*ComDesDiv 282.....2, 3, 23, 24, 25, 26, 27, 28, 30 April 1953

USS *Owen* (DD 536).....23, 24, 25, 26, 27, 28, 30 April 1953

Wonsan Sector, East Coast Island Defense Unit.....2, 4, 6, 7, 10, 11, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 April 1953

Cho-Do Island West Coast Island Defense Unit..... 2,5, 9, 10, 12, 13 April 1953

Sokto Island, West Coast Island Defense Unit.....7, 8, 9, 10, 16, 24 April 1953

*ComDesDiv 92.....2, 4, 8, 13, 15, 17 May 1953

"You may take your base."

Wonsan Sector, East Coast Island Defense Unit.....2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 15, 16 17, 18, 19, 20, 25, 27, 28, 29, 30 May 1953

Units that were designated "combat units" after the publication of OpNav Notice 1030 (8 Apr 1953) are contained in List "E." The members of the following ships and units are eligible under this list:

USS *LCU* 1402.....20, 23, 24, 25, 26, 28 September 1950; 13, 14, 15, 25, 26, 27, 28 October 1950

USS *Leonard F. Mason* (DD 852).....15, 17, 18, 20, 21, 22 May 1951

USS *Redhead* (AMS 34)....3, 11, 12, 14, 15, 18, 21 October 1950

USS *Redstart* (AMS 378).....5, 9, 13, 14, 17, 18 June 1951

*ComCortRon 11.....5, 7, 12, 13, 15, 16 March 1952, and 1, 3, 4, 5, 6, 8, 9, 11, 17, 26 April 1952

Additions to previous lists include:

Wonsan Sector, East Coast Island Defense Unit.....6, 17, 18, 19, 20, 21, 22, 27, 29, 30 November 1952; 9, 12, 13, 23, 25, 30 December 1952; 1, 2, 3, 4, 12, 20, 21, 23, 26, 28, 31 January 1953; 1, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 24, 27 February 1953.

*ComMinDiv 32.....5, 9, 13, 14, 17, 18 June 1951.

*Refers only to the staff embarked and has no connection with ships in the division.

Mobilization Would Call for Conversion of General Service To Emergency Service Ratings

In the event of full mobilization the Navy is prepared with definite and orderly plans to convert personnel holding General Service Ratings to wartime Emergency Service Ratings.

Members of the Regular Navy, Naval Reservists on continuous active duty in Active Naval Reserve (ANR) billets and Reservists on active duty with the Reguar Navy who were ordered from ANR billets will be affected. Of course, if you are in a rating which has only one Emergency Service Rating, identical to the General Service Rating, you are not affected by this wartime conversion plan. These ratings are: RD, RM, MN, OM, CT, MA, DK, SH, JO, MU, MR, IC, PM, ML, SV, CD, UT, AT, AC, PR, AG, AK and HM.

It is not planned to convert personnel by wholesale changes in rating; however, all advancements in rating during a wartime period will be to an appropriate Emergency Service Rating. Over-all balance among the Emergency Service Ratings will be maintained according to the needs of the service.

The Emergency Service Rating you will advance to will be based upon the following factors:

- Your general or specialized qualifications and motivation.
- School quotas.
- Surpluses and shortages among the various ratings as some become "closed" or "critical."
- Complement of your ship or station.
- Qualifications for advancement in rating, established by BuPers.

The rating conversion plan is based upon the assumption that a man holding a General Service Rating is qualified to fill any of the emergency billets in his rating and in his pay grade.

The purpose of the peacetime Regular Navy rating structure is to produce broadly qualified, versatile personnel who in time of full mobilization can be advanced to higher positions of responsibility.

Development of the Navy's pres-

ent-day rating structure began in 1948. Here briefly, is the background:

During the war, under pressure of necessity, BuPers and field commands responsible for personnel administration divided and subdivided the peacetime Regular Navy ratings into emergency ratings to meet the needs for specialized skills.

For example, the Radioman (RM) rating was split into RM and Radio Technician (RT). Later, some RTs were transferred to the newly established Radarman (RD) rating and others to the Sonarman (SO) rating. To the SO rating itself was later added Sonarman, Harbor Defense (SOH).

In the 1948 overhauling of the enlisted rating structure, the Emergency Service Rating system was established, each ESR to represent a segment of a General Service rating.

The present-day enlisted rating structure provides 61 General Service Ratings for Regular Navy personnel, and 132 Emergency Service Ratings for members of the Naval Reserve. A complete listing of the rate and rating structure was given in the July issue of ALL HANDS.

Electronics Maintenance Course Open to Specialized Personnel

Officers in the following categories are eligible for the one-year Electronics Maintenance Course at the U. S. Naval School, Electronics Maintenance, Great Lakes, Ill.

- USN Temporary officers whose permanent status is Chief Radio Electrician, Radio Electrician, Chief Gunner (Control Ord. Tech.) and Gunner (Control Ord. Tech.)
- Limited Duty Officers whose designators are 1710, 1750, 1770 or 1790.
- Any Chief Radio Electrician, Radio Electrician, Chief Gunner (Control Ord. Tech.) or Gunner (Control Ord. Tech.) holding a permanent or temporary appointment as such.

BuPers Inst. 1520.26 gives details and states that requests should be received by BuPers (Pers-B111h) 60 days prior to the class convening date.

Convening dates are 7 Jan 1954, 29 Mar 1954, 6 Jul 1954 and every quarter thereafter.

Transfer Program of Officers Into the Regular Navy Undergoes Certain Changes

Several changes in the Navy's officer augmentation program extend eligibility to certain officers on inactive duty, officers of the Chaplain Corps Reserve and to male officers not above the grade of commander, for appointment as commissioned officers in the Regular Navy.

The new eligibility requirements, contained in BuPers Inst. 1120.12B, are as follows:

Eligible applicants – Male officers not above commander (appointments in the grade of commander limited to calendar year 1953) and women officers in the grades of lieutenant (junior grade) and ensign are eligible for appointment in the line, Medical Service Corps, Supply Corps, Chaplain Corps and Civil Engineer Corps; officers of the Nurse Corps Reserve in the grades of lieutenant, lieutenant (junior grade) and ensign are eligible for appointment in the Nurse Corps, USN.

After 1 Jan 1954, however lieutenant commander will be the highest grade selected for USN appointments.

Service and active duty – At the time applications are submitted, male officers must have completed 12 months' active commissioned service subsequent to 1 July 1950, and women officers and Nurse Corps officers must have completed three months' active commissioned service since 1 July 1950.

Naval Reserve officers released to inactive duty are eligible within 12 months of release to apply for transfer to the Regular Navy active duty status provided they have the totals of service indicated above and if applications are received by BuPers within one year of their release to inactive duty status.

A woman officer will not be eligible if she is a mother, adoptive mother or personal custodian of a child under 18 years of age, or if she is the stepparent of a child under 18 who lives in the household of the applicant for 30 days or more per year.

The procedures for submitting applications and qualifications required are outlined in the directive.

WHAT'S IN A NAME

Shangri-La

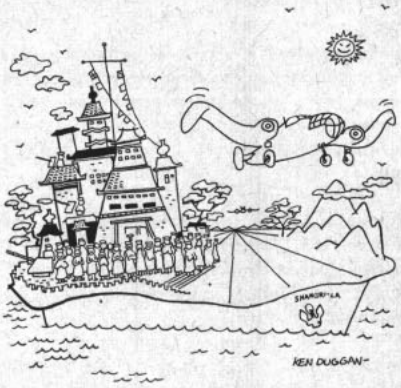
USS *Shangri-La* (CVA 38) is named in honor of an event which occurred 11 years ago. On 18 Apr 1942, Colonel James H. Doolittle and his B-25s took off from a Navy carrier to drop the first bombs on the Japanese mainland. When reporters asked President Franklin D. Roosevelt to identify the base from which Colonel Doolittle and his group had winged their way to the heart of the Japanese empire, he gave them the name of the fictional Utopia — "Shangri-La." It was later disclosed that Doolittle's take-off spot was USS *Hornet* (CV 8).

After *Hornet* was lost, it was decided to name a new carrier "Shangri-La." A nationwide War Bond drive provided enough funds to establish the "mystery base" as a reality and on 16 Aug 1943, the name was given the Essex-class carrier CVA 38. Her keel was laid in the Norfolk Navy Yard 15 Jan 1943 and she was commissioned on 15 Sept 1944.

Shangri-La launched her first strike against the enemy in the spring of 1945 at Okino Daito Jima near Okinawa.

By 8 June 1945 the battle for Okinawa was near an end and on 11 June, the big carrier, along with other ships in her group, retired to Leyte Gulf for a brief rest.

Getting underway again on 1 July, she



steamed northward with Task Force 38 to bring Tokyo and adjacent targets under attack for the first time by naval air might since the Fifth Fleet had struck that February. On 10 July 1945, *Shangri-La's* fliers hit their first targets near Tokyo while the ship itself began a series of operations with the Third Fleet which continued until the day of the Japanese surrender.

In June 1947 *Shangri-La* was ordered out of commission and soon after was assigned to the U.S. Pacific Reserve Fleet where she remains today.

Diving Courses Announced By BuPers Include Training For Officers and Enlisted Men

Want to become a Navy diver? If you do, you'll be interested in three instructions issued by BuPers covering ways to become a Diver, Second Class, a Salvage Officer or a Salvage Diver.

Who may apply? — Applications are desired from both officers and enlisted personnel for training as Salvage Officers, Divers, Second Class and Salvage Divers. All officer personnel and enlisted personnel, regardless of rating, in the pay grade E-2 or above, are eligible for training as Divers, Second Class.

To be eligible for the Salvage Officers' Course, officers must be of the general line in the Regular Navy or Naval Reserve on active duty in the rank of lieutenant commander or below, including warrant officer. EMs applying for Salvage Divers Course must be in the ratings of BM, DC, MM, EN, FP, and ME. Both officer and enlisted candidates must have at least 18 months' obligated service and must be volunteers.

BuPers Inst. 1500.15 contains a review of the procedures to be followed in the selection of candidates for diving instruction. All prospective candidates will be interviewed by a qualified diving officer for aptitude and motivation for diving duty. Candidates should be "psychologically adapted" to diving.

All enlisted candidates for diving should have a combined minimum ARI and MECH of 110, although this is not a rigid requirement and no waiver is necessary in cases where a candidate is slightly below the recommended score.

• *Second Class Divers* — BuPers Inst. 1540.17 gives a list of all ships and shore activities authorized to train and qualify divers, second class. The standard course is six weeks, although at many activities, particularly ships, a portion of the course is conducted as on-the-job training. In such case, the time may exceed six weeks.

• *Salvage Officers* and *Salvage Divers* — BuPers Inst. 1540.18 outlines the training available to qualify personnel as Salvage Officers and Salvage Divers.

The Naval School, Salvage, New York Naval Shipyard (Bayonne Annex), is the only activity conducting initial training for salvage officers and salvage divers.

Requalification training for salvage divers whose designations have lapsed is conducted by the Naval School, Salvage, and also at the Naval Station, San Diego, Calif., and the Submarine Base, Pearl Harbor, T. H. The length of the requalification course is five weeks, except at the Naval Station San Diego, which is six. Only personnel who have previously qualified as salvage divers are eligible for this training.

The 14-week Salvage Officer's Course provides instruction in all phases of ship salvage, including how to raise sunken ships in harbors and coastal areas, how to salvage disabled or grounded ships and in other salvage specialties such as elementary naval design, underwater mechanics and diving, to the extent necessary for supervision of underwater operations.

Officers trained in this course are normally assigned to salvage officer billets in ARS, ARSD, ARST and ATF-type vessels and to staffs of various commands. Officers should submit their requests for this training to the Chief of Naval Personnel (Pers-B1112) via the chain of command.

The Salvage Divers Course is 16 weeks long. Completion of this training qualifies enlisted personnel as salvage divers. Qualifications for salvage divers are contained in Article C-7408, BuPers Manual. This article also gives an idea of the scope of the training received in the course.

Enlisted personnel desiring such training should submit their requests in writing to their commanding officer.

WAY BACK WHEN

School Ships

Long before a would-be sailor sets foot on a ship today, he first spends about 12 weeks at a shore-based activity familiarly called "Boot Camp." In the old days, however, a sailor picked up his early training not on shore, but right aboard ship.

A SecNav order in 1875 established training ships at the New York, Portsmouth and Mare Island Navy Yards. "Apprentice boys" were given their preliminary instruction in these ships before being sent to sea in the Training Squadron.

The original Training Squadron was composed of *USS Constitution, USS Portsmouth, USS Saratoga* and the flagship *USS Minnesota*. Later the Squadron consisted of *Portsmouth, Jamestown and Saratoga*.

The education of the aspiring young sailor began at once in seamanship, gunnery, and machinery. He was taught how to work fires and operate boilers as well as how to "hand, reef and steer." He was instructed in the elements of practical navigation, how to take sights and to compute "a day's work," and how to point and fire the guns. He was exercised in the use of rifles, revolvers and broadswords. A routine of drills was established for winter and summer, including boats under oars and sails.

"The sailing ship of war has no rival as a school of instruction," said Admiral David D. Porter, USN, in defense of the training ship. But for reasons of efficiency and economy, sailing ships and steam ships were later abandoned for training purposes (near the end of the 19th century) and barracks for apprentice seamen were established ashore—the forerunners of today's "Boot Camps."

Line Commanders Selected for Promotion to Captain in 1954

One-hundred forty-nine line commanders of the Regular Navy and Naval Reserve have been recommended for promotion to captain.

Of that number, 112 are unrestricted line officers including five Reserve officers, 37 are restricted line officers including 12 aviation engineering duty officers, 14 engineering duty officers and 11 special duty officers.

All promotions are expected to be effected by 1 July 1954.

Summary of Uniform Allowances And Rules for Reserve Officers On Active and Inactive Duty

Regulations designed to equalize the uniform allowances paid Reserve officers of the military services have been approved by the Department of Defense.

The new regulations provide for payment of the following:

• *Initial Uniform Allowance* — Not exceeding $200 to be paid under specified conditions such as: (1) first reporting for active duty for a period in excess of 90 days; or (2) upon completion, as a member of a reserve component, of not less than 14 days' active duty or active duty training; or (3) after the performance of 14 periods of not less than two hours' duration each, of inactive-duty training as a member of the Ready Reserve; provided that only duty requiring the wearing of the uniform is counted and that the payment of an initial officer's uniform allowance or reimbursement previously or subsequently under any other law bars such a payment under this act. However, if the officer has served as a member of the Regular services on active duty, he is not entitled to an initial uniform allowance for duty performed within two years after his separation from the Regular service.

The amount of the initial uniform allowance varies and is dependent upon the manner in which the officer received his commission. The uniform allowance is $200 except in the following cases, where the allowance is $100: aviation cadets commissioned in the Navy (Navcads commissioned in the Marine Corps receive $200); enlisted women; and enlisted Marines (male and female) graduating from OCS. CPOs graduating from OCS receive no initial clothing allowance.

• *Active Duty Uniform Allowance* — Not to exceed $100 to officers entering an active duty for more than 90 days when two years elapse between periods of active duty. This allowance is payable retroactively to those officers who entered on active duty on or after 25 June 1950.

• *Uniform Maintenance Allowance* — Not to exceed $50 for reimbursement for the purchase of required uniforms and equipment upon the completion of each four years of satisfactory Federal service in an active status in the same Reserve component after 9 July 1952.

In computing this four-year period, however, any period of active duty or active duty for training for a period in excess of 90 days is excluded. To receive this allowance the officer must not have received a uniform allowance as an officer within the previous four years. He must also have served during the four-year period a minimum of 28 days of active duty or active duty for training. The four-year period may have started prior to 9 July 1952, but must be completed after that date.

Navy and Marine Corps Reserve officers may elect, prior to 9 July 1956, to receive the $50 uniform maintenance allowance provided by the Naval Reserve Act of 1938 or the Naval Aviation Cadet Act of 1942, in lieu of the uniform maintenance allowance provided in the new regulations.

All initial uniform allowance claims and all uniform maintenance allowance claims may be submitted to the Chief of Naval Personnel, (Attn: Pers H1), Washington 25, D. C.

Active duty uniform allowance claims may be submitted to the Field Branch, Bureau of Supplies and Accounts, (Special Payments Division) Cleveland, Ohio, if the officer claiming the allowance is not now on active duty. Those officers now on active duty who are claiming the allowance should submit their claims to their disbursing officer.

New Enlisted Correspondence Courses Available

Eight new Enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Following is a list of the new courses and the ratings applicable to each subject.

Title of Course	NavPers No.	Applicable to Following Ratings
Construction Electrician's Mate 1, Vol. 1	91570	CE, CEG, CEL, CEP
Machinery Repairman 3	91506	MR
Machinery Repairman 2	91507	MR
Chief Mechanic	91581	CM, CMG, CMD
Personnelman 1	91421	PN, PNA, PNI, PNR, PNT, PNW
Quartermaster 2, Vol. 1	91286	QM, QMQ, QMS
Ship's Serviceman Barber Handbook	91465	SH
Transport Airman	91650	AD, ADE, ADF, ADP, ADG

Naval War College Review Available to USN, USNR Officers

The *Naval War College Review* can be subscribed to by Regular or Reserve officers of the grade of lieutenant commander (or major) and above of the Navy, Marine Corps or Coast Guard, as well as graduates of the Naval War College, including officers of the Army and Air Force.

The *Review* is published in 10 issues per year, commencing in September and ending in June. Subscriptions are for the current year only and subscribers must resubscribe each year. There is no charge for subscription.

The purpose of the *Review* is to publish for the benefit of officers of the armed forces, selected material that has been presented to resident students of the War College.

Address subscriptions to the Department of Correspondence Courses, Naval War College, Newport, R. I.

Housing at Key West is Still Critical But New Construction Eases Situation For Dependents

Key West, Fla., which is home to Submarine Squadrons Four and Twelve as well as the Sonar School, experimental operating units and various operating surface vessels, is popular not only as a Navy city but as a tourist spot.

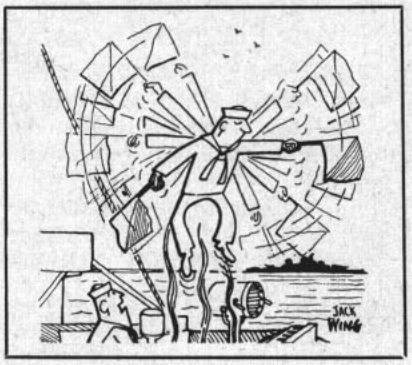
That's one reason why Navy dependents housing is critical in the Key West area. Elbow room is at a premium. More than 26,000 civilians and 18,000 Navymen and their dependents live here.

Key West, as a vacation attraction, also plays host to a swarm of frostbitten tourists during the Winter months. Accordingly, civilian apartments and houses are expensive. The Navy has been able to ease this situation a bit with some new housing.

Here is what is available to Naval personnel with prices *as of last August* (rents may have changed since then).

- Title VIII Housing – 1000 units. They comprise apartments for enlisted personnel, 150 for officers, and 80 for civilians. There are 160 duplex units, 120 for officers, 40 for civilians. Both the apartments and the duplexes consist of one, two and three bedrooms. Forty two-bedroom and three-bedroom single houses are available for officers. Rental for Title VIII housing ranges from $54 for a one-bedroom apartment to $106 for a three-bedroom single house (utilities not included). All units are unfurnished, except for kitchens. Waiting periods vary from one to seven months.
- Title III Housing – 100 furnished trailers. Seventy-five are small trailers, for accommodation of up to four people, and 25 are large trailers to accommodate up to six people. This project is for enlisted personnel only, with rentals set at $48 and $54 respectively. Waiting time is from three to six months.
- Title IX Housing–Seventy-four units. Consists of two-bedroom duplexes, both furnished and unfurnished. This project is open to enlisted, officer and civilian personnel. Unfurnished units rent for $93 and the furnished units for $117 (utilities not included).
- Navy Low Cost Housing – 475 units. Of these, 263 are unfurnished and 212 furnished, with one, two, and three bedrooms. The rental for these units is based on the basic allowance for quarters and size of the unit. Waiting periods range from about four to 12 monthhs.

There is no housing available to temporary personnel, and although motels and hotels are numerous, they are too expensive for occupancy over a long period of time.



"Jonesy, you're getting carried away with yourself again!"

Bainbridge Area Increases Housing Facilities with Trailers

The first of 110 trailers and trailer sites available to Navy families at U.S. Naval Training Center, Bainbridge, Md., were opened in July for occupancy. A radioman first class, his wife and two sons were the first to set up housekeeping in the new trailer village. Their trailer was the first of 68 privately owned trailers to be "moored" in the area adjacent to "Bainbridge Village," the training center's housing development.

Navy families who own trailers and who are transferred to Bainbridge as students or members of the administrative command may make application for trailer sites by submitting requests through the housing officer of their duty station.

A new addition to the established Bainbridge trailer village was also opened in early July with 32 new mobile homes. This development is maintained by the Public Housing Administration and consists of trailers owned by PHA and rented to Navy personnel. The rent is $45 a month for the smaller trailer which can sleep four and $50 a month for the six-sleeper. Trailer spaces in Bainbridge Village rent for $12 per month for enlisted members and $15 for officers and civilians.

No Housing Shortage at Memphis For Navymen And Their Dependents

Memphis is one of the few naval installations in the U.S. where there is no housing shortage.

Located on Navy property is the 540-unit "Fairway Homes" housing project. Unfurnished except for stove and refrigerator, Fairway's one-, two- and three-bedroom homes rent from $42 to $69 a month.

"Millington Homes," another Navy-sponsored housing project, furnishes accommodations for 300 more enlisted families.

There are also 84 trailer spaces for privately-owned house trailers that rent for as low as $13.50 a month, utilities included.

These housing projects as well as shopping centers and the Naval Hospital (which has out-patient service) are all within one mile of the Naval activities at Memphis.

The recreational facilities available to enlisted men and their dependents at Memphis are excellent. There are several swimming pools, softball diamonds, one varsity baseball diamond, two movie theaters, two television theaters, a hobby shop, a garage for automobile repairs, bowling alleys, billiard rooms, gyms and a regulation 18-hole golf course.

The city of Memphis is a "good Navy town." Many of Navy Memphis personnel are members of local churches, lodges and civic clubs. Memphis also has several colleges which offer opportunities to Naval personnel to gain higher education by attending night classes.

Leaders of All Faiths Meet With Navy Chaplains

Leaders of all faiths, consisting of 73 representatives of various religious bodies, met in conference with Navy chaplains at the Chaplain's School, Newport, R. I., when the school graduated its largest class of newly commissioned chaplains in late summer.

The conference was called to provide the civilian religious leaders an opportunity to observe recent developments within the Navy for the spiritual and moral welfare needs of naval personnel, such as the "circuit riding ministry" and the lay leadership program.

Something New Has Been Added To Naval Postgraduate School at Monterey

The U. S. Naval Postgraduate School at Monterey, California, is receiving something new to add to its growing laboratories. It is the two-million volt "particle accelerator" for laboratory experiments in nuclear engineering and research in the field of radiation damage. The accelerator will be installed early next year in a specially shielded nuclear research laboratory of the School of Engineering, which is part of the naval postgraduate institution.

The 23-foot accelerator, which cost $109,000 and was a year in building, will be equipped with an electron conversion unit for the acceleration of electrons and positive ions.

The machine will also be available for physics work for about 50 officer students of the U.S. Army, Navy and Air Force.

This acquisition marks another step toward completion of facilities of the U.S. Naval Postgraduate School at its new site in Monterey. The school was moved from Annapolis, Md., to California last year to reduce congestion and provide better facilities.

The Engineering School is one component of the Naval Postgraduate School which also includes the General Line School.

This famous naval institution, which was founded in 1909, is authorized to grant Bachelor of Science and Master of Science degrees and doctorates to qualified personnel. Postgraduate students who complete courses essentially military in character receive "certificates of completion." At this year's commencement exercises, 170 degrees were conferred in the fields of electronic, mechanical, electrical and aeronautical engineering. Certificates were also granted in the fields of naval communications, ordnance, aerology and other military subjects.

Buildings under construction at Monterey which are expected to be ready with the required equipment for classes by early next year are:

• Laboratory Sciences—To house the physics, chemistry, metallurgy and electronics departments.

• Electrical Engineering — To house laboratory equipment for advanced study in electrical engineering.

• Mechanical and Aeronautical Engineering — Contains laboratory and testing equipment, including wind tunnels, heavy load test equipment, hydraulic equipment and air conditioning experimental chambers.

In addition there will be classrooms, officers' buildings, a lecture hall and auditorium. Eventually the Postgraduate School expects to add a steam and gunnery laboratory.

If You Pull Teeth in the Arctic, Lock Up Secret Matter, Or Sail by the Stars, Read This

Three new officer correspondence courses, one of which is also available to enlisted members of the Medical Department, have been announced by BuPers.

• The new Medical Department correspondence course, *Frigid Zone Medical and Dental Practice* (Nav Pers 10997), designed for both officers and enlisted personnel, is offered by the U. S. Naval Medical School. This course covers problems in the care of sick and wounded under conditions of snow and extreme cold. The course consists of six assignments and is evaluated at 12 points for the purposes of Naval Reserve promotion and non-disability retirement.

Application for enrollment should be made on form NavPers 992, and forwarded via channels to the Correspondence Training Division, U.S. Naval Medical School, National Naval Medical Center, Bethesda 14, Md.

• Recommended for all officers is the new course entitled *Security of Classified Matter* (NavPers 10975). It covers security regulations and the current manner of handling classified matter. The course consists of three assignments and is evaluated at six points credit.

"What makes you think I've been paying more attention to that new Wave than to my work?"

• The other new officers course is one in navigation entitled *Marine Navigation, Course II* (NavPers 10945) covering the principles and techniques of celestial navigation. Enrollees should have completed the course covering piloting and dead reckoning offered in *Marine Navigation, Course I* (NavPers 10921). Both courses are recommended for all deck officers. This course contains eight assignments and is evaluated at 24 points credit.

Application for these courses should be made on form NavPers 992 and forwarded via channels to Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y.

Enlisted Aviation Pilots Advanced to CPO Status

Forty-two first class aviation machinist's mates and four first class aviation structural mechanics who have aviation pilot (AP) designations have been promoted to chief petty officer, acting appointment.

These special advancements, effective 16 Sept. 1953, were authorized by BuPers because the primary duties of qualified aviation pilots are associated with the operating of aircraft and not with their rating, and because of the added responsibilities these men carry. The present enlisted rating structure abolished the Aviation Pilot (AP) rating and former APs were changed to other aviation ratings for which they qualified.

These advancements are extra numbers and will not in any way affect the number of future advancements to chief petty officer in the AD, AM, AL, AT, AO, AC and PR ratings. Future advancements from pay grade E-6 and E-7 of personnel designated aviation pilot will not be authorized on a competitive basis, but will depend upon their meeting the minimum requirements, demonstrated by a passing grade on their respective pay grade E-7 examinations.

In addition to the 46 men advanced this year, there are approximately 75 first class POs with aviation pilot designations in the Navy.

Absentee Ballot Voting Provided For Servicemen of Six States In November General Elections

Navymen from six states may vote absentee ballot in the general elections to be held in their states this fall.

On 3 November 1953 the following States will hold elections:

• **Kentucky**—For all members of the House of Representatives of the State, one-half of the members of the State Senate and various state, county and municipal officers.

• **New Jersey** — For Governor, and certain other state officers as well as various county and municipal officers.

• **New York**—For Justices of the Supreme Court of the State, county and town officials and mayors in many cities, including New York City.

• **Ohio** — For mayors, township trustees, members of boards of education and other municipal or local officers.

• **Pennsylvania**—For two judges of the Superior Court and county and municipal officers. A number of amendments to the State Constitution may also be voted on at that time.

• **Virginia** — For Governor, Lieutenant Governor, Attorney-General and members of the House of Representatives of the State.

Local elections will be held in towns, cities and boroughs in Connecticut and Massachusetts on various dates.

Local elections will also be held in Illinois and Utah. However, there is no provision for members of the armed forces to vote by absentee ballot in these elections.

Personnel who wish to exercise their right to vote by absentee ballot during calendar year 1953, in accordance with BuPers Instructions 1742.2 and 1742.1A, should contact their command voting officer for whatever information and assistance they may require.

Governor Commends Firefighting Retrainees

It had been a hot summer in the Ossipee Mountains of northeastern New Hampshire. Several weeks of summer drought had left the forests dry as tinder and there were no signs of rain to relieve the dangerous situation.

Then it happened. A small fire soon became a raging blaze as a stiff breeze whipped it across the mountains, out of control.

The sparsely settled area needed help to fight the fire that was engulfing homes and hundreds of acres of timber. New Hampshire's Governor Hugh Gregg asked for aid from every source available.

One of the first to volunteer was the Retraining Command of the U. S. Naval Base, Portsmouth, N. H., which sent groups of 250 retrainees in 12-hour relays, 70 miles to the scene of the fire.

With their backs crisscrossed with picks, axes, and shovels the men climbed up smoldering hot mountain sides pulling hoses and pumps after them.

Working around the clock for nearly a week, they cut, chipped, and dug the fire into submission. It was a hot, dirty, dangerous job that required initiative and hard labor. They did it without complaint and in a manner that brought forth comments of admiration from professional fire fighters directing their efforts.

Governor Gregg in a letter of gratitude to the base commanding officer said, "... I would like to mention particularly the volunteers from the United States Naval Retraining Command, who were employed on the actual firing line.... It is impossible for me to express adequately my appreciation to you and the men of your command. But please know that we shall always be grateful for your very real cooperation and help in this emergency."

Letters of commendations were placed in the jackets of the men participating and, in a letter to the Naval Clemency Board, the commanding officer of the Retraining Command requested that the men also be credited with extra good time.

The request was approved by BuPers. The extra good time will allow many of the trainees to leave the retraining command several weeks before their time would normally end.

Reimbursement for Shipment of Household Goods May Be OK'd In Cases Previously Disapproved

One of the points covered by the recently-passed Public Law 40 (83rd Congress) concerns claims for reimbursement for shipment of household goods. It affects those who, pursuant to release from active duty or separation from the Navy, shipped household goods from their home of record prior to 13 June 1947.

Under the new law they may submit or re-submit a claim for reimbursement for such shipment.

This opportunity for reimbursement applies not only to those who have never before submitted a claim for this reimbursement but also for those whose claims were submitted —and denied. Further, it applies to those whose household goods were authorized to be shipped under a government bill of lading and had later reimbursed the government for the cost involved.

Here are the two major conditions under which your goods may have been shipped prior to that time—and which are affected by the new law.

• You may have shipped your goods from your home of record to a selected point through arrangement with the Navy, and shipped them under a government bill of lading. In that event you no doubt received a letter soon after, requesting reimbursement to the government for the amount expended. You may now put in a claim for the refund of your reimbursement to the government.

• Or, you may have arranged for the shipment through commercial means without applying through a household goods shipping activity. At a later date you probably submitted a claim for reimbursement but it was no doubt denied. (This was due to the Comptroller General's decision of 13 June 1947 which ruled that shipment of household goods from the home of record upon release from active duty was not authorized at government expense.) Now you may submit a claim for reimbursement.

The public law upon which the above is based provides: "That payment of the cost of transportation (including packing, crating, dray-

age, and unpacking) of household effects of the members of the naval forces, upon release from active duty, from their homes of record to places selected by such members is hereby authorized to be made from current appropriations as may be available for such services and any payments representing the cost of such transportation (including packing, crating, drayage, and unpacking) heretofore made, are ratified and approved: Provided, That such transportation shall have been authorized prior to June 13, 1947, pursuant to duly promulgated regulations of the Navy Department: Provided further, That the transportation costs authorized to be paid hereunder are limited to the constructive costs of transportation from the last duty stations to the homes of record."

Claims should be forwarded direct to the Officer in Charge, Navy Regional Accounts Office, Washington, D. C.

Those wishing to make such claims should contact the nearest designated household goods shipping activity for any additional information on the law and for assitance in filing the claim.

HTA Flight Training Is Open To Regular and Reserve Officers

Under the provisions of a new directive, inactive duty Naval Reserve officers are now eligible for heavier-than-air flight training. This program has been open in the past only to Regular Navy officers and active duty Reservists.

As spelled out by BuPers Inst. 1520.20 (18 June 1953), officers are invited to submit applications for HTA training provided they meet the following qualifications:

- Hold a commission as a line officer, ensign or above, in the Reguar Navy or Naval Reserve.
- Be less than 26 years old at time of submitting application.
- Have successfully completed a minimum of four semesters (this had been five semesters) undergraduate work at an accredited college or university. If no degree was granted—applicant must have been in good academic standing at the completion of final semester's work.
- Be physically qualified and aeronautically adapted for the control of aircraft.
- Not have been previously separated from any flight training program of the Army, Navy or Air Force by reason of flight failure.
- Have attained not less than the following scores in the flight aptitude tests: ACT—"C"; MCT—"C"; FAR—"D".

Applicants must execute a signed agreement not to resign during flight training and for a period of two years after being designated a Naval Aviator. USNR officers, and officers originally appointed under the provisions of Public Law 729 (79th Congress), must agree to serve on active duty in the Regular Navy or Naval Reserve for a period of two years after completing flight training, unless sooner released.

Currently inactive line Reserve officers, who are selected for flight training and do not successfully complete the course, will be expected to serve a normal tour of active duty, contingent upon the needs of the service, prior to return to inactive duty.

HOW DID IT START

Hospital Ships

There was a time when the idea of a hospital ship was strongly opposed in the United States. Its opponents very nearly succeeded in defeating the idea. It was largely due to the threat of yellow fever and the determination of a small group of Staten Islanders that the authorities of the port of New York consented to a trial, limited to the summer months of 1859, of the first "floating hospital" in America.

Yellow fever always seemed to make its unwelcome appearance during the summer months. Seamen returning from foreign ports brought it and other diseases with them. For more than 50 years, contagious cases discovered aboard incoming vessels had been sent for treatment to the old Marine Hospital on the grounds of the Quarantine Station at Staten Island, N. Y. But they couldn't be sent there any longer. The old hospital had been burned down the previous September. Now with another "sickly season" approaching there was no place for patients to go.

Through the columns of the New York Herald, Dr. William C. Anderson, physician of the town of Stapleton on Staten Island, had strongly recommended that a floating hospital would be the solution to the quarantine problem. Recently returned from England where he had studied the Seamen's Hospital ship *Caledonia*, anchored in the Thames, Dr. Anderson was convinced that what was feasible for the port of London should work for the port of New York. (Incidentally, hospital ships — of a sort — go back much earlier, and are said to have been in use even in the days of ancient Rome.)

After many objections had been aired and disposed of, the threat of yellow fever swayed American public opinion and the Board of Emigration was ready to accept the floating hospital—as a temporary expedient.

Funds were voted and the steamer *Falcon* was purchased. Her engines were removed, her deck housed over, beds were installed and with certain other changes, she was ready for action. Re-christened *Florence Nightingale*, she was towed to her anchorage off the New York coast and handled a number of fever patients.

(What might be considered the first U.S. Navy hospital ship was USS *Intrepid*. Serving in the Mediterranean in 1803 and 1804 during the war with Tripoli, *Intrepid*, a converted ketch, was designated a hospital ship by her skipper, Commodore Edward Preble.)

The value of extending the hospital ship idea to U.S. military use soon became apparent. During the Civil War it became an integral part of the U.S. Navy. Admiral David Porter's *Red Rover* accompanied his Mississippi squadron from 1862 to 1865. (*Red Rover* was the first hospital ship to carry women nurses.) In the Spanish-American War and for many years after, the *Relief*, a converted liner served as hospital ship for the Navy. A namesake of that ship, USS *Relief* (AH 1), which was still in use until recently, was the first American Navy ship to be designed and constructed solely as a hospital ship.

Beatty Waves the Baton for Serenades at Sea

During her recent Mediterranean tour, USS *Beatty* (DD 756) earned herself a reputation as a "tin can with a band." Using instruments obtained on an if-you-can't-buy-it-make-it basis, the band played during underway fueling operations and while maneuvering alongside other destroyers in formation.

The band first attracted notice when it serenaded crewmen of the fleet oiler USS *Caloosahatchee* (AO 98) during an underway fueling operation.

The band's busiest time at sea came another day when it played from sunrise to shortly before sunset. The band played on while *Beatty* delivered guard mail to nine other destroyers in the formation.

The *Beatty* bandsmen had to surmount many an obstacle before they could start making music. A trumpet was contributed by a shipmate who was about to throw it away. It was a leaky affair. Its loose parts had to be soldered and its creaking valves bound with rubber bands before it would function.

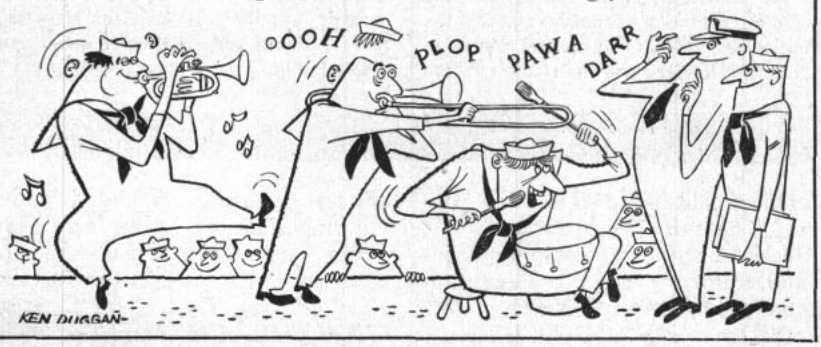
The trombonist, Jack Skiver, QMSN, bought his instrument for $10 in Yokosuka, Japan. "Strange as it seems," he says, "it plays pretty well. But I have to keep going over the slide with brightwork polish. Otherwise it rusts and won't budge."

The bandsmen are proudest of their drum. No one knows where the frame actually came from. Evidently it was on board when the ship was commissioned in 1945. At any rate it was still serviceable, so the bandsmen made drumheads for it out of sail canvas. A pair of screwdrivers serve as drumsticks.

"We treat this instrument carefully," says the band's leader, "except when we have movies topside. Then it's used as a seat."

Among the bandsmen are LTJG T. E. Lukas, the band's mentor, and Joe Goolsby, RMSA. The officer once had his own nine-man combo in Pittsburgh, Pa. Seaman Goolsby holds a degree in music from East Tennessee State College. The "bandmaster" is Dominick DiVirgilio, SKSN, erstwhile leader of a dance band in Middletown, N. Y.

The band's musical arrangements got off to just as slow a start as the instrument collecting. Starting from scratch, the leader and the trumpet man at first wrote their own from sheet music written for piano—ballads and sentimental tunes mostly. But fueling operations, they decided, needed more rousing music. Musicians of USS *Cascade* (AD 16) helped them out by contributing a stack of marches. Now those being serenaded by the *Beatty* band are given the full treatment from marches to sweet music to sizzling jazz.



Navy Regs No Longer Requires Log Entries of EM Transfers

Quartermasters of the watch will no longer have to log in and out enlisted personnel being transferred or received on board, according to BuPers Notice 5211 of 6 Aug 1953.

The Notice, which draws attention to a change in Art. 1037, U.S. Navy Regs. 1948, states that Change Three now being distributed, no longer requires recording receipts and transfers of enlisted personnel in the ship's log.

The change doesn't affect officers who will continue to be logged when received or detached.

Increases Are Authorized in Allowances for Officers and EMs Assigned to Shore Patrol Duty

A new basic directive concerning shore patrol orders and expenses has been issued. Though it incorporates much of the information contained in an earlier directive, it makes certain changes of special importance to the officer or enlisted man assigned shore patrol duty. Among them:

- An increase of 14 per cent in the subsistence rate for personnel on shore patrol duty.
- An increase in the enlisted men's quarters allowance (when "off station" lodging is required) from $1.50 to $3.50 daily.
- Allowance for officers (including midshipmen) from shore stations of $3.50 for additional quarters when such are required.

In brief, an officer or enlisted man performs shore patrol duties under one of two general conditions: temporary or permanent. The most common form is that performed on a temporary basis by those attached to a ship or station whose main billet is within that activity. S.P. duty in this case is an "extra curricular" detail. It may be an "Augmenting Shore Patrol" (which assists the Permanent Patrol) or a "Ship-Shore Patrol," which would cover an area where no permanent patrol is located.

The permanent patrol (Permanent Area Shore Patrol) is formed of personnel whose chief billet is S.P. duty.

Here are some of the highlights of the new directive—SecNav Inst. 1030.6 (6 Jun 1953).

Enlisted men assigned to permanent S.P. duty receive allowances for commuted rations (ComRats) if rations in kind (at a nearby Navy mess hall, for example) are available. This amounts to $1.10 daily. If rations in kind are not available a higher allowance—basic allowance for subsistence (BAS) is authorized. This has been increased by 14 per cent to $2.75 daily. In either case, they retain their entitlement to a basic allowance for quarters, as spelled out in Chapter Four, *BuPers Manual*.

EMs on temporary S.P. who are subsisted in kind at their permanent or temporary duty stations are en-

titled to the subsistence allowance when performing S.P. duty, as follows:

- Within the continental U. S. when rations in kind are not available—a cash allowance of one-third the daily BAS for each meal while absent from the duty station but in a non-travel status.
- Outside the U.S. when rations in kind are not available, the above allowances are authorized, plus the applicable station per diem allowance for subsistence as listed in *Joint Travel Regs.* Per diem for subsistence varies according to the location.

EMs assigned temporary S.P. duty and who are in receipt of ComRats are entitled as follows:

- Within continental U.S.—They have the choice of continuing in receipt of ComRats on S.P. duty days or of receiving one-third the daily BAS for each meal taken.
- Outside the U. S.—They have the choice of (1) continuing their ComRats (plus the station per diem allowance for subsistence) or (2), or receiving one-third the daily BAS for each meal taken (plus the station per diem allowance for subsistence.)

If EMs are assigned from a ship, or are assigned to duty outside the metropolitan duty station, and are required to procure additional quarters (or lodging), they can expect to collect as follows:

- Within the continental U.S.—They are reimbursed for actual expenses for each day quarters not to exceed the maximum allowance of $3.50 daily.

Quals Manual Declassified, Check-Off Lists Authorized

The *Manual of Qualification for Advancement in Rating*, NavPers 18068 (revised), has been declassified. This means that qualifications for advancement for each rating can be printed in training courses, individuals can be furnished with complete copies of the qualifications required for their next rating, and Naval Reservists can be given individual practical factor check-off lists.

To limit distribution to authorized individuals the notation "For Official Use Only" is added to the title page.

"My, gosh! Cranch fell overboard—and he's supposed to stand by for me tonight!"

Language School Is Open to Active Duty USN, USNR Officers

Applications are being accepted from eligible officers of the Regular Navy and Naval Reserve on active duty for language courses at the U.S. Naval School, Naval Intelligence, Washington, D. C.

Those eligible are ensigns and above who have not attained the age of 30 and have completed a minimum of two and one-half years of college, or the equivalent. Ensigns must have completed one year of duty in their current assignment.

In addition to providing a practical command of a language, the school offers a brief summary of the culture of the country. This summary includes the political, economical, sociological and geographical factors of the area.

Six hours of daily classroom instruction with four hours of daily preparation outside the classroom and a high degree of concentration and language-learning ability are required of the student.

Classes will convene as follows: Chinese, Turkish, first Monday in January; Arabic, Persian, German, Swedish, Italian, Spanish and Portuguese, first Monday in January and July; Russian and French, first Monday of each quarter.

Applications must be accompanied by a language qualification form (NavPers 584) and should be submitted via official channels to the Bureau of Naval Personnel (Attn. Pers-C122).

Naval Reserve officers must agree to serve on active duty for at least one year for each six months of instruction received.

Commissions Are Being Offered To Certain Enlisted Personnel In the Medical Service Corps

Appointments to the grade of ensign in the Administration and Supply Section of the Medical Service Corps, Regular Navy, are offered to certain qualified men and women applicants of the Regular Navy who meet the requirements outlined in BuPers Inst. 1120.15.

This instruction establishes the procedures for submitting applications and outlines the eligibility requirements for USN personnel in the Hospital Corps who are now serving in a permanent or temporary status of commissioned warrant officer, warrant officer, chief hospital corpsman, chief dental technician, hospital corpsman first class, or dental technician first class.

Petty officers first class must have served in that rating and rate for one year prior to the examination date of 15 May.

This program will continue on an annual basis. Deadline for submission of applications is 1 May each year. A written examination of the objective type on Medical Department administration will be given to all applicants on 15 May each year. These deadline dates and examination dates however, are subject to change.

Candidates must have passed their 21st but not their 32nd birthday (at the date of appointment). They must be U.S. citizens and meet the physical requirements for appointment in the Staff Corps of the Regular Navy.

The minimum educational requirement is the completion of four semesters (two years) of work or its equivalent toward a degree in an accredited college or university.

Women are not eligible if married, or a mother or step-parent of a child under 18 years of age.

The procedures for submission of applications and other requirements are contained in the instruction.

Active duty Naval Reservists with certain Hospital Corps and Dental Corps rates may apply for appointment to commissioned grade in the Naval Reserve under provisions of another directive, BuPers Inst. 1120.10 which was covered in ALL HANDS, January 1953, p. 43.

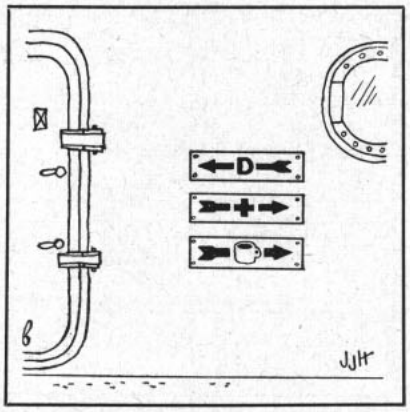
Officer Precedence Determined By Date of Rank in Present or Preceding Grades in Ties

A number of letters have been received by ALL HANDS indicating that some Naval Reserve officers on active duty are in doubt as to their precedence in relation to Regular Navy officers. Here, in brief, are a few pertinent points on this subject.

The primary factor in determining precedence is the date of rank in grade. This is true for officers on the active list of the Regular Navy, for officers of the Naval Reserve and for officers on retired lists.

All officers on active duty in the Navy are placed on one of the lineal lists established by the Officer Personnel Act of 1947 with precedence determined by their date of rank in grade. These lineal lists have provision for line or Staff Corps designation as appropriate.

Both Regular Navy (permanent and temporary) and Naval Reserve officers are included on the lists. (The lists do not include Reserve officers *on active duty in the Naval Reserve Program* or retired officers currently on active duty.) "Temporary officers," as the term is used here, are officers of the Regular Navy whose permanent status is below that of the grade of ensign. Permanent status as a warrant officer or enlisted man has no effect on current precedence.



—J. J. HENEHAN, SKSN, USN.

In case a Naval Reserve officer on active duty wants to determine his precedence in relation to a Regular Navy officer with the same date of rank in grade he should compare *date of rank in each preceding lower grade,* down to the grade of ensign, until the tie is broken.

For example, consider three lieutenant commanders with 3 Oct 1945 as a date of rank. One, a Naval Academy graduate, became a lieutenant on 4 Oct 1943. The second, a temporary officer, became a lieutenant on 4 Sept 1943. The third, an active duty Naval Reservist, became a lieutenant on 4 Aug 1943. The Naval Reservist, therefore, would be senior.

Safe-Cracking Sailor Gets Paid for It

The Navy is rich in specialized skills. But here's one that requires a magic touch and sensitive ears.

Cracking safes – legally – is one of the oddest jobs ever assigned to a Navy man. You won't find it listed in the *Navy Enlisted Job Classification* (NavPers 15105 Rev), nor is there an Enlisted Correspondence Course on the subject. Eugene J. Coughlin, DC1, USN, crewman in USS *Lake Champlain* (CVA 39), occupies a lot of his time opening safes and locks and making keys. He has broken open safes from Iwo Jima to Hiroshima, Japan.

The toughest assignment of Coughlin's "safe cracking" career came during World War II, when he was attached to a Seabee unit on Iwo Jima. It was payday but the paymaster's safe wouldn't give. Coughlin was called in and completed the job in a day and a half. "Most safes," he says, "can be opened in a matter of minutes."

Another highlight in the safe-cracker's career came after the Japanese surrender when he was called upon to open a number of safes in atom-bombed Hiroshima. Contents were important military documents.

While Navyman Coughlin's talents are unusual, he is not unique among sailors. In September 1950 ALL HANDS printed a story about trades of EMs (page 10), which included an account of a sea-going safe-cracker, Charles R. Smith, DCC, USN. Before that issue went to press, our editorial offices had occasion to call on Chief Smith to give us a hand when our safe was jammed tight (see page 64, same issue.)

NSLI and USGLI Permanent Policies May Be Reinstated, Requirements Are Relaxed

Requirements have been relaxed to allow certain Navymen to reinstate lapsed permanent plans of National Service Life Insurance or U.S. Government Life Insurance.

Navymen overseas may reinstate lapsed permanent plans of NSLI or USGLI if the lapse was due to lack of payment of premium while they were applying for a waiver of the "pure insurance risk" portion of their premiums.

"Waiving" the pure insurance risk of a premium means the Navyman does not pay that portion of the premium which insures his life from month to month.

Many Navymen choose to waive this portion of their premiums since they are covered anyway by the free indemnity under the Servicemen's Indemnity and Insurance Acts of 1951 which provide a free $10,000 indemnity to members of the armed forces on active duty and up to 120 days after discharge or separation.

Even though they waive the pure insurance risk part of their premiums, Navymen must pay the remaining portion of the premium into the "reserve" or "investment" portion of the policy if they wish to keep it in force.

Many personnel discontinue their allotment when applying for a waiver on their permanent plan of insurance and subsequently their insurance lapses. Policies which have lapsed for less than 90 days may be reinstated simply on the basis of the policy holder's statement of health. A complete medical exam normally is required for those whose policies have lapsed for more than 90 days.

For those who fail to receive their notice of lapse before the 90-day period expires, due to overseas assignment or other military circumstances, the VA has relaxed the requirement of a complete medical exam when applying for reinstatement.

Instead of the complete medical examination, a certification made by a medical officer on Part II of VA Form 9-352 (July 1952), "Application for Reinstatement (Medical)," will be accepted. When conditions preclude the filling in of this form by a medical officer the applicant's CO may make the certification.

Latest Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in August.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Girl Next Door (1237) (T); Musical; Dennis Day, June Haver.

City That Never Sleeps (1238); Melodrama; Gig Young, Mala Powers.

South Sea Woman (1239): South Sea Adventure; Burt Lancaster, Virginia Mayo.

Roar of the Crowd (1240): Drama; Howard Duff, Helene Stanley.

Shoot First (1241); Spy Drama; Joel McCrea, Evelyn Keyes.

The Desert Song (1242); (T): Musical; Kathryn Grayson, Gordon MacRae.

The Big Frame (1243): Murder Melodrama; Jean Kent, Mark Stevens.

Shane (1244) (T): Western Melodrama; Alan Ladd, Jean Arthur, Van Heflin.

Sea Devils (1245 (T): Adventure Melodrama; Yvonne DeCarlo, Rock Hudson.

Raiders of the Seven Seas (1246) (T): Adventure Melodrama; John Payne, Donna Reed.

Loose in London (1247): Comedy; Leo Gorcey, Huntz Hall.

Young Bess (1248) (T): Romantic Drama; Jean Simmons, Stewart Granger, Deborah Kerr, Charles Laughton.

The Last Posse (1249): Western Drama; Broderick Crawford, John Derek.

Let's Do It Again (1250) (T): Musical Comedy; Jane Wyman, Ray Milland, Aldo Ray.

Hans Christian Anderson (1251) (T): Musical Melodrama; Danny Kaye, Farley Granger.

Bad Blonde (1252): Melodrama; Barbara Payton, Frederick Volk.

The Vanquished (1253) (T): War Melodrama; John Payne, Jan Sterling.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7.

1. (b) Marline hitch.
2. (c) Round turn and two half hitches.
3. (c) *Banshee.*
4. (a) F2H-1 fighter.
5. (c) Open chock.
6. (a) Guiding lines from a ship's deck.

'Personal Affairs' Booklet Available in Revised Edition

The booklet *Personal Affairs of Naval Personnel* (NavPers 15014 Rev. 1953) has been completely revised and is now available from district printing and publication offices (in accordance with *BuPers Manual,* Art. B-3202), or from normal source of Marine Corps supply.

The purpose of this handbook is to provide a ready reference for the division officer and Marine Corps company commander concerning matters affecting the personal affairs of naval personnel.

It will enable these officers to carry out their responsibility to inform, guide and assist all personnel in matters relating to the rights, benefits and privileges to which they and their dependents may be entitled. The handbook is also an aid in giving constructive advice and suggestions on many personal problems.

The new issue contains 10 chapters, divided into several sections, covering such matters as Pay, Allowances, Allotments of Pay; Personal and Family Matters; Life Insurance; BAQ; Medical Care for Dependents; Educational Opportunities; Assistance with Critical and Acute Personal Problems, and Casualties.

Revisions wil be issued in looseleaf from time to time in the form of Navy directives in order to keep the subject matter current with official instructions, new laws and Navy regulations.

Saved by the Bell— And the Coast Guard

A 200-pound U. S. Navy ship's bell saved a Chinese junk from shipwreck off Barnegat Light, New Jersey recently. Later, the bell was presented to the townspeople as a gift from the Navy.

How the Navy happened to be operating *Amoy,* a 68-foot, 300-ton Chinese sailing vessel so far from its home waters, and how the ship's bell kept the vessel from being shipwrecked, makes an unusual sea story.

Scientists of the Office of Naval Research wanted to make special tests at sea with a vessel of this type. So the three-masted *Amoy,* was acquired on a loan basis from its owner in New Rochelle, N. Y. The Naval Supply Depot, Bayonne, N. J., helped outfit the junk with special gear, including a three-foot bronze bell.

As the strange craft, commanded by her owner with his crew of three including a Navy liaison officer from ONR, passed Barnegat Inlet, it ran into bad weather and a strong rip-tide. To halt the vessel's fast drift toward shore, the crew lowered the anchor but it failed to hold. Something heavier was needed. The anchor was hauled on board and the ship's bell attached. This time the drag was slowed and a wreck on the beach rocks was avoided. Later, the ship did run aground but the bell was credited with helping to prevent a total loss.

Coming to the rescue, a U. S. Coast Guard vessel towed the junk into port.

Fortunately an old Swedish boat-builder who had spent many years in China and knew all about Chinese craft, had made his home at this same location on the Jersey coast. He helped the Navymen repair *Amoy's* damage.

Repairs were soon completed and the ship was ready to get underway to continue with the Navy tests. But, before the skipper ordered all hands of his three-man crew to "Set the special sea detail," he presented the ship's bell to the Swedish boat-builder, Alex Sundquist, for use in the belltower of the town's church.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SevNav Instructions that apply to most ships and stations. Many instructions and notices are not of a general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 34—Sets a limit of 100 hours on "proficiency flying" time available to naval officers, except for naval aviators or aviation pilots actually assigned to operational, test or training flight billets.

No. 35—Makes a minor change in SecNav Inst 4600.1.

No. 36—Gives information on retention or release of Naval Reserve officers in the grade of lieutenant and above during the latter part of 1953.

No. 37—Narrows the promotion zones for officers to be considered for promotion to the grade of captaing during fiscal 1954.

No. 38—Authorizes commanding officers to grant leave for Jewish High Holy Days.

No. 39—Narrows the promotion zones for officers to be considered for promotion to commander during fiscal 1954.

No. 40—Announces the selection or temporary promotion to the grade of rear admiral of six officers of the Staff Corps.

No. 41—Announces the results of a selection board which recommended a number of commanders in the line of the Regular Navy and Naval Reserve for promotion to captain.

No. 42—Announces the results of a selection board which recommended nine officers of the Marine Corps for temporary promotion to the grade of major general.

No. 43—Refers to SecNav Instruction 1920.2 of 20 Aug 1953 which establishes the policy for resignations of officers commissioned in the future in the Medical or Dental Corps after four years' active service.

BuPers Instructions

No. 1000.1A—Brings up to date instructions concerning the assignment of Navy bands and orchestras.

No. 1120.19—Restates for the Navy Directive System the regulations whereby commissioned officers of the Medical, Dental, Nurse and Medical Service Corps, Reserve or Regular Navy, may resign and then be transferred to the Army or Air Force.

No. 1301.10A—Revises procedure for writing orders for Reserve officers ordered to active naval service.

No. 1320.3A—Advises commands of the proper distribution of copies of orders of Naval Reserve officers being ordered to, or released from, active duty so that these officers may get due credit for their service time.

No. 1340.1—States that officers assigned duty in MSTS area offices or in ships afloat, and enlisted men assigned duty in ships afloat, are in "sea duty" billets and that their permanent station is the sub-area or office headquarters.

No. 1440.10—Gives full procedure for the consolidation of aviation electronicsman ratings (AL) with aviation electronics technician (AT) into one rating (AT).

No. 1520.27—Summarizes eligibility requirements for language courses conducted at the U. S. Naval School, Naval Intelligence, Washington, D. C.

No. 1520.28—Lists the quotas assigned Fleet commanders for certain schools and gives information on allocation of continuing quotas.

No. 1650.2—Gives revised instructions on wearing the Armed Forces Reserve Medal and Naval Reserve Medal.

No. 1650.3—Announces the establishment of a new medal, the National Defense Service Medal, for those who served during the Korean emergency, and lists eligibility requirements and precedence of the medal.

No. 1741.4—States the policy under which commercial insurance agents may solicit business at a military installation.

No. 1741.5—States that commercial insurance is now available to cover a Navyman during a "non-operational" aircraft flight, insurance that will cover him over and above his permanent life insurance.

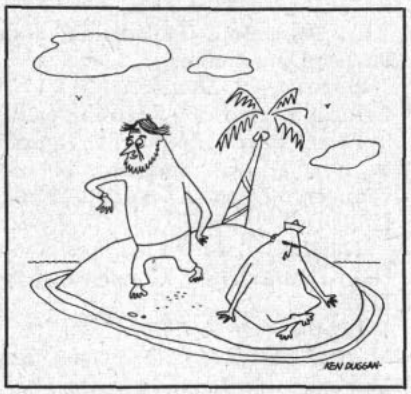
No. 1770.1—Announces publication and distribution of a new manual to be used by all Navy and Marine Corps personnel acting as escorts at a burial.

No. 3370.2A—States that there is a continuing need for mine warfare officers and requests applications for advanced training in mine warfare from both USN and USNR officers.

No. 4631.2—Gives the revised policy on transportation of Navy personnel via "air taxi" within the continental U. S.

BuPers Notices

No. 1412 (30 July 1953)—An-



"O.K., let's fall in for muster!"

Correspondence Courses Are Cinch for Key West Lieutenant

Lieutenant Fred Mann, USN, stationed at the Fleet All Weather Training Unit, Atlantic, based at Key West, Fla., is a busy man, off duty and on.

Over a period of six years, the Key West-based lieutenant has completed no less than 36 — count 'em — 36 correspondence courses.

Making good use of an estimated 1600 off-duty hours, he has successfully completed 25 Naval Officer Correspondence courses, 8 Armed Forces Institute courses and 3 Naval War College courses.

He has used the USAFI courses to supplement his general education and the naval courses to further his knowledge of the Navy in general and his duties as a Naval Aviator in particular.

Currently he has his eye on five more USAFI and Navy courses—after which he says he plans to hang up his pencil and take a vacation from the books.

nounces the convening of selection boards to recommend for promotion to the grade of captain and commander eligible officers of the Staff Corps.

No. 1552 (31 July 1953)—Concerns application by Naval officers for a subscription to the *Naval War College Review* (formerly called *Information Service for Officers*).

No. 1088 (31 July 1953)—Summarizes new, uniform standards for reporting battle casualties for the Navy and the other branches of the armed services.

No. 1430 (31 July 1953)—Authorizes advancement to Chief Petty Officer of 46 Navymen who carry designations as Aviation Pilots.

No. 1050 (1 Aug 1953)—Gives regulations on Christmas leave to all training activities under BuPers control.

No. 5211 (6 Aug 1953)—States that quartermasters of the watch need no longer record the receipt and transfer of enlisted personnel in the ship's log.

No. 1626 (13 Aug. 1953)—Announces the distribution of a new Navy film series, "This Is the Code," a series which deals with the Uniform Code of Military Justice.

No. 1750 (17 Aug 1953)—Advises naval personnel of the new law establishing an annuity plan of survivor's benefits for retired Navymen.

No. 1626 (20 Aug 1953)—Makes a minor change in BuPers Instruction 1626.10 (Change One) which relates to disciplinary action taken on personnel for unauthorized absence.

No. 1221 (26 Aug 1953)—Announces a change in name of the *Manual of Enlisted Job Classifications*, NavPers 15105 (Revised).

No. 1440 (28 Aug 1953)—Concerns changes in rating and lists ratings currently 'in excess" or "critical."

Jet Pilot Blasts His Way Across Country Twice in a Day

Lieutenant Commander George Whisler, Jr., USN, of Air Transport Squadron 31, stationed at NAS Norfolk, recently made a round-trip that started him off with breakfast in Norfolk, lunch at his destination in San Diego and back to Norfolk for dinner —all in the same day and in two different airplanes.

Starting out on a typical VR-31 mission of delivering new aircraft, LCDR Whisler left NAS Norfolk at 0518 in an F9F-6 *Cougar* jet. After fuel stops at Memphis, Tenn., and Big Springs, Texas, he arrived at NAS San Diego in time for lunch.

Lunch took one hour. Then, fast take-off in an F3D Skynight, a night jet fighter, with one fuel stop at NAS Dallas, Texas, brought him back to Norfolk at 1915, in time for dinner.

In flying the 4281 nautical miles, LCDCR Whisler averaged 382 knots for a total flying time of 11 hours and 12 minutes.

You Can Still Win That $1000 If You Compose a Tuneful March

A deadline date for Navy entries in the Armed Forces March-composing contest has been established. According to BuPers Notice 1710 of 25 June 1953, entries must be submitted by registered mail to the Chief of Naval Personnel (Attn: Pers G113) to arrive not later than 4 Jan. 1954.

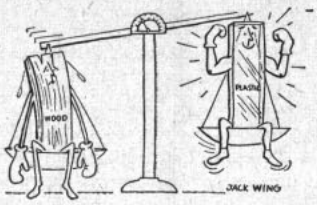
The following information, in duplicate, must be submitted with each entry: Name, date, rank or rate, service or file number, military address, home-town newspaper, permanent home address, title of composition and an informative paragraph including any interesting details about the march and conditions under which it was written.

In addition, the following statement must be signed by each contestant and witnessed by his special services officer or any other officer so designated by his commanding officer: "I hereby certify that I have read and agree to abide by the rules and regulations established by BuPers Notice 1710. Permission is hereby granted to the Department of Defense to copy, arrange and perform my march (Title '.....'), herewith submitted as an entry in the Armed Forces March Competition. All other rights are reserved by me."

Other information on this contest in which some Navyman may win a $1000 cash award is contained in the April 1953 ALL HANDS, on page 44.

HERE'S YOUR NAVY

Plastic is taking over in "ship building." The David Taylor Model Basin is experimenting with the use of plastics for its ship models. Previously wood was used. Plastic has advantages over wood. It is lighter and usually stronger. This is desirable be-



cause this strength permits the shell of the model to be made thinner leaving more room inside for instruments.

★ ★ ★

Plastic models can be ballasted much more accurately than any other kind. Color can be added, eliminating the use of paint. Plastic models pick up less moisture.

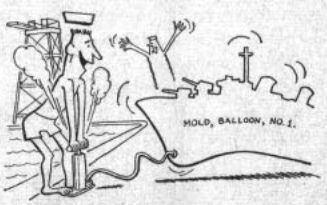
★ ★ ★

Making the model begins with a pattern of the hull. The pattern is finished with a lacquer, coated with wax and polished. It is then sprayed with

a resin or a mixture of tin and bismuth. The coated pattern is next suspended in a box and the box filled with a special plaster to back up the mold.

★ ★ ★

The pattern is then removed leaving behind the resin or metal mold. Next comes layers of glass cloth and plastic resin applied to the mold. An inflated rubber balloon made in the shape of



the mold maintains pressure on the plastic while it forms. Like plastic toys the plastic models can have appendages added or the whole model changed for another use. When small models are made the balloon core is not used. Instead, two half sections are glued together.

DECORATIONS & CITATIONS

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ ROANE, Virginius R., CAPT, USN, Commander Transport Group 90.2 from 30 Jun to 30 Oct 1950. Captain Roane worked industriously and continuously in the training of ships, ships' crews and boat crews in preparation for the tremendous undertaking of transporting personnel, arms and supplies of the First Marine Division for assaults upon the enemy, and was successful in bringing his group to a high level of combat readiness and efficiency, and in supervising the planning and execution of the amphibious operations at Pohang-dong, Inchon, and Wonsan. Although greatly handicapped by limited and inexperienced personnel, shortage of material and the difficulty of assembling many ships from points in the U.S., he effectively arranged for and personally supervised the combat loading of his vessels and, despite the heavy weather of a typhoon, helped make it possible for the ships of the transport group to arrive without damage in the objective area, well prepared for their tasks.

Gold star in lieu of second award:

★ FECHTELER, William M., ADM, USN, Chief of Naval Operations and member of the Joint Chiefs of Staff from 16 Aug 1951 to 15 Aug 1953. Admiral Fechteler's cooperation was of the highest order as a member of the Joint Chiefs of Staff in making strategic plans for the defense of the U.S. He exercised the highest quality of command as the Chief of Naval Operations in directing the unified commands for which he was the naval executive agent. He was responsible for instituting an orderly program of new construction and replacement of obsolete naval vessels in order to maintain the high combat readiness demanded of the operating naval forces.

"For conspicuous gallantry and intrepidity in action . . ."

★ HERDER, Harry J., Jr., HM3, USN, serving with a Marine Infantry Company on 13 Mar 1952.

★ HILLERUD, Roger E., HN, USNR, serving with a Marine Infantry Company on 11 Sept 1951.

★ HOLMAN, Charles R., LTJG, USN (posthumously), serving in Attack Squadron 195 on 1 Aug 1952.

★ HOLTZ, Jack, HM3, USNR, serving with a Marine Infantry Company on 9 Sep 1951.

★ JEFFORDS, William D., HM3, USNR, serving with a Marine Infantry Company on 23 Apr 1951.

★ MEANS, James A., HM3, USNR, serving with a Marine Rifle Company on 31 May 1951.

★ MORRIS, Lester A., HM1, USNR, serving with a Marine Rifle Company on 31 May 1951.

Gold star in lieu of second award:

★ RODERICK, Stanley L., HN, USNR, serving with a Marine Rifle Company on 16 Jun 1951.

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ GUTHRIE, William L., CDR, USN, serving on the staff of Commmander Carrier Division One and Commander Task Force 77 from 23 Jun to 18 Dec 1952. Combat "V" authorized.

★ MCCLUSKEY, Clarence W., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 3 Mar to 25 Jul 1952. Combat "V" authorized.

★ ROWE, John F., CDR, USNR, Chief Staff Officer and Planning Officer on the staff of Commander Western Pacific Minesweeping Group and Commander Mine Squadron Three from 26 Jul 1951 to 28 Jul 1952. Combat "V" authorized.

★ SEIM, Harvey B., CDR, USN, CO of USS *Barton* (DD 722) on 16 Sep 1952. Combat "V" authorized.

★ STUART, William A., CAPT, USN, Assistant Operations Officer from 28 Feb to 22 Jun 1951, Operations Officers from 23 Jun 1951 to 10 Jun 1952, Acting Assistant Chief of Staff from 10 Jul 1951 to 22 May 1952, on the staff of Commander Naval Forces Far East.

★ WARD, James H., CAPT, USN, CO of USS *Bremerton* (CA 130) from 12 May to 21 Jul 1952. Combat "V" authorized.

Gold star in lieu of second award:

★ FOX, Charles W., VADM, SC, USN, Chief of Naval Material from 10 Oct 1951 to 1 Aug 1953.

★ MCDANIEL, Eugene F., CAPT, USN, senior Naval Liaison Officer with the Eighth United States Army in Korea from 1 Jul 1951 to 1 Aug 1952.

★ WOOD, Hunter, Jr., CAPT, USN, CO of USS *Toledo* (CA 133) from 18 Apr to 14 Nov 1951. Combat "V" authorized.

"For heroism or extraordinary achievement in aerial flight . . ."

★ ADAMS, Richard C., LTJG, USN, serving in Fighter Squadron 112 on 26 May 1952.

★ ATHERTON, Raymond, AT3, USN, serving in Patrol Squadron 42 from 17 Jul 1950 to 27 Jan 1951.

★ BAKER, Andrew J., AL1 USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 3 Feb 1951.

★ BARTON, Leroy L., AC1, USN, helicopter pilot on 21 Jan and 4 Feb 1952.

★ BELT, Elwin N., AD1, USN, serving in Composite Squadron Three from 5 Aug 1950 to 1 Feb 1951.

★ BENNETT, Syd A., LTJG, USN, serving in Fighter Squadron 114 on 18 Feb 1952.

★ BORGERDING, Howard A., LT, USN, serving in Fighter Squadron 194 on 3 Feb 1952.

★ BRADLEY, Altus E., LCDR, USNR, serving in Fighter Squadron 884 on 10 Sep 1951.

★ BREHM, William W., CDR, USN, serving as Commander Carrier Air Group 101 on 10 Aug 1951.

★ BREWER, Lowell R., ENS, USN (posthumously), serving in Fighter Squadron 191 on 2 Mar 1951.

★ BRITTON, Jolly W., AD1, USN (missing in action), serving Patrol Squadron 47 from 2 Jul to 25 Dec 1950.

★ BRUBAKER, Donald E., LCDR, USNR, serving in Fighter Squadron 194 on 23 Apr 1952.

★ BUSS, Chester W., ADC, USN, serving in Helicopter Squadron One on 24 Sep and 3 Oct 1951.

★ CAMPBELL, Ivan R., LTJG, USNR, serving in Attack Squadron 702 on 13 Jul 1951.

★ CARLQUIST, Roger, LTJG, USN, serving in Fighter Squadron 114 on 16 May 1952.

★ CARR, Charles H., CDR, USN, CO of Attack Squadron 115 on 23 Jun 1952.

★ CARTER, Charles C., LTJG, USN, serv-

ing in Fighter Squadron 653 on 10 May 1952.

★ CHALBECK, John A., LTJG, USNR, serving in Fighter Squadron 721 on 7 May 1951.

★ CLELAND, Cook, LCDR, USNR, CO of Fighter Squadron 653 on 16 Jan 1952.

★ CONRAD, David C., ENS, USNR, serving in Carrier Air Group 101 on 20 May 1951.

★ COX, Sidney S., LTJG, USN, serving in Fighter Squadron 114 on 29 May 1952.

★ CREAMER, Ralph J., AN, USN, serving in Composite Squadron Three from 5 Aug 1950 to 1 Feb 1951.

★ CURTIS, Valleau E., ENS, USN, serving in Fighter Squadron 113 on 25 May 1952.

★ DALEY, Bradley L., LTJG, USN, serving in Fighter Squadron 114 on 15 Apr 1952.

★ DAVIS, Thomas, LT, USN, serving in Fighter Squadron 653 on 16 Jan 1952.

★ DAVIS, Thomas E., LTJG, USNR, serving in Fighter Squadron 791 on 10 Aug 1951.

★ DILLEN, William R., LTJG, USN, serving in Fighter Squadron 52 on 16 Jan 1952.

★ DIMATTEO, Dominic J., LTJG, USN, serving in Carrier Air Group 101 on 18 Apr 1951.

★ DOLTON, Robert L., LT, USNR, serving in Helicopter Squadron One on 15 and 16 Jul 1952.

★ DOWNS, Leslie R., LTJG, USN, serving in Fighter Suadron 783 on 27 Sep 1951.

★ EDINGER, Raymond S., LCDR, USNR, serving in Fighter Squadron 653 on 8 Feb 1952.

★ ELLIOTT, William H., LTJG, USNR, serving in Fighter Squadron 721 on 10 Aug 1951.

★ ELY, John D., LT, USNR, serving in Carrier Air Group 101 on 16 Sep 1951.

★ EPENETER, Gus W., ENS, USN, serving in Carrier Air Group 101 on 13 May 1951.

★ EVANS, Hubert T., LTJG, USN (posthumously), serving Fighter Squadron 93 on 16 Feb 1953.

★ EVANS, Ralph L., Jr., LT, USNR, serving in Fighter Squadron 653 on 6 Jan 1952.

★ FARWELL, Jack M., LT, USN, helicopter pilot from September through November 1951.

★ FAULCONER, Hillery F., LT, USNR, serving in Attack Squadron 702 on 29 May 1951.

★ FLEMING, Howard J., LT, USNR, attached to Composite Squadron Three on 9 Mar 1952.

★ FREITAS, Leo T., LTJG, USNR (posthumously), serving in Fighter Squadron 23 on 11 Aug 1952.

★ GAUDETTE, George A., LT, USNR (posthumously), serving in Attack Squadron 923 on 15 Nov 1952.

★ GRAY, Paul N., CDR, USN, serving in Fighter Squadron 54 on 14 Sep 1951.

★ HALL, Allen M., AT3, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.

★ HAMILTON, George, LTJG, USN, helicopter pilot on 22 Oct 1951.

★ HARRIS, Elvin R., ENS, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.

★ HENDERSON, Marvin D., LCDR, USNR, serving in Attack Squadron 702 on 24 Jun 1951.

★ HENDRICKSON, Harvey L., Jr., LT, USNR, serving in Fighter Squadron 783 on 26 Aug 1951.

★ HERRINGTON, Kenneth P., Jr., LTJG, USN, serving in Carrier Air Group 101 on 20 Jun 1951.

★ McDONALD, Jack H., LTJG (then ENS), USN, serving in Patrol Squadron 42 from 21 Aug 1950 to 2 Feb 1951.

★ MOLLIGO, John J., AO1, USN, serving in Patrol Squadron 42 from 24 Aug 1950 to 18 Jan 1951.

★ MUSETTI, Daniel L., LTJG, USN, (missing in action), serving in Fighter Squadron 23 on 17 Oct 1952.

★ NAUMAN, Alfred E., Jr., LT, USN, (missing in action), serving in Fighter Squadron 871 on 17 and 18 Oct 1952.

★ NEWMARK, Herbert L., LT, USNR, serving in Fighter Squadron 874 on 21 Sept 1951.

★ ORZEL, Stanley R., ADC, USN, serving in Patrol Squadron 42 from 22 Aug 1950 to 15 Feb 1951.

★ POWELL, Clues A., AL1, USN, serving in Patrol Squadron 42 from 24 August to 27 Dec 1950.

★ ROBIDA, Robert W., MACH, then ADC), USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 31 Jan 1951.

★ WHITESEL, Carl W., AM1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ WINTHER, Robert H., AD1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

Gold star in lieu of second award:

★ EATON, Harry R., AL1, USN, serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ GILL, Roger J., LT, USNR, pilot of a helicopter on 14 Apr 1951.

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MOON, James N., DCFN, USN, serving in USS *Corson* (AVP 37) on 5 Jan 1953.

★ RUVO, John, BM1, USN, serving in USS *Jarvis* (DD 799) on 14 Jan 1953.

★ THOMAS, George W., BM1, USN, serving in USS *Jarvis* (DD 799) on 14 Jan 1953.

"For heroic or meritorious achievement or service during military operations . . ."

★ ALLEN, Linn E., HM1, USN, serving with a Marine Infantry Battalion on 15 Apr 1951. Combat "V" authorized.

★ BOGARD, John C., QM2, USNR, attached to USS *Murrelet* (AM 372) on 31 May 1952. Combat "V" authorized.

★ CASSALIA, Peter T., LTJG, DC, USNR, serving with a Marine Medical Battalion from 8 May to 20 Sep 1951. Combat "V" authorized.

★ CLEMONS, Jep T., HN, USN, attached to a Marine Infantry Company on 10 Jun 1951. Combat "V" authorized.

★ COBB, Gene L., HN, USN, serving with a Marine Infantry Battalion on 26 Sep 1951. Combat "V" authorized.

★ FLEMING, William L., HN, USN, serving in a Marine Infantry Company on 12 and 13 Feb 1952. Combat "V" authorized.

★ GALLMAN, Rayford M., BT2, USN, serving in USS *Perkins* (DDR 877) on 27 Oct 1952. Combat "V" authorized.

★ GLANVILLE, Joseph C., HM2, USNR, attached to a Marine Infantry Company on 12 and 13 Sep 1951. Combat "V" authorized.

★ GRIMLEY, John R., HM3, USN, serving with a Marine Artillery Battalion on 19 Jun 1951. Combat "V" authorized.

★ GUSTAFERRO, Joseph F., LCDR, USN, serving in USS *Zellars* (DD 777) from 13 Oct 1950 to 19 Apr 1951. Combat "V" authorized.

★ HAUN, Robert E., HM3, USN, serving with a Marine Engineer Company on 25 Sep 1950. Combat "V" authorized.

Gold star in lieu of second award:

★ AILES, John W., III, CAPT, USN, Chief of Staff to Commander Cruiser Division Three from 18 April to 2 Nov 1951. Combat "V" authorized.

★ ANDERSON, Clyde B., LCDR, USN, serving in USS *Helena* (CA 75) from 8 June to 27 Nov 1952. Combat "V" authorized.

★ BARHAM, Eugene A., CDR, USN, serving as a member of MSTS, Western Pacific, and later as a member of the Staff of Commander Naval Forces, Far East, from 30 Sept 1950 to 1 Jan 1952.

★ BURDICK, Robert S., CDR, USN, CO of USS *Blue* (DD 744) on 17 July 1951. Combat "V" authorized.

★ CONWELL, Lester C., CDR, USN, CO of USS *Kermit Roosevelt* (ARG 16) from 15 Aug 1950 to 28 July 1951. Combat "V" authorized.

Gold star in lieu of third award:

★ GUTHRIE, William L., CDR, USN, on the staff of Commander Carrier Division One and Commander Task Force 77 from 21 Aug 1951 to 6 Mar 1952. Combat "V" authorized.

BOOKS: OCTOBER READING LIST OFFERS FACT, FICTION

NAVYMEN are finding many good, new books—selected by the BuPers library staff—on the shelves of their ship and station libraries. Here are reviews of some of the latest volumes:

• *Blind Journey,* by Bruce Lancaster; Little, Brown and Company.

The author of *The Secret Road* (reviewed in ALL HANDS, August 1952) has written another novel dealing with the Revolutionary War.

Ward Gratwick, gunnery officer who served at Stony Point and Valley Forge, is taken prisoner by the British. En route to England, the brig carrying Lieutenant Gratwick is captured by a French privateer. Gratwick soon finds himself installed as secretary and confidential agent to Benjamin Franklin, the United States' first minister to France.

Franklin sends Gratwick on a seemingly aimless journey with a sealed packet chained about his waist. After much wandering about France and a number of secret meetings, Gratwick reaches the port of Lorient where he boards the vessel *Le Sauvage Royal* — destination unknown.

Lancaster has woven quite a tale of American turn-coats, mysterious metal tubes hidden in hollow trees, fortune hunters, beautiful women, men wearing domino masks—not to mention battles ashore and afloat.

★ ★ ★

• *Hornblower and the Atropos,* by C. S. Forester; Little, Brown and Company.

Yes, that intrepid hero of the British Navy is with us again. This time, Horatio Hornblower is skipper of the *Atropos,* a 22-gun sloop. The year is 1805 and Napoleon is on the march.

In this novel—which fits into the Hornblower series between the volumes *Lieutenant Hornblower* and *Captain Horatio Hornblower*—Horatio is a rather junior captain in the King's service. His first assignment as skipper of *Atropos* is to supervise the military aspects of Lord Nelson's funeral.

Shortly thereafter, he embarks on a mission to search for gold and silver coin which went down with the sinking of the transport, *Speedwell.* In addition to his regular crew, Hornblower has the services of the great-nephew of the King as midshipman; the prince's high chamberlain as ship's doctor; three Ceylonese divers and a cantankerous Irish salvage expert—all of whom complicate Hornblower's mission.

Hornblower uses both brain and brawn in this action-filled yarn.

★ ★ ★

• *The Kentuckians,* by Janice Holt Giles; Houghton Mifflin Company.

Shortly before the colonists declared their independence from England, the push westward began gaining momentum in America.

Taking advantage of this westward migration, Colonel Henderson organized his Transylvania Company, designed to control Kentucky and make a profit for the colonel and his partners. Other settlers felt the land should be administered by Virginia. A few—George Rogers Clark, for example—envisioned the area as a separate state.

This novel deals with frontier life during this period—the trials and hardships imposed by the weather, the land, hostile Indian tribes and the like. Then there is the war with England and the struggles of the settlers to obtain just administration of the new land.

Most of the people involved are straight from the pages of American history—only the three main characters are fictional. Yarn-spinner and central character is Dave Cooper, one of the leaders of the anti-Henderson group.

There are fights with Indians, political and romantic intrigues—all aimed at keeping you interested from beginning to end.

★ ★ ★

• *The Hidden Coasts,* by Daniel Henderson; William Sloane Associates.

In the last century, the Navy had an indefatigable officer in the person of Charles Wilkes who became especially noted for his work as an explorer and astronomer.

Against his father's wishes, Wilkes decided on a career at sea and became a midshipman. Applying himself, he developed into an excellent navigator, a good sea-going man.

Wilkes skippered an expedition to the Antarctic, charting some 1500 miles of the continent, continuing on into the South Seas and the Pacific Northwest, earning acclaim for all concerned.

During the Civil War, he gained additional fame by stopping the British ship, *Trent,* and removing four Confederate officials.

Wilkes was a strong-willed man. He didn't care whose ill-will he incurred if he felt he was helping the Navy and his country. Although a strict disciplinarian, he often went beyond the letter of his orders if he believed he was in the right. This occasionally got him into hot water with his fellow officers — both junior and senior. However, Wilkes retired as a rear admiral.

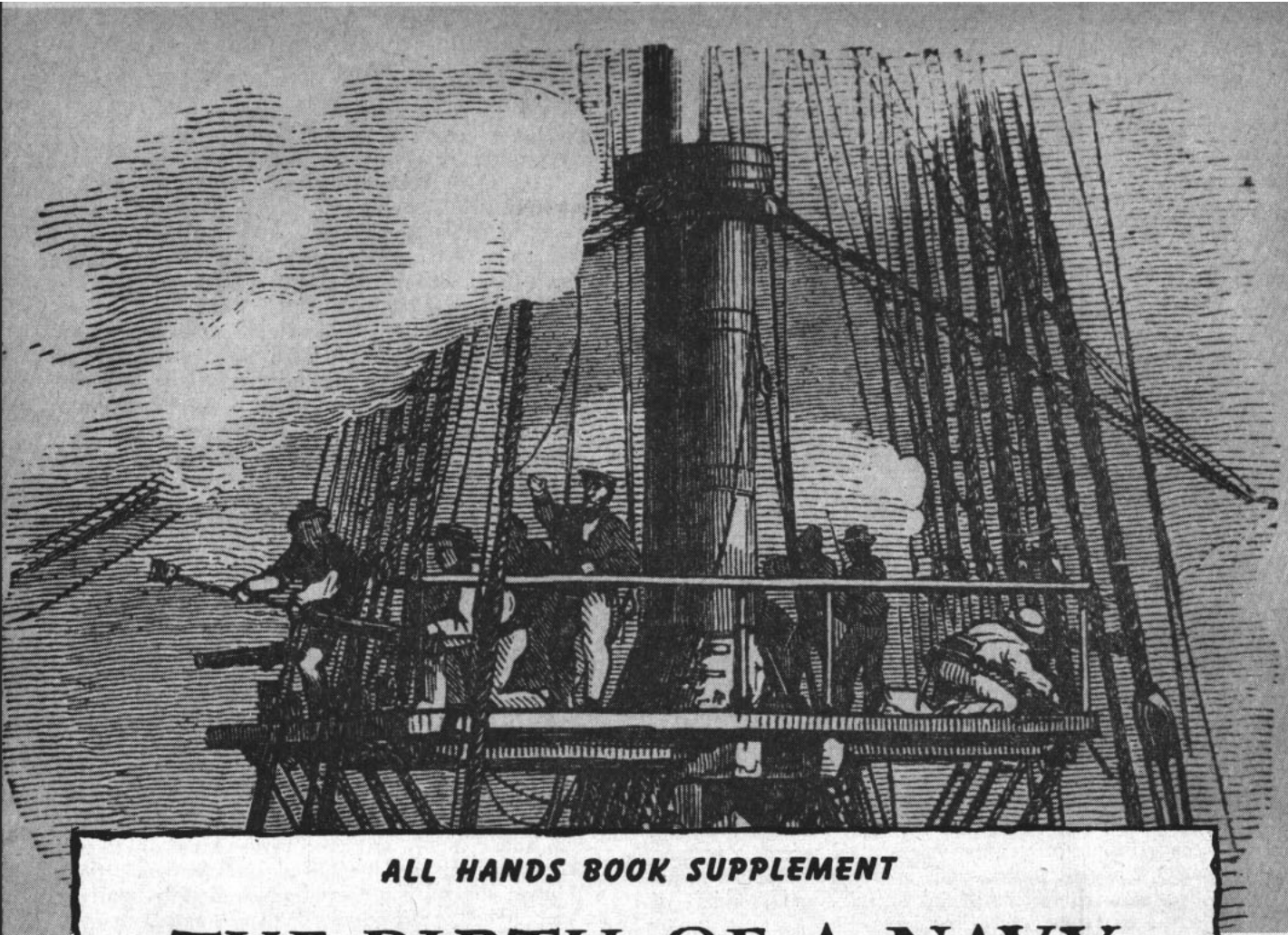
This is an interesting bit of naval history, showing the accomplishments of the Navy in scientific exploration as well as in time of war. It's a good book for Navymen to read.

SONGS OF THE SEA

Sailing

The sailor's life is bold and free,
His home is on the rolling sea;
And never heart more true or brave
Than his who launches on the wave;
Afar he speeds in distant climes to roam,
With jocund song he rides the sparkling foam.
Chorus:
Then here's to the sailor,
And here's to the hearts so true,
Who will think of him upon the waters blue!
Sailing, sailing, over the bounding main;
For many a stormy wind shall blow,
Ere Jack comes home again!
Sailing, sailing, over the bounding main;
For many a stormy wind shall blow,
Ere Jack comes home again!

—*Old Sea Chantey*



ALL HANDS BOOK SUPPLEMENT

THE BIRTH OF A NAVY

The Continental Navy—1775 to 1778

How the rebelling Colonists discovered a weak link in Britain's armor, conceived and built the first American fighting fleet, then sailed these ships with skill and daring over the length and breadth of the Atlantic.

America's first navy—the Continental Navy—was born out of the fires of the Revolution, out of the dire necessity to stop off the flow of men and material Great Britain was sending to these shores to throttle the rebellious Colonists.

That this infant navy could have had any success at all against the British Navy, the acknowledged "Queen of the Seas," was in itself remarkable. In terms of ships of all classes, guns, personnel and experience in the ways of the sea, Great Britain in the 1770s was way ahead of any combination of naval forces which could be set against her, much less the tiny group of ships sent out to do her battle by 13 diminutive Colonies 3000 miles across the sea.

As for the Colonies, what had they to fight with? In 1775, they had no—repeat—no navy. They had no comparable industry, manufacturing or economic stability. Even the Revolution itself was not a unanimous thing—there was a continual clashing of sectional interests within the country throughout the fighting.

But the Colonial patriots did have two assets which stood them in good stead: they had a burning desire to establish their own form of government in their own way, and they had the will to fight for that privilege. Out of this resolve, grew the first American fleet.

This Book Supplement, taken from the pages of the publication "Status of the Navy Previous to 1800," prepared by the Bureau of Naval Personnel and published as a pamphlet in May 1943, tells of the crying need for a navy, how the Continental Congress and its Naval Committee authorized the first fighting ships, how the Marines came into being as "soldiers of the sea," how the Naval Committee found the necessary armament for its new ships and how these ships, along with the slim, fleet ships of American merchants, embarked on a war of attrition that disrupted the British supply line and stiffened the backbone of a country struggling to be born.

WASHINGTON'S position was desperate, defensive. The only possible strategy [in 1775] was one of

From "The Status of the Navy Previous to 1800," prepared by the Bureau of Naval Personnel, May 1943.

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delaying action and withdrawal. Each skirmish or engagement saw his thin lines further depleted, shorter of guns, munitions and food; each ship arrival at a Massachusetts port saw the British stronger in these essentials of war. Time was precious. He had to strike in whatever way he could at the naval agency behind the mounting British power. He could wait for no Congressional resolution or enactments.

On his own responsibility, in the fall of 1775, [Washington] had the schooner *Hannah* fitted out and placed in command of Nicholas Broughton, a Captain of the Continental Army, primarily "to intercept the transport of the enemy carrying supplies and troops." This little schooner was the first of a small fleet of such vessels to sail under Continental pay and control; and hence, the first American man-of-war, though she is not to be confused with, or as of, the Continental Navy, for she never came under authority of the Navy Committee of Congress.

She and her sister ships were an impediment to British transport and supply, a distraction to the King's naval movements off and around the Massachusetts coast. She and these other ships, often operating under cover of night, gained Washington valuable time. What the outcome of the northern campaign might have been without them at this period may only be conjectured. What is more important, however, was the fact that the principle of attrition was applied here as a weapon against naval transport and supply and became a precedent strongly influential in the subsequent conduct of naval warfare by the Colonies.

As in the menace of British thrusts darkened at strategic points along the entire coastline, the expedient adopted by Washington in fitting out the *Hannah* made the Continental Congress a lively center of controversy over naval policy.

Two main schools of thought had already emerged. The one reasoned in traditional terms, ignored the significance of British naval strength, called for a fleet and concerted fleet action. The other had a sharper sense of Colonial limitations, was more experimentally inclined, more prone to adopt new methods and make the most of any means at hand in a situation daily growing more critical; it laid its insistence upon the commerce raider. In effect, at least, it was supporting a policy of attrition.

The arch apostle of attrition in those days was John Paul Jones, commanding the *Betsey*, a merchant ship tramping the seas for cargo of any description that could be taken aboard. On April 25, 1775, he wrote Joseph Hewes, Robert Morris, and Thomas Jefferson, desiring a naval appointment. And on June 24, as a consequence of their influence, he was called before a Marine Committee for his views on naval affairs.

His views were forerunners of Washington's views and, in fact, of all Colonial naval policy later in the war. The British had an overwhelming naval preponderance clearly beyond any shipping facilities of the Colonies. Ships could be armed and assembled, but these would still not make a fleet. Back of British men-of-war and personnel were naval ages of tradition and regulations responsible for the instincts and habits of mind of discipline and subordination which gave men and ships that unity of spirit without which no fleet could be effective.

The Colonial merchant marine had ships and seamen, to be sure. Good ships. Good seamen. But this merchant marine had never been national in scope and purpose; it was highly individualistic, the product of private enterprise, subject to the dictates of the merchant owner who made his own laws out on the water and formulated his own policies in trade. Such would lead to rivalry, confusion, and insubordination, and disaster against any fleet or squadron of the British navy.

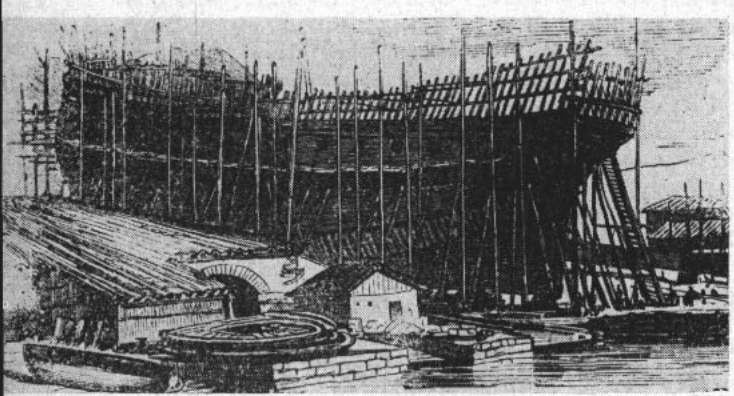
Fleets, however, were of their nature slow and cumbersome of movement. A single ship might have greater speed, and certainly greater elusiveness on a water as broad as the Atlantic; it could hit and run and prey at will upon the sea lanes over which British transport and supply had to sail heavy laden and sluggish. In such tactics, the individuality of Colonial seamen would be a distinct asset. Fleets would of necessity disperse for the chase. There was some likelihood of cutting off these single units.

His views [John Paul Jones's] were sound. [But even] though they had influence among men like Washington, Jefferson, and Franklin, the fleet idea and policy prevailed in the legislation which followed. During October of 1775, four members were added to the Navy Committee and upon their recommendation four ships were projected, of 10, 14, 20, and 36 guns.

That the Continental Congress was becoming more and more naval minded was indicated on November 25, when a resolution was passed making legal provision for the seizure and forfeiture of enemy ships carrying munitions or other cargo necessary to the conduct of war, an Act which presently led to the sailing of the first American Fleet under Commodore Hopkins' command, and laid the first legislative groundwork for the privateering activities which were to prove so devastating to British transport and supply during the final stages of the war.

More important, and certainly more definite legislation followed December 13, when the Congress further enlarged the Navy Committee to include one member from each Colony. An appropriation was passed calling for the fitting out for sea of thirteen ships in addition to the four previously listed, including five ships of 32 guns, five of 28 guns, and three of 24 guns. By a resolution passed June 6, 1776, they were to be named the *Congress, Randolph, Hancock, Washington, Trumbull, Raleigh, Effingham, Montgomery, Warren, Boston, Virginia, Providence* and *Delaware*.

SHIPBUILDING rushed to meet needs of Colonial Navy.



At the same time the fleet-winged Yankee clipper was coming into being, a ship which, in a favorable wind, had a speed comparable with that of a modern steam or diesel-powered freighter. Such ships were available. They could be taken over. They were highly maneuverable. They did not have the timbers or the weight to withstand direct broadside fire in a typical naval slugging match, but they could drive in and grappel with a heavier opponent. Such considerations were later to lead to trends and developments not anticipated at this time; more than any other general considerations, they were to make practical the full application of the principle of attrition.

★ ★ ★

All this was still pretty much of a paper navy; ships had yet to be manned and officered, had yet to be sent out on the waters in accord with some plan of operations that would further the conduct of the war as a whole, and above all relieve the pressure upon Washington's army and other Continental land forces. Congress now came hard against the questions of administration, direction and control; and from the beginning, it kept a tighter rein upon the Navy. By the Resolution of December 22, 1775, it gave the Navy Committee, entrusted with the fitting out of vessels, the power to issue warrants to all officers employed in the fleet under the rank of third Lieutenants, and "to give such instructions to the commander of the fleet, touching operations of ships under his command, as shall appear to the said committee most conducive to the defense of the United Colonies."

On this same date, confirmation of appointments made December 7, upon the recommendation of the Navy Committee, gave the Navy its first list of officers.

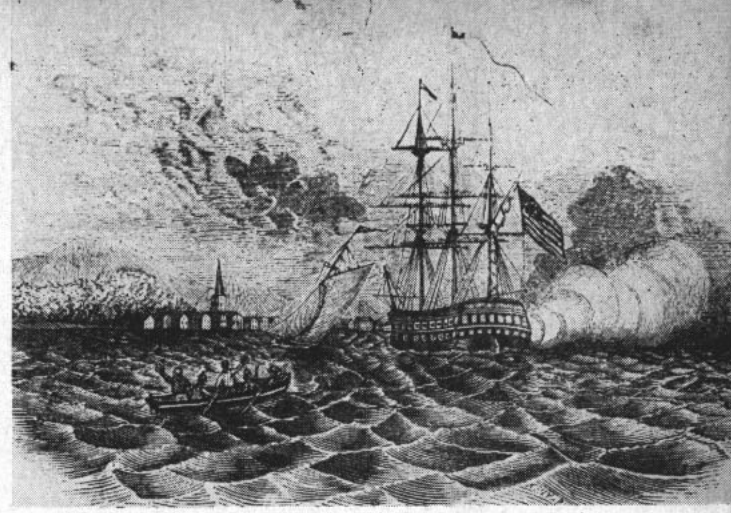
To offer a greater stimulus, at a time when officers' salaries were low, the Resolution of November 15, 1776 additionally stated:

"*Resolved,* That a bounty of twenty dollars be paid to the commanders, officers, and men of such continental ships or vessels of war, as shall make prize of any British ships or vessels of war, for every cannon mounted on board each prize at the time of such capture; and eight dollars per head, for every man then on board, and belonging to such prize."

★ ★ ★

All through the Revolution the Colonies were hard pressed for ordnance and munitions, especially during the earlier stages and before France entered the conflict; their limited manufacturing facilities had advanced little beyond peacetime needs, which consisted chiefly in the demand for rifles and powder for frontiersmen, and for Colonial militias organized to offer some protection against the Indian menace as the frontier moved back. Ordnance factories, as we think of them today, were practically unknown. Facilities for the manufacture of heavy guns were notably lacking. Where were naval guns to come from? This was one of the most insoluble of many insoluble problems the Navy Committee had to face. For a long while after Lexington and Concord, it had to depend heavily on guns and munitions taken in raids on British arsenals and the captures of British ships, which at first were too few and far between to have much influence upon the shortage.

This scarcity of guns and munitions, particularly of heavy guns and metal suitable for main batteries in broadside firing, had more influence than is generally admitted in the early organization of the Marine Corps, legally made an integral branch of the Navy on November 10, 1775.



CHEERS greet hoisting of national ensign over warship.

From the era of Drake and Hawkins to Nelson, the British were inclined to place their chief reliance upon heavy guns, perhaps because they generally had them in greater abundance than their enemies.

When the Revolution began, their ships were designed and rigged for tactics which would bring the greatest possible weight of metal to bear on an opposing vessel or vessels, and from the main batteries. British broadsides were sea tradition; bombardment was the essence of British battle tactics. British admirals, captains, and commanders trusted to seamanship and preferred to lay off and slug it out with the big guns. They would maneuver to positions advantageous for heavy fire, rather than grapple at close quarters where rifles and muskets had their greatest effectiveness. This tendency was to prove disastrous to them on many an occasion, both during the Revolution and during the War of 1812.

If the Colonists were lacking in heavy ordnance and the manufacturing facilities for its production, they had a broad frontier to draw upon for riflemen as skilled as any period of history has ever known; and the motive which led to the Resolution instituting the Marines was in effect sending the frontiersman to sea. Colonial merchant ships were designed for carrying speed, were swifter of line, more fragile, and more sensitive to the tiller than the typical British man-of-war. They greatly influenced American, or Colonial, man-of-war design, and many of them were converted, when privateering followed on a grand scale, to men-of-war. They were, due to ordnance shortages, lighter armed and had lighter protective timbers. They were more suitable for grappling and close range work where the advantages of heavy guns, except along the immediate port or starboard, were largely nullified and their firing range laterally narrowed. It was then that the riflleman on the poop or in the tops came into his own.

How important this was is illustrated by the epic battle of the *Bonhomme Richard* and the *Serapis* on September 23, 1779, off Flamborough Head, England. The *Bonhomme* was an old ship of rotten timbers and of questionable seaworthiness. She carried 40 guns. Her opponent was a 44-gun frigate of the latest and most approved British design, commanded by Captain Richard Pearson, a brave and skillful officer. In this

THE BIRTH OF A NAVY

case, however, the *Serapis* had the advantage of maneuverability; but clinging to the traditional British long-range bombardment tactics, he did not choose to use it. It was to wipe out that advantage that John Paul Jones closed in and grappled, knowing that otherwise he would be blown out of the water. Here's how Jones expressed it later:

"The battle thus begun, was continued with unremitting fury. Every method was practiced on both sides to gain an advantage, and rake each other; and I must confess that the enemy's ship being much more manageable than the *Bonhomme Richard,* gained thereby several times an advantageous situation, in spite of my best endeavours to prevent it. As I had to deal with an enemy of *greatly superior force,* I was under the necessity of closing with him, to prevent the advantage which he had over me in point of maneuver.

"The enemy's bowsprit came over the *Bonhomme's* poop by the mizzenmast, and I made both ships fast together in that situation, which by the action of the wind on the enemy's sails, forced her stern close to the *Bonhomme's* bow, so that the ships lay square alongside of each other, the yards being all entangled, and the cannon of each ship touching the opponent's sides.

"My battery of 12 pounders, on which I had placed my chief dependence, being commanded by Lieutenant Deal and Colonel Weibert, and manned principally by American seamen, and French volunteers, were entirely silenced and abandoned. As to the six old eighteen-pounders that formed the battery of the lower gun deck, they did no service whatever: two out of three of them burst at the first fire, and killed almost all the men who were stationed to manage them.

"I had now only two pieces of cannon, nine-pounders on the quarter deck that were not silenced, and not one of the heavier cannon was fired during the rest of the action. The purser, Mr. Mease, who commanded the guns on the quarter deck, being dangerously wounded in the head, I was obliged to fill his place, and with great difficulty rallied a few men, and shifted over one of the lee quarter deck guns, so that afterward we played three pieces of 9-pounders upon the enemy . . . *The tops alone seconded the fire of this little battery, and held out bravely during the whole of the action, especially the main top.*"

During the critical stages of this engagement, John Paul Jones had but three heavy guns in action, fire was sweeping through the old *Bonhomme,* dangerously close to her magazine, and she was slowly sinking. Aside from his own unconquerable resolution—and it is part of the history of naval warfare that many men with unconquerable resolution have gone down to defeat—what decided the outcome of this battle? Beyond doubt, the rifle, or musketry fire, maintained from the tops. And by whom? Soldiers of the Sea—the men we now call Marines.

This engagement excited the imagination of all nations on the shores of the Atlantic, and no nation more than the Thirteen Colonies.

The career of John Paul Jones affords other evidence of the uses to which Marines were put. On April 22, 1778, the *Ranger,* which he then commanded, lay off the harbor of Whitehaven, along the coast of Cumberland, England, while he took thirty-one volnteers on a landing expedition that had all the ear-marks of a modern *Commando* raid. [See ALL HANDS, June, 1952, page 59.] Their first volley scattered the British regulars and sent the populace scurrying. They spiked the port batteries. They started fires among a fleet of around 250 merchant and warships of various classes. They wrought destruction upon harbor facilities. The sky was red when they returned to the *Ranger.* This raid struck terror to the whole of the British coastline. It was a duty similar to duties modern Marines are called upon to perform.

★ ★ ★

While legislation relative to the Marines and other matters was in progress, an infant Navy born of this legislation had taken its first faltering sea steps. The policy behind that action had grown out of a bitter controversy that was by no means ended.

What policy to follow? A fleet? Or raiders sent out to prowl the shipping lanes? The first view had all the weight of tradition, backed by the solid fact of the existence of the British Navy itself. The second view, while no less ancient in principle, involved new and untried considerations, some of them dangerous to the Colonies as to their common enemy. What had the rise of international commerce been but a ceaseless war against lawless rovers and free-booters? Should piracy now be condoned and employed, and be allowed to grow fat upon these circumstances?

A fleet was decided upon. It should be commanded by their new commodore, Esek Hopkins, like themselves a solid, conservative man not dangerously given to taking chances. John Paul Jones was not to be ignored entirely, of course—for he had something of a following in high places; but compromise was an easy shelf for him to be laid away on: he could serve on the *Alfred,* the new commodore's flagship of the new Continental *Fleet!*

All this was very sensible, good logic based upon good facts. Were they not short of guns, powder, and munitions of war? And did not the British have a generous store of such guns, powder, and munitions of war in an arsenal of the King's on an island near New Providence—and only a Royal governor and a few regulars standing in the way? It was exactly the expedition needed to give the new Navy its sea legs!

On February 9, 1776, under the "Union Flag," as used by Washington at Cambridge, the *Alfred,* in command of John Paul Jones, the first of the new First Lieutenants, led the first American fleet out of Philadelphia, its destination New Providence, its objective the ordnance and munitions in the Royal arsenal noted. This fleet, with Commodore Esek Hopkins, Commander in Chief, and aboard the *Alfred,* consisted of the following vessels: *Alfred* (Flagship), 28 guns; *Columbus,* 14 guns; *Andrew Doria,* 14 guns; *Sebastian Cabot,* 16 guns; *Providence,* 12 guns; *Falcon; Scorpion;* and another unnamed cruiser.

This little fleet sailed with great expectations. Its fortunes were followed with a tense and breathless interest. A lot depended upon the outcome of that expedition.

Commodore Hopkins, the first Fleet Commander in Chief in the American Navy, may not have been a brilliant leader, but there is nothing tangible to show that he was an incompetent leader. The officers and men under him were not lacking in qualities of sea-

manship and courage. The fleet was not under-gunned or under-manned for its present purpose, for the obstacles it had to encounter.

And yet, it failed in what it set out to accomplish. The fleet's operations were slow when they should have been swift, precipitate when they should have been secret and guarded. Sea-horses, as yet unbroken to the reins of naval authority, kicked up in their traces and pulled every way but the right way of unity. John Paul Jones had said that it took more than ships and men and guns to make a navy; this expedition confirmed his judgment.

The Royal governor heard of Commodore Hopkins' approach. He had ample time to remove the greater portion of the munitions. Taken were about forty cannon, a quantity of shot and shell, a few brass mortars. On its return, the fleet managed to capture a bomb-brig of eight guns and a schooner of six. It had gone out after whales and come back with a few herring.

Washington was disappointed. Jefferson was disappointed. Franklin was disappointed. Everybody was disappointed, including the Continental Congress and the Navy Committee. Commodore Hopkins was court-martialed for the failure of the expedition—the first court-martial in the American Navy.

A change of naval policy was made inevitable by the failure of the Hopkins expedition.

Under date of April 14, 1776, John Paul Jones had written the Hon. Joseph Hewes a full account of the Hopkins expedition, based upon observations and conclusions set forth in his "private" log of the *Alfred.* Hearing of the log through Mr. Hewes, Colonel Tillingham requested it and got it. The views contained in it spread through Congress; pressure was brought upon the Continental Navy Board, who in turn decided that their author was the logical person to apply them; and accordingly, on August 21, after he had received his appointment as Captain on August 8—the highest rank he was ever to attain in the Navy he founded—he was ordered to take the *Providence* and "cruise against the enemy for six weeks or more."

Like many of his ventures, this cruise had an inauspicious beginning. To begin with, the *Providence* had but twelve guns, was a light brig with slender lines and a vast spread of canvas—wings that were to save her from destruction when, on September 1, she encountered the British frigate *Solebay* near Bermuda, and a few days later, the equally formidable *Milford* off Cape Sable. He was put to flight on both occasions. He was able to flee a great deal more rapidly than he could be pursued.

From that time on, however, he made the waters froth with the blood and wreckage of British men and ships. During the period between September 3 and 28, he captured sixteen vessels off the northeast coast of America, destroyed the fishery at Canso and the shipping facilities at Isle Madame. He fell in with the *Alfred* November 2. They took the brig *Active* off Louisburg a week later; captured the British transport *Mellish* on November 13, with 10,000 uniforms, 150 prisoners, and a considerable cargo of munitions and supplies; captured the brig *Hetty* on November 16; and from November 24 to November 30 took five other vessels—one a privateer of sixteen guns—drove a transport ashore in Canso Straihts and destroyed her, and ended up by leaving Isle Royale in ashes. Here was attrition in all its deadliness. And where and how were British squadrons or British frigates to fetch up with this sea falcon of a *Providence.*

Sensational as was this cruise after the failure of the Hopkins expedition, the losses sustained were still but a scant drop of water out of the bucket of British shipping: as a naval maneuver alone, it is relatively insignificant disassociated from its effect. First of all, British squadrons in American waters were scattered in a futile and costly chase after a single Will-of-the-Wisp. Secondly, British transport and supply underwent a temporary demoralization. Thirdly, valuable munitions and material were secured for Colonial military and naval purposes.

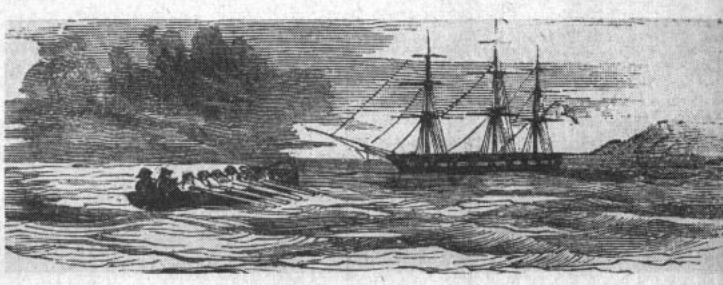
But there was something more important in the effect—the dramatic quality. Morale was low when the *Providence* went forth on her cruise; the future was dark, and many of the doubtful were beginning to ask the time-frayed question of defeatism: what is the use, and what to be gained by disaster on top of disaster? The only answer Government has, at such a time, is results—favorable results.

Other cruises like that of *Providence* followed out over the sea wherever British shipping was, along the coast of England in British home waters. Names like those of John Barry and Richard Dale were to become immortal in naval annals.

On June 14, 1777, John Paul Jones was ordered to command the *Ranger,* a ship of eighteen guns nearing completion in the yards at Portsmouth, New Hampshire. At about this time, too, an Act of Congress adopted the Stars and Stripes as the National Ensign, and it flew July 4 on the *Ranger,* the first time on an American man-of-war. The *Ranger* was ordered to European waters. She sailed from Portsmouth November 1, captured two brigs en route, and was off Nantes November 13. She left there February 12, 1778 and arrived in Quiberon Bay February 13, where the following day John Paul Jones received from Admiral La Motte Piquet, commanding a French squadron, a nine-gun salute, the first ever accorded the National Ensign by a foreign naval force.

Based in Quiberon Bay, from April 14 to April 26 the *Ranger* harried the coast of England like a hawk, raided Whitehaven and St. Mary's Isle, struck such terror to British ports that even London shuddered over the prospect of his coming, and took a total of nine ships.

What were nine ships, set against the total ships in the British Navy and in the British merchant marine? Another infinitesimal drop in the bucket. It was the effect, again, that counted, that led to further dispersals of British naval power, that slowed down the transport and supply movement, that had the drama to move the French and in the end prove one of the main influences which brought French aid to America.



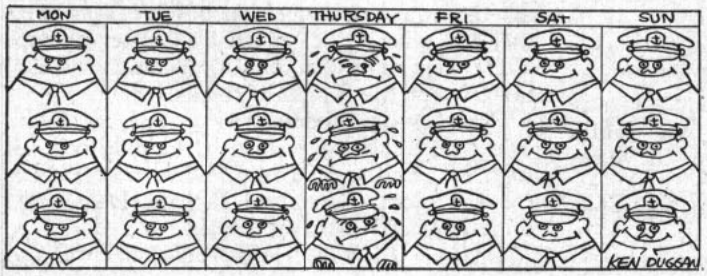
TAFFRAIL TALK

HERE'S a sidelight on our September "Knots" story. We mentioned a bell rope, wheel rope and bull rope, and stated that there were several others. Some men of the sea (and it probably goes back to the old sailing days) "knew their ropes" as the following: man, head, hand, foot, bell, buoy and dip. We've heard there are 11 "ropes" in the Navy—or is it 16? Be interesting to find out how many there actually are . . .

★ ★ ★

Deacy Crosslen, AOC, USN, cries every Thursday morning regardless of how he feels.

In fact, Crosslen has cried on Thursday at least 175 times.



He's the gent who takes personnel through the gas training chamber at the Naval Air Station, Jacksonville, Fla.

Chief Crosslen has had plenty of company going through the inconspicuous white building used for the drills. Over 2500 Navy men and women have gone through the rigors of the chamber with nothing worse than a few tears.

According to the chief, the only time someone "pays through the nose" when going through the chamber is if he doesn't pay attention during the checking-out period. He sums it up with, "It's good training and certainly an unusual and interesting experience."

★ ★ ★

Talking about passing the word, the modern terms such as "left standard rudder" would probably not be known by the old-old-timer. He knew of it as "starboard your helm." The old commands to oars, given when in a pulling boat, included such orders as "stern all," "give way port, hold starboard," and "toss oars." Most modern sailors won't know what those commands meant—but would the old-timer know what is meant by "Tally-ho" or "Blip," or any of the electronic terms? Of course not, but it is surprising how many of the old Naval traditions are still with us, and especially how many terms have survived. Here's a quiz suggested by one heavily hash-marked reader of ALL HANDS. If you don't know the answer, ask your CPO. If he doesn't know, we'll bet you'll get the answer from the warrant officers.

Here they are:

What is meant by a lizard, an eyebrow, a ceiling in a ship, a Scotchman, the ship's watch cap, lagging, camber? Finally, you know what it means to "deep six" something—but do you know how the term originated?

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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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.

• AT RIGHT: Aboard training sub, at the order "surface," lookout climbs up to the conning tower ready to assume lookout station when the sub breaks water.

PASSING THE WORD

keep informed and
pass the word on
career information and
what's news in the Navy

★ ★ ★ ★ ★

PASS THIS COPY OF *ALL HANDS* ON TO YOUR SHIPMATES