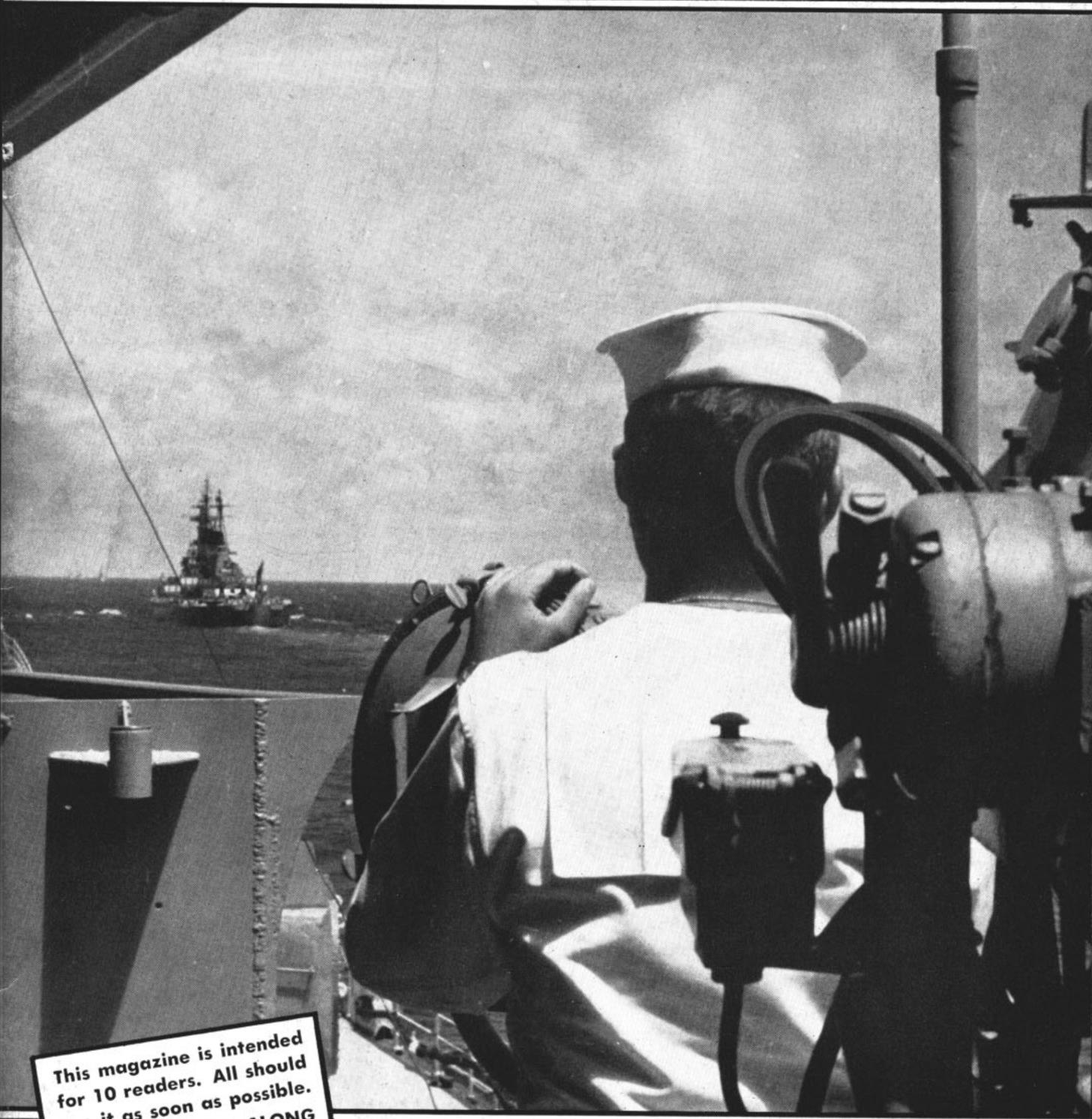


ALL HANDS

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

MAY 1956



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1956

NavPers-O

NUMBER 471

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 L. C. HEINZ, USN

Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Navy and IGY: Sailors, Scientists and Satellites....	2
YOG Dodges Icebergs to Keep 'Em Flying.....	7
Little Heroes of the Antarctic.....	8
The Word	12
Seagoing Docks Repair Ships On-the-Job.....	14
White Ship Duty.....	17
Sea School for Marines.....	18
Paris in the Spring.....	21
Servicescope: News of Other Services.....	22
Letters to the Editor.....	24
Special Feature: Traffic Safety Records Pile Up on Nation's Highways	30
Chart: Do You Know These Rules of the Road?.....	32
The Story Behind the Statistics in Auto Accidents	34
Navymen's Friend in Every Port.....	35
Today's Navy	36
Bulletin Board	40
You Can Check Your Jacket in BuPers.....	40
Aviation Officer Candidate Program.....	41
Your Wife May Be a Winner in 'Mrs. U.S. Navy' Contest.....	42
Living Conditions in Panama.....	44
Navy Mutual Aid Association.....	47
The New Shore Duty Eligibility List.....	48
Directives in Brief.....	56
Book Reviews	58
Book Supplement: Taking Up the Mines.....	59
Taffrail Talk	64

CDR F. C. Huntley, USNR, **Editor**

John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdell, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

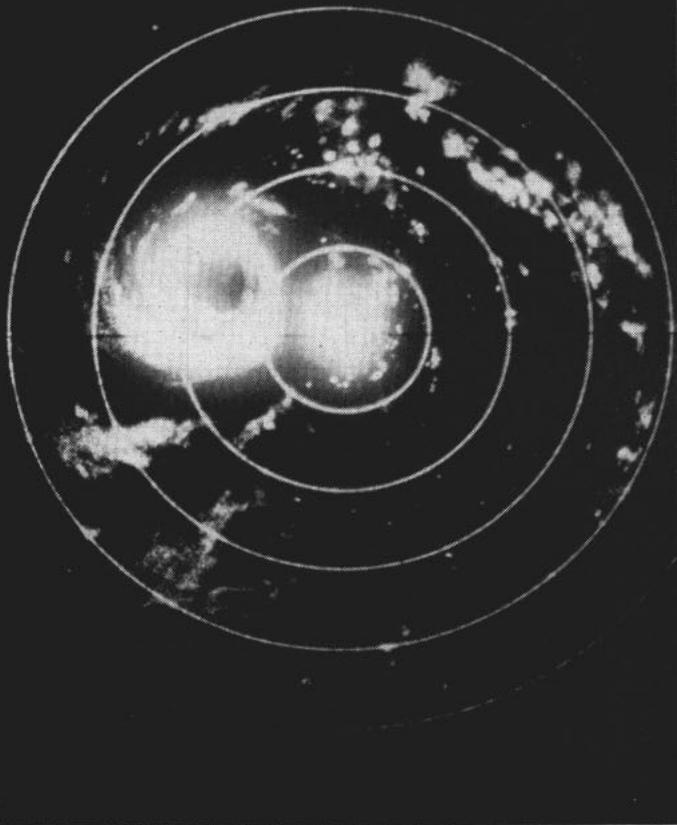
French Crawford Smith, **Reserve**

Don Addor, **Layout**

● **FRONT COVER:** CRUISING THE ATLANTIC—A quartermaster of the deck gang of *USS New Jersey* (BB62) flashes a message from his ship's signal bridge to sister ship *USS Iowa* (BB 61).

● **AT LEFT:** ONE CUTLASS COMING UP. Deck edge elevator of *USS Forrestal* (CVA 59) brings a F7U *Cutlass* up to the carrier's flight deck during recent operations in Cuban waters.

● **CREDITS:** All photographs published in *ALL HANDS* are official Department of Defense Photos unless otherwise designated. Photo on page five is by *Popular Science Monthly*.



IGY MAY CAST more light on subjects ranging from winds (like hurricane in radar scope photo) to polar regions.

NAVY and IGY: Sailors,

Did you know:

- That the northern hemisphere's oceans are not as deep during the "hemispheric spring" as during the remainder of the year?

- That your ship is likely to find itself bucking a current in a position where your charts show a favorable "ocean stream"?

- That occasionally a radio operator cannot maintain adequate contact with any of his usual stations—but finds himself picking up stations he's never heard from before, and possibly can't reach with his equipment?

And did you know that the world's scientists—including many Navymen and the "brains" behind such organizations as The Office of Naval Research, the Navy Hydrographic Office, Naval Research Laboratory and Naval Observatory—have set themselves the task of finding out about these "freak" events and about hundreds of other problems which face fast-moving world of would-be spacemen?

This worldwide scientific program,

known as the *International Geophysical Year 1957-58* (and nicknamed "IGY"), was first proposed in 1950, during a meeting of the *Joint Commission on the Ionosphere* in Brussels. With the approval of the International Council of Scientific Unions, planning for the big event was begun in 1951, with member groups of ICSU setting up planning committees in each of some 40 participating nations. Each of these committees then dug into the task of laying plans and securing cooperation for their country's participation in the over-all IGY effort.

While the IGY is man's greatest concerted scientific effort to date, there have been two previous "years." In 1882-83 scientists from several countries set up the *First International Polar Year* to collect geophysical data. During that "Year" the first Arctic auroral, meteorological and magnetic observation stations were set up.

The *Second International Polar Year, 1932-33*, followed the first by 50 years. Studies of the earth's iono-

sphere during this special period and immediately afterward aided in the discovery of radar, which will be used in the coming IGY to learn more about our atmosphere.

Although these polar years were scheduled 50 years apart, marked advances in geophysical knowledge, and in equipment and techniques for obtaining such knowledge, made it advisable to space scientific years at 25-year intervals—hence the 1950 proposal in Brussels.

The U. S. National Committee for the IGY was set up by the National Academy of Sciences and the National Research Council to plan, direct and execute the U. S.-IGY program. The Department of Defense was requested to cooperate in many phases of the international program.

As a result of DOD cooperation, a SecNav Instruction was issued, describing the IGY program and setting forth the Navy's policy on cooperation.

The Instruction outlines the IGY program as a worldwide undertaking for the *measurement and study of*



OCEAN STUDIES may furnish info on tides and waves or underwater volcanoes (see floating debris from eruption, rt).

Scientists and Satellites

the earth, its atmosphere and the oceans, with intensive studies being carried out in meteorology, latitude and longitude determination, geomagnetism, gravity, ionospheric physics, aurora and airglow, solar activity, cosmic rays, glaciology, oceanography, seismology and rocket exploration of the upper atmosphere.

Under the military cooperation set-up, the Navy's operating forces will provide operational and logistic support for many phases of the program. Navy scientists are primarily concerned with:

- Oceanography
- Latitude and longitude (a large part of which will be carried out by the Navy)
- The rocket program (of which the Navy is doing approximately one-third)
- Geomagnetism and the Antarctic phases of all the IGY programs.

Although IGY does not begin officially until 1 Jul 1957 (and runs through 31 Dec 1958), plans for the Antarctic phase were well underway as far back as December 1954 when

uss *Atka* (AGB 3) conducted preliminary studies of the southern continent's frozen coastal areas. Elsewhere trial runs and equipment tests are being carried out to insure that everything goes off without a hitch.

Oceanography is one phase of IGY in which your Navy is playing a very large part, and a look at the U. S. plans for this section of the scientific year will give you an idea of how the entire IGY program has been set up. The U. S. National Committee for IGY appointed a technical panel of experts, with Mr. Gordon G. Lill of the Office of Naval Research as chairman. The panel includes several other Navy scientists, as well as representatives from such well-known research centers as the Scripps Institute of Oceanography at LaJolla, Calif., and the Woods Hole, Mass., Oceanographic Institution. This technical panel (like similar panels in each of the participating countries) has decided upon the most desirable objectives for concentrated oceanographic research and made plans for carrying them out.

The two major parts of the oceanographic program are an "Island Observatories Project" and "Operation Deep Current." As one of the panel's scientists has pointed out, we know less about the 70 per cent of the earth's surface that is covered by oceans than we know about the other side of the moon. That will be remedied by IGY's oceanographic program, which is also expected to help provide answers to the following: 1) long-range weather forecasting; 2) the fertility of ocean life as it is affected by exchange of water between deep ocean currents; 3) whether oceans can be used safely as a dumping place for the waste products of radioactive substances; 4) the shape of the deep sea floor; and 5) the changing ocean levels.

You'd never notice it aboard ship, but sea level varies with the seasons (for instance, in the northern hemisphere's spring the northern ocean is about half a foot lower than during the remainder of the year, while the same is true of the southern hemisphere's oceans during the southern



ICEBERGS (left) and growing mountains (right)—IGY will watch them, as well as the weather and ocean currents.

spring). All these changes are so small that they seem unimportant, yet they offer a key to the circulation of water throughout the earth's oceans—and this affects climate and changes of weather wherever you are.

The island observatory project is expected to obtain an understanding of these sea level changes and their relationship to other phenomena in the ocean and the atmosphere. Existing data on tide levels have come mostly from tide gauge stations in the northern hemisphere. During

WEATHER STUDIES from all altitudes will be made at strategically located spots to improve long-range forecasting. Skyhook balloons will play a role.

IGY, however, approximately 30 additional stations will be operating, most of them on islands around the world. Nine of these will be operated by other countries. In addition to collecting sea level data, these stations will also collect weekly temperature readings to depths of 1000 feet offshore, while a few of the stations will measure salinity of the water down to a depth of 1000 meters.

IGY officials expect this data — after collection, correlation and study — to lead to accurate prediction of weather several months in advance.

Operation Deep Current is the second project in IGY's oceanography program. Employing approximately 40 U. S. and foreign ships in both the Atlantic and Pacific oceans, this "operation" will study: 1) the deep circulation of water moving northward from Antarctica into and along the bottom of the two major oceans; 2) the equatorial current systems in the two oceans; 3) the areas in which the currents converge in the North Central Pacific and the North Central Atlantic. In addition, many of the ships will produce submarine geophysical profiles in the eastern and western Atlantic basins and in the central and eastern south Pacific.

One of the major fields of Navy participation in the International Geophysical Year is in the rocket program. This includes Project Vanguard, undoubtedly the most dramatic of all the IGY programs, but actually just one part of the scientific year's rocket phase, although it's a plain case of "tail that wags the dog." "Vanguard," of course, is the name picked to identify the Defense Department's contribution to the earth satellite program announced by the President last July; However, the project is also known as "LPR" (Long Playing Rocket) by the scientists of the National Academy of Sciences who are responsible for over-all direction of U. S. participation in IGY.

But whatever you call it, the earth satellite project would do credit to our best science fiction writers—or to an advertising agency. Admen, in fact, have already had their say:

"The big countdown has begun. In something less than 6000 working hours, a voice will toll off the final seconds to a zero count that will commence the greatest adventure in our time. This zero count will launch ESV Vanguard—the Earth Satellite



Vehicle that is to take its place in history as man's first exploratory step in the conquest of the final frontier—space itself.

"The satellite will be large enough to carry essential research instrumentation and to be tracked from the ground by optical and radio devices. It will in fact be both seen and heard around the world. The satellite's orbit will be slightly elliptical, with its nearest approach to the earth (perigee) about 200 miles distant. It will circle the earth approximately once every 90 minutes for several days. The slight but cumulative drag from atmospheric molecules at the 200-mile altitude will bring the satellite gradually closer to earth. And, finally, the friction of the denser atmosphere will cause it to disintegrate harmlessly, much in the fashion of a 'shooting star.'"

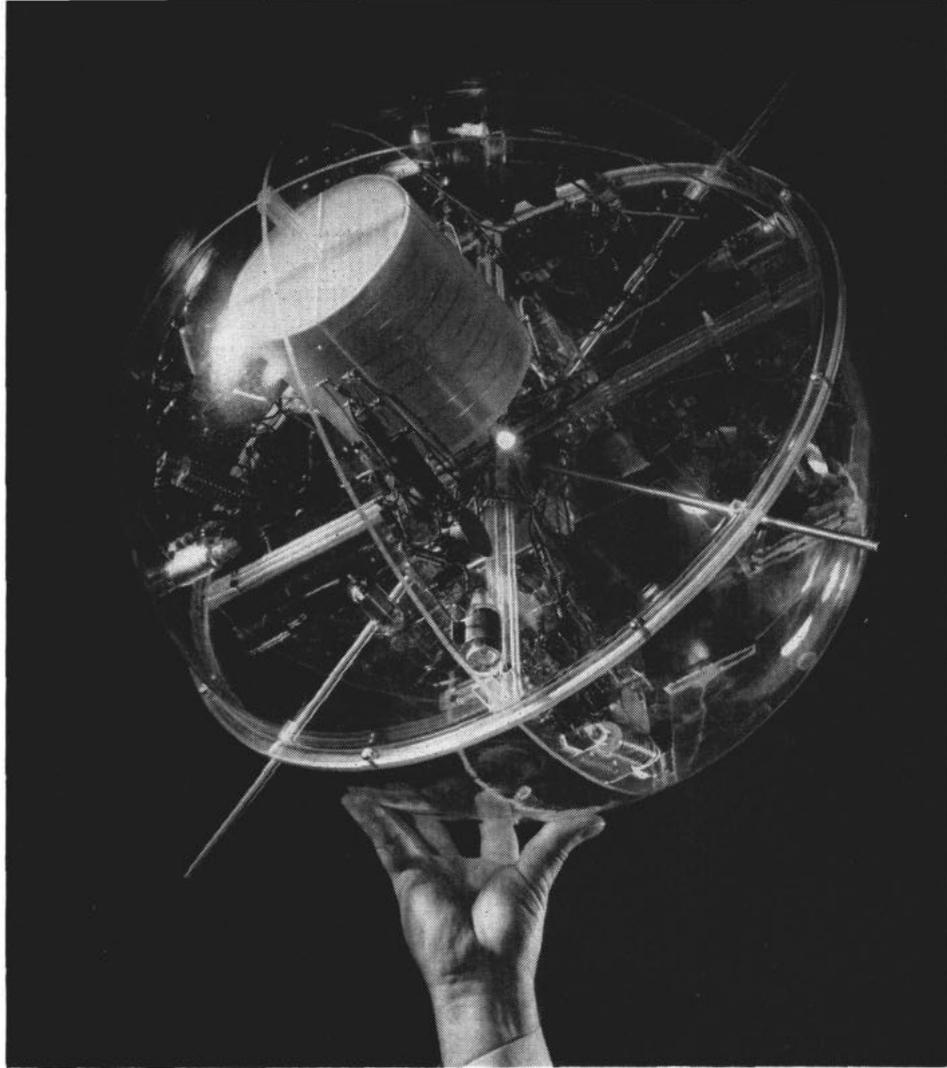
"Thus one day soon, in the hour before sunrise, as men the world over train their binoculars upon a brilliant point of light in the sky, they may well reflect upon the universality of man's faith in the infinite future of man."

While that description may seem a little on the fancy side, it does give you a pretty fair idea of the satellite project's importance.

Actually, present plans call for the launching of several of these small, unmanned satellites, each included in the final stage of a three-stage rocket-launching vehicle. The Air Force Missile Test Center, Patrick Air Force Base, Cocoa, Fla., has been picked as the launching site.

In addition to the instrument-laden satellites, many other instrument-bearing rockets will be launched—from White Sands, N. M.; Fort Churchill, Alaska; Chincoteague, Va.; from ships off San Diego and en route to the Antarctic, and from a number of foreign launching sites. These other rockets will include Aerobees (which have hit altitudes of 123 miles), Nike-Deacon combinations (the power plant of the Army's Nike anti-aircraft missile attached to the Deacon rocket for added range), Rockoons (Skyhook balloons with Deacons attached, the combination being capable of 60-mile altitudes) and Rockairs (small rockets launched from jet aircraft at high altitudes).

Geomagnetism—the study of the earth's magnetic fields—is another program in which the Navy is vitally interested, but like many of the other



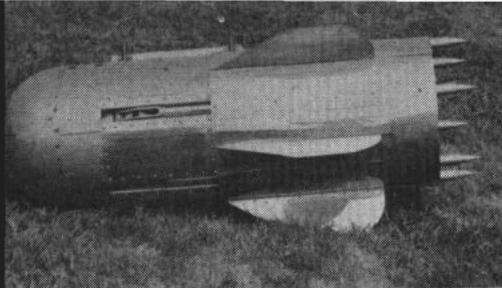
IGY WILL GO 'out of this world' with attempt to launch satellite. Model was made by *Popular Science Monthly* under Naval Research Lab's guidance.

IGY programs, it's too complicated to be explained briefly and clearly. Roughly, however, earth's magnetic field is known to undergo variations, some slow enough to be measured in years, and some rapid enough to be measured in days, hours, minutes and seconds. It is also known that the permanent field and the slower variations are due to changes of some sort in the earth's interior or its crust; the more rapid fluctuations arise from influences in the upper atmosphere and above.

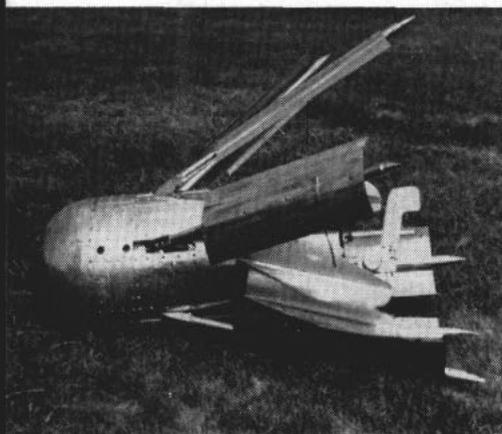
The U. S. program is primarily concerned with these high-level changes, apparently caused by solar bursts of some sort of radiation, which play hob with radio and other earthly communications systems, cause auroral displays ("Northern Lights") and probably have an effect on earth's weather. It is thought that these magnetic disturbances are caused by electrical current systems in the upper atmosphere measured in hundreds of thousands of amperes.

To gather detailed data on these currents and on the more permanent magnetic fields, the technical panel on geomagnetism has laid plans for the following: 1) a North American network of stations (including an east-west chain and a north-south chain); 2) a system of magnetic observatories near the equator in the Pacific area; 3) standard magnetic observatories to be established in the Antarctic; and 4) correlation of data collected with measurements planned for IGY in the fields of ionosphere, meteorology, and possibly aurora, in an attempt to distinguish between geomagnetic signals and signals from thunderstorms or from extra-terrestrial sources.

The study of longitudes and latitudes is the fourth part of IGY in which the Navy is playing a major part. Scientists from the U. S. Naval Observatory are active in the two big programs in this field: 1) astronomical longitudes and latitudes, and 2) the moon position program.



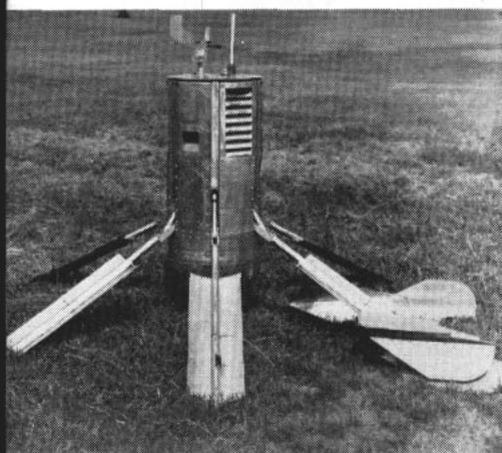
On impact, chute is already detached.



Legs open and below it rights self.



Head's up and it's ready to broadcast.



GRASSHOPPER, a robot weather station, sets self up and radios meteorological info for two months. It will be dropped on polar icecap to relay weather to approaching explorers.

Personnel working in the first of these programs will use impersonal astrolabes for star observations and quartz crystal clocks for timekeeping. Use of these accurate, modern instruments will enable scientists to determine coordinates for each station with probable errors of only a few feet. A comparison of these values with others in the future will enable scientists to determine how much, if any, the continents are shifting in relation to each other.

The moon position program—which is something new—has for its aims the solution of several special problems in astronomy, geophysics, physics and geodesy—or such things as uniform time, the irregular rotation of the earth and the size and shape of the earth. Although the possibility of using the moon in the solution of these and similar problems has long been recognized, no method of obtaining sufficiently accurate moon positions was available until a Naval Observatory scientist developed a “dual-rate moon position camera.”

This “Markowitz camera” can be attached to long-focus telescopes, and will take a simultaneous exposure of the moon and surrounding stars on any night when the moon is clearly visible. Since it will hold the moon in a fixed position relative to the stars during exposure, the images of both moon and stars are sharp. Measurement of the resulting plate gives the position of the moon with respect to the stars with a precision which is considerably higher than has been obtained by other methods.

These cameras will be set up at approximately 20 observatories throughout the world, including Washington, San Diego, Hawaii, Argentina, Brazil, Canada, Australia, Japan, India, South Africa, Spain, Greece, France, England, Egypt, Sweden and Finland. In addition to furnishing the cameras, the United States committee will also undertake to measure approximately one-fourth of the finished photographic plates, and will supply three measuring engines of special design to observatories in other countries willing to undertake the measures. The U. S. Naval Observatory has been designated as the central agency for the moon position program.

By now you're probably wondering just how the Navy expects to profit from this poking into the darker corners of the earth and its

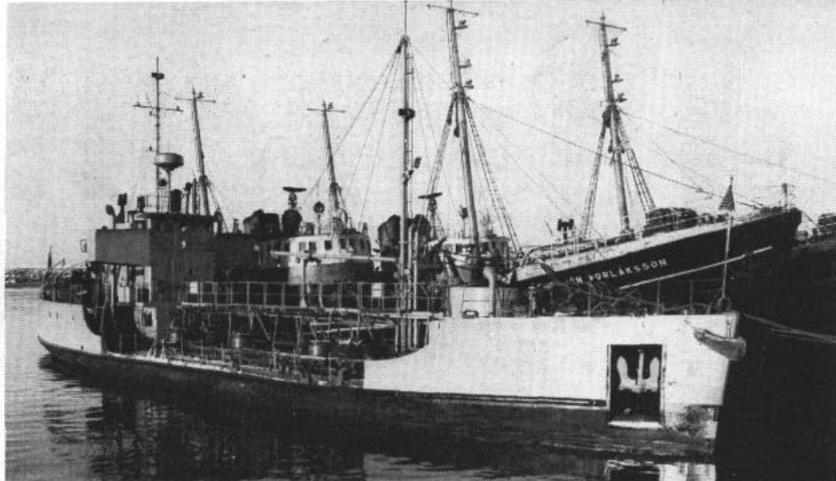
surroundings. Well, the scientists are quick to point out that the studies being conducted under IGY probably won't mean much to the ordinary Navyman unless it gives him a chance to visit Antarctica or some other place where he's never been). And the results aren't likely to mean much to anybody until well after the year is officially over and the participating scientists have studied their masses of data and drawn some conclusions. Even then, many of the benefits are not likely to be immediately evident.

For instance, the expected improvement in long-range weather forecasting may be of only passing interest to you, but it is of the greatest importance to the naval air force, and will have an effect on the future deployment of Navy ships. Sunspot activity and magnetic storms may be annoying if they interfere with your radio listening or TV viewing—but rapid, interference-free communication is one of the most vital links in our nation's military defense.

Ocean currents, the salinity and temperature of sea water, the shape of the ocean's bottom are of little interest to the ordinary seaman, but such knowledge is valuable in surface navigation—and vitally important in the planning and operation of a subsurface nuclear fleet capable of circling the globe without surfacing. The same knowledge is also vital to safe disposal of radioactive waste in the ocean's depths.

And a system of finding latitude and longitude which permits an error of some 1500 feet between, say, North America and Europe, sounds pretty accurate considering the distance involved—but that error is much too large in these days of supersonic travel. The new system expected to be derived from IGY studies, however, will cut that error to something like 90 feet. Eventually it will also have a profound effect on the Navy's present chart and mapping system.

These few results, like this story, barely scratch the surface of the world's greatest scientific undertaking. But it's safe to say that each division of IGY's research program—some overlapping phases your Navy is participating in and some not—will eventually have an effect on your daily life. And you'll probably never realize that you have benefitted from International Geophysical Year 1957-58. —Barney Baugh, JO1, USN.



USS (YOG 32) takes time out at Reykjavik from gas run for paint and repairs.

YOG Dodges Icebergs to Keep 'Em Flying

"ORPHANS OF THE NAVY" is the phrase used by the U. S. "Fleet" in Iceland to describe its situation. The "Fleet" consists of precisely one (1) 1200-ton yard oiler USS YOG 32 and no more. It has a crew of 22 men, with Chief Boatswain Hal George Pitts, USN, as skipper. YOG 32 claims to be the only U. S. naval vessel permanently stationed in Icelandic water, and, so far, has found no one eager to dispute its claim.

The YOG has a milk run between Hvalfjörður, Hafnarfjörður and the airbase port in the town of Keflavik. The "milk" in this case consists of thousands of gallons of aviation fuels monthly.

The fuel is originally brought from the United States by large ocean-going tankers that off-shore load it into storage tanks atop hillocks near Hvalfjörður and Hafnarfjörður.

The YOG works on a pick-up and delivery schedule issued from the office of the Navy Component Commander of the Iceland Defense Force, and has made as many as six runs in one week while meeting the needs of the thirsty airplanes that daily touch down on Keflavik's long runways. One complete round-trip usually takes one day.

After unloading the fuel from the storage facilities, the diminutive tanker battles whatever Arctic weather the North Atlantic has in store to bring the gasoline to its Keflavik destination. It is then piped directly to reserve tanks at the airport from which it is drawn by pipeline and tank-trailer.

Powered by two five-cylinder diesel engines of 500 horsepower each, YOG 32 can push along at a top speed of 10 knots. The oiler is

the sister ship of YOG 34, at present with the Antarctic expedition and previously on duty in Iceland before its trip to the bottom of the world.

The rugged little YOG 32 has twice made the long, rough trip between Iceland and the United States. The second time, she headed back for necessary drydock maintenance. On both occasions the ship was towed by an ocean-going tug, not because of lack of power or stamina, but because it lacked the necessary long-range radio equipment necessary to navigate safely on the high seas.

Food, mail and supplies are picked up when the tanker docks at Keflavik or when the ship is in drydock at Reykjavik for maintenance. Work schedules limit liberty between hauls, and routine duties and ship needs keep the men on board the YOG fully occupied.

In a sense, life aboard the tanker during fueling operations is one of almost scientific caution. No fire hazards are allowed to exist and repeated checks are made of areas where there is the remotest possibility of such hazard.

"The morale of all hands is excellent, in spite of the adverse Arctic conditions," says Captain Pitts. "The food is good, duty is good and everyone uses his inventiveness to provide recreation."

In spite of the solitary life aboard the YOG, that recreation includes a remarkable variety of activities. Fishing has become one of the most popular hobbies. Other leading off-duty arts include painting, model aircraft and ship building and photography. Movies, brought in with the mail from Keflavik Airport, are shown nightly in the ship's galley. —Cary B. Bell, A/1C, USAF.



ALL HANDS of EM crew muster topside. Below: Model building helps while away spare time in Iceland.



FIRE locker gear is checked by sailors knowing danger of explosive aircraft gas. Below: Chicken dinner is readied.





MIKE BOATS like this snow-encrusted craft have been making a big name for themselves in Antarctica's icy ocean.

Little Heroes of the Antarctic

FOR MANY YEARS TO COME, there will be plenty of sea stories by members of Operation Deepfreeze. From here on in, they will be a closed confraternity, and only they will be entitled to start out, "Now, when I was with Deepfreeze back in the winter of 1955-56 . . ."

They will talk about:

- RADM George Dufek, USN, (Ret.), the task force commander, who had a knack for being at the right place at the right time and making snap decisions which always seemed right.

- USS *Glacier* (AGB 4), which set a record taking ships through the ice pack, then proved masterful at icebreaking, then fueled ships in the Ross Sea, then fueled airplanes that taxied alongside on the ice shelf at McMurdo Sound, then returned to New Zealand to tow a small oil barge through the pack ice to McMurdo Sound, then went around the continent to check the Knox Coast and Weddell Sea areas,

then left the ice last of all ships.

- The pilots and crewmen of Air Development Squadron Six, who flew a dozen successful long-range missions into the great unexplored kidney of Antarctica.

- The men of Mobile Construction Battalion Special, who built bases at Little America Five and McMurdo Sound which could stand Antarctic wintry blasts of 100-knot winds and severe temperatures, who stayed at these bases through the winter night to get a head start on more bases next year.

- The time the tanker USS *Nespelen* (AOG 55) was caught in an ice jam, had her starboard side ruptured to the extent she spilled 150,000 gallons of aviation gasoline into McMurdo Sound, yet survived to provide fuel for airplanes, tractors and men at McMurdo Sound and Little America Five.

- The experience of Lt. Colonel Hal R. Kolp, who ran into a white-out flying an R5D and should have

returned to the bay ice at McMurdo Sound but instead flew parallel with the milky, deadly fog until he reached the south pole, and then orbited around long enough to learn the compaction of the snow before he returned to base.

- CDR William "Trigger" Hawkes, who said "I'd like a 5000-foot runway to land a *Neptune* at Little America but will settle for less," (and he did) in order to make a vital flight into Marie Byrd Land in advance of the trail party about to depart from Little America.

- The trip of LCDR Jack Bursley, Chief Surveyor George Moss and the drivers, mechanics and radiomen of the trail party who traveled 380 miles overland to lay down a safe trail to Byrd Station, and who ran into crevasses deep enough and wide enough to swallow the Empire State Building lying horizontal.

- The otter crew from Little America who flew almost daily support flights to the trail party, got

socked in for two and three days at a time by weather, yet continued to fly, then finally crashed and walked out unhurt after seven days' search.

• Chief Commissary Steward Alvin E. Israel of *Arneb*, who fed four meals a day, fixed sandwiches in between, sent hot soup to the men working on the ice, gave up mess cooks to working parties, yet never complained—much—that he was overworked.

• Seabee driver Dick Williams, who gave his life when a giant D-8 tractor he was driving over virgin bay ice crashed through into 100 fathoms of icy water before he could jump out of an open escape hatch; and Seabee Max Kiel, who went to his death in a crevasse piloting a 35-ton tractor on the trail 110 miles east of Little America.

All, in their way, were among the heroes of the expedition. There will be considerable discussion concerning the heroes of these and other members of Task Force 43. However, sailors at Kainan Bay agree that in any talk of unsung heroes of Operation Deepfreeze there are always the Mike Boats and their crews.

Mike Boats are 50-foot amphibious craft officially dubbed LCM (landing craft, medium).

The Mike Boat is powered by 225-horsepower engines and has a crew of three—coxswain, engineer and bowhook. Coxswains during Deepfreeze were Seamen K. G. Nolter, E. L. Cason, Michael Mantineo and L. S. Masco. Engineers were W. N.



LCM CREW from *USS Arneb* lands on ice shelf with line handlers to prepare for the tricky job of mooring their cargo ship safely in ice-filled bay.

Abbott, W. D. Jones, Jr., J. E. Bradley and W. W. Rowe, all firemen. Bowhooks were A. L. Rodgers, G. R. Giruad and R. J. L'Conner, seamen.

From the time the Task Force penetrated the pack ice south of Scott Island just before Christmas, newcomers to amphibious-type ships—and to Antarctic operations for that matter—had watched these Mike Boats do everything from breaking ice to running passenger schedules and from serving as tug boats to acting as outright cargo carriers.

"Just take the Little America operation, for example," the Deepfreeze veterans will say. "When *Glacier* finished breaking a channel and the cargo ships *Arneb* and

Greenville Victory (T-AK) 237 started in to tie up to the bay ice, the Mike Boats were already there. They had taken "deadman" parties ashore earlier to bury queer, coffin-like boxes in the ice to serve as ice anchors for the ships' mooring lines.

"When the 14,000-ton ships crept into the channel the Mike Boats nudged alongside and shoved reluctant bows or sterns into the icy dock.

"Then," they will continue, "when the bay ice began to drift back into the channel and threatened to hole the cargo ships, Mike Boats were there to wrestle huge ice slabs, weighing a thousand times more than the boats themselves, back into Kainan Bay away from the ships."

LCM SHOVES USNS *Greenville Victory* (T-AK 237) into position for fueling *USS Arneb* (AKA 56) at Kainan Bay.



As the *Little America* unloading operation continued, the Mike Boat crews stayed alert for 24-hour duty. If somebody had to be transported to a ship offshore or into the beach when the mother ship was at sea, or if scientists had to go out into the bay to take water samples, crews responded to the call, "Mike Boats, Away!"

Here's one incident which will show why they will talk about Mike Boats.

Once when *Arneb* had gone through a week of anxiety lest the ice break and plunge equipment and men into the freezing water, when crews had been working long and hard shifts for days to unload all cargo, this terse message was rasped over the public address system:

"Cease unloading. Make emergency plans for getting underway!"

Ice which for days had threatened to break finally broke. First a jagged line an inch wide would dance across the smooth top surface of the ice. Within minutes it would open to two feet. Silently the gap grew wider and wider. By now *Arneb* had a full head of steam and was ready to cast off. Then the captain noticed the entire break was inside the extreme mooring lines, forward and aft. He passed the words: "Mike Boats, Away!"

Soon the ship's two boats were dashing around *Arneb's* bow, moving inboard between ship and jagged ice shelf. They nosed their bows up on the drifting ice and by the time line handlers aft could slack the lines enough to permit the ship's stern to swing out, they had the huge sections of ice on their way to sea. Now it was simply a matter of bringing

the ship back into the niche where the slabs of ice had been shoved away.

A cloud of thick fog, caused by cold air moving over warmer snow and water, shrouded the operation in an aura of mystery. Crewmen watched fascinated as the Mike boats saved the day while hoarfrost from the fog settled on every line topside and coated it with ice.

That was at midnight. By 0800 another break in the ice, this time much wider, forced the ship to abandon unloading operations and get underway. Again the Mike Boats were called away. First they landed men to slip the ship's mooring lines. Then while one served as tug the other pushed drifting ice cakes from the ship's path.

When enough floating ice had been washed away for the ship to return to the job of unloading, the Mike Boats again helped her alongside. This time there hadn't been time enough for the deadmen to set, so it was up to the Mike Boats to put their bows to the mother ship's hull and keep her snug to the ice by turning up their engines. A strong wind was blowing from the direction of the ice and the calendar was running out—unloading had to begin without loss of even one hour.

The boats had been holding the ship thus for almost four hours when W. L. Davis, BMC, walked into the CPO quarters for a cup of coffee. ". . . Old Man better be careful," he grumbled, "or he'll burn the engines out of those boats."

W. V. Eskew, MMC, who was responsible for the boats' upkeep, scoffed at the idea.

"You should have been here last

summer in the Arctic," he said. "We ran them at full speed for 12-14 hours on a stretch, shoving ice that threatened to jam the ship at Baffin Bay. And when we got back and turned the boats into the repair shop at Little Creek for checkup they didn't have to put a wrench on one of them!"

Eskew went on to describe how on that trip *Arneb* had eight Mike Boats. Ship's couldn't tie up to unload, so everything was ferried ashore by Mike Boats. Some carried tractors weighing more than 30 tons while others carried as many as 150 50-gallon drums of fuel in one load. In all, the eight Mike Boats unloaded four cargo ships.

"What makes a Mike Boat different from an LCVP or a PT boat or an LST or any other type of amphibious craft?" the uninitiated will ask.

It's a good question. The four Mike Boats on *Deepfreeze*—two on *Arneb* and two on *Wyandot*—look a lot like several other types of amphibious boats with these exceptions:

Deepfreeze Mike Boats are "winterized." That means they have heated cockpits, enclosed for their small crews in the severe weather of Kainan Bay or McMurdo Sound.

"They look scroungy when you compare them to a PT boat with its graceful lines," say the experts. "The enclosed cockpit aft looks like something an 11-year-old boy would build to enter the national soapbox derby . . . square lines and blunt bow . . . and they always seem to be operating behind a smoke screen as they chug and push against a ship's side or against an iceberg.

ICE CUBE PATROL — Winterized Mike Boat chases blocks away from transports unloading *Deepfreeze* supplies.





ADVANCED AIR OPERATION base of TF-43 is located near Crater Hill on Ross Island. Below: Navy men walk through open 40-foot crevasse to Little America.

"Matter of fact," they will add, "when a ship pulls into port the Mike Boats are almost hidden from public view between deck houses aft, while the cleaner-lined Peter Boats are in prominent view forward, always looking freshly painted."

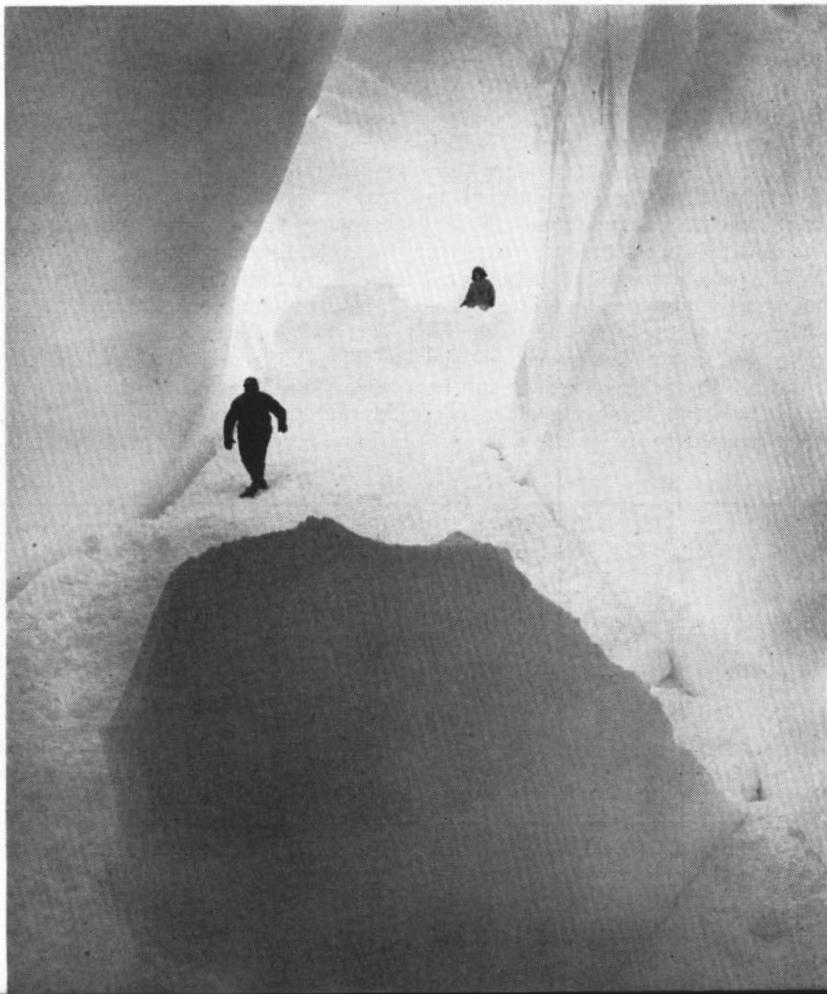
Admiral George Dufek, task force commander for Operation Deep-freeze, sings praises of the faithful Mike Boats. "In all our tense moments," he says, "the Mike Boats were ready." He feels that if a Mike Boat had been available to the tanker *Nespelen* at McMurdo Sound when she got caught in an ice jam she would never have suffered the serious rupture to her side.

Captain Smythe of *Arneb* says, "Mike Boats were indispensable at Little America."

By the end of January *Arneb* had won the race against time, weather and breaking bay ice at Little America and was ready to go home. She was set to sail for McMurdo Sound, then to New Zealand, when *Nespelen*, delivering fuel to the base camp at Little America, sent this message which required her to stay two extra days at Little America:

"Drifting ice is threatening. Please send your Mike Boats to fend it off."

J. E. Oglesby, JOC, USN, TF 43.



THE WORD

Frank, Authentic Advance Information
On Policy—Straight from Headquarters

• **SIGNALMAN RETURNS**—The rating of Signalman has been approved by the Secretary of the Navy for re-establishment within the enlisted rating structure. Pertinent information concerning the rating, such as eligibility for conversion to the Signalman rating, the effective date of establishment of the rating, and qualifications necessary for change in rating to Signalman will be published in a forthcoming BuPers Instruction. ALL HANDS will publish the complete information as it becomes available.

The rating of Signalman, among the oldest in the Navy, was discontinued in 1948 and was integrated with Quartermaster in the new post-war rating structure.

• **MSTS ACCOMMODATIONS** — Effective 1 July, the following Department of Defense policy will govern the assignment of space aboard ships of the Military Sea Transportation Service:

Navymen in pay grades E-7, E-6, E-5, and E-4s who have more than four years' service are entitled to cabin class accommodations if they are traveling with their dependents. When traveling without dependents men in the above categories are entitled to troop class accommodations, but cabin-class space may be furnished if such assignment can be made without displacing other persons entitled to cabin class.

Enlisted men below E-4, and E-4s with less than four years' service are entitled to troop class accommodations. However, when traveling with dependents these men too may be furnished cabin-class space when such space is available.

Dependents of all members are entitled to cabin class in dependent-carrying troop ships. Naval Academy midshipmen are entitled to cabin-class accommodations in dependent-carrying and C-4 type troop ships.

• **NAVAL PREP SCHOOL**—All commands have been notified that nominations are being accepted for candidates to attend the U. S. Naval Preparatory School at Bainbridge, Md. Nominees who successfully complete the preliminary examination and are ordered to the school will, upon successful completion of the Prep School curriculum, take a competitive examination for appointment to the Naval Academy as a midshipman.

The date set for this year's preliminary examination for appointment to the Prep School is 2 July. To be eligible for nomination to take the exam, you must:

1. Be of officer caliber.
2. Be a citizen of the U. S.
3. Have enlisted in the Navy or Marine Corps on or before 1 July of the year preceding that in which

the Naval Academy entrance exam is given.

4. Be not less than 17 nor more than 22 years of age on 1 July of the year in which the Naval Academy entrance exam is held.

5. Meet educational qualifications as determined by the Chief of Naval Personnel.

6. Be able to pass the required physical examination.

7. Be unmarried, and never have been married.

8. No person who has had one complete academic year at the Naval Prep School may be re-assigned thereto except in case of protracted illness or other extenuating circumstances.

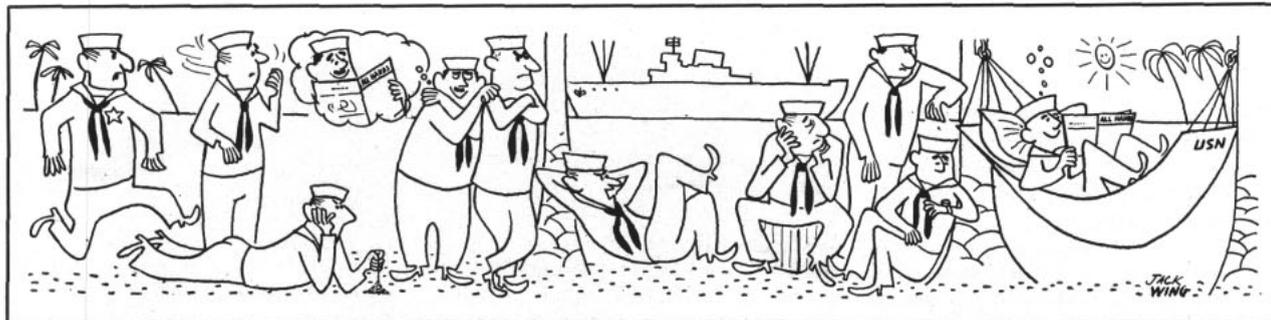
For details on nomination procedures and qualifications of candidates check BuPers Notice 1531 of 14 Mar 1956 and its references.

• **OFF-DUTY JOBS**—Navymen and Marines who are holding down civilian jobs during off-duty hours would do well to read carefully SecNav Inst. 1050.2. This instruction redefines the Navy Department's policy toward such part-time employment; it also suspends Article C-11101 of *BuPers Manual* and cancels SecNav Inst. 1050.1, both of which previously governed civilian employment of naval personnel.

The new instruction states that neither officer nor enlisted personnel should "be restrained from engaging in legitimate and ethical enterprise or employment during their off-duty hours," but points out that active naval personnel are in a 24-hour daily duty status, so their military duties must at all times take precedence of their time, talents and attention.

There are also the following limitations listed in SecNav Instruction 1050.2:

1. You shall not engage in a job



PASS THIS COPY ON—Take your time reading—But don't let spring fever keep it from nine other men.

Navymen in Las Vegas Know a Good Bet

Here's a record that's practically a "four-minute mile" among reenlistment rates.

During 1955 Lake Mead Base at Las Vegas, Nev., turned in a shipping-over figure of 96.5 per cent, and for the first six months of '55 the base racked up a red-hot 100 per cent.

Between 1 Jan and 30 Jun 1955 every one of the 25 who were eligible to reenlist signed up for another hitch. In the last half of the year 28 out of 30 shipped over, making a 93 per cent rate for that period and bringing the 12-month total to 53 out of 55. A breakdown of the 53 shipping over, by pay grade, includes 10 E-7s, 20 E-6s, 15 E-5s, seven E-4s and one E-3.

Evidently Navymen in Las Vegas know a good bet when they see one.

in which the hours or the nature of the work interfere with proper and efficient performance of your military duties.

2. You shall not engage in any job or enterprise which reflects discredit on the service, is unethical (in view of possible exercise of influence attending one's military position or otherwise), or if it provides a total income direct from the government (including military pay) which exceeds \$2000 a year.

(It should be noted, however, that an opinion rendered by the Judge Advocate General, CMO 2-1940, holds that this double-salary limitation does not apply when federal employees are paid from non-appropriated funds. Examples where the income limitation does not apply are: Navy Exchanges, officers' messes and enlisted men's clubs.)

3. You may not work for an organization involved in a strike or lockout, and if such action occurs at your place of employment you must immediately quit work until the strike or lockout has ended.

4. You may not conduct or solicit business on board a ship or station without authorization from the commanding officer.

5. Members of Navy and Marine Corps bands, as individuals, may not sell their services as musicians in civilian employment outside a military reservation.

• SEPARATION ALLOWANCE — A

special family separation allowance, payable to Navymen serving at stations outside the U.S. without their families at a location where no government quarters are available, has been authorized.

The amount payable varies from \$1.70 for all enlisted men to \$4.45 for highest ranking officers and is paid over and above any station allowance already authorized.

The allowance begins the day after you arrive at your permanent duty station outside the U.S. and ends the day preceding departure under permanent change of station orders.

The rates for the separation allowance are: 0-8, 0-7, \$4.45; 0-6, \$4; 0-5, \$3.40; 0-4, W-4, \$3.15; 0-3, W-3, \$2.85; 0-2, W-2, \$2.55; 0-1, W-1, \$2.30; and E-1 through E-7, \$1.70.

Navymen serving in overseas billets will NOT be eligible for the special allowance when: they are drawing station per diem allowances as a member with dependents; government quarters are available; dependents are absent from the vicinity for 90 days or less; dependents are at or in the vicinity of the man's duty station.

• OFFICER TRAINING—Ensigns and

lieutenants (junior grade), who were commissioned as line officers from NROTC units and who have not yet been selected for retention in a career status, are now eligible for several courses of instruction and changes in designator from line to staff.

Under the provisions of BuPers Inst. 1520.5C, qualified officers may apply for flight training, submarine training, postgraduate instruction and other courses of instruction provided they agree in their applications to extend their active duty or have sufficient obligated service remaining upon completion of the course to warrant assignment.

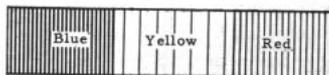
Changes from the line to staff corps duty can also be made with the understanding that officers applying for such transfer who are selected for the change will be issued a new commission and a new appointment in the appropriate corps. They will then acquire permanent status as commissioned officers of the Regular Navy and will no longer be subject to selection for retention after three years commissioned service.

Take time out for a cup of coffee and see if you can tackle this month's quiz. If it takes some of the wind out of your sails, turn to page 41 and you'll find a good breeze . . . and the answers.



1. You should easily recognize the man in this photo. He is (a) Admiral A. W. Radford, USN, (b) Admiral A. A. Burke, USN, (c) Admiral Jerauld Wright, USN.

2. If you know the man above, you'll also know the high office he commands. The billet he holds was established in 1915 by (a) the Secretary of the Navy (b) the Chairman, Joint Chiefs of Staff (c) the U. S. Congress.



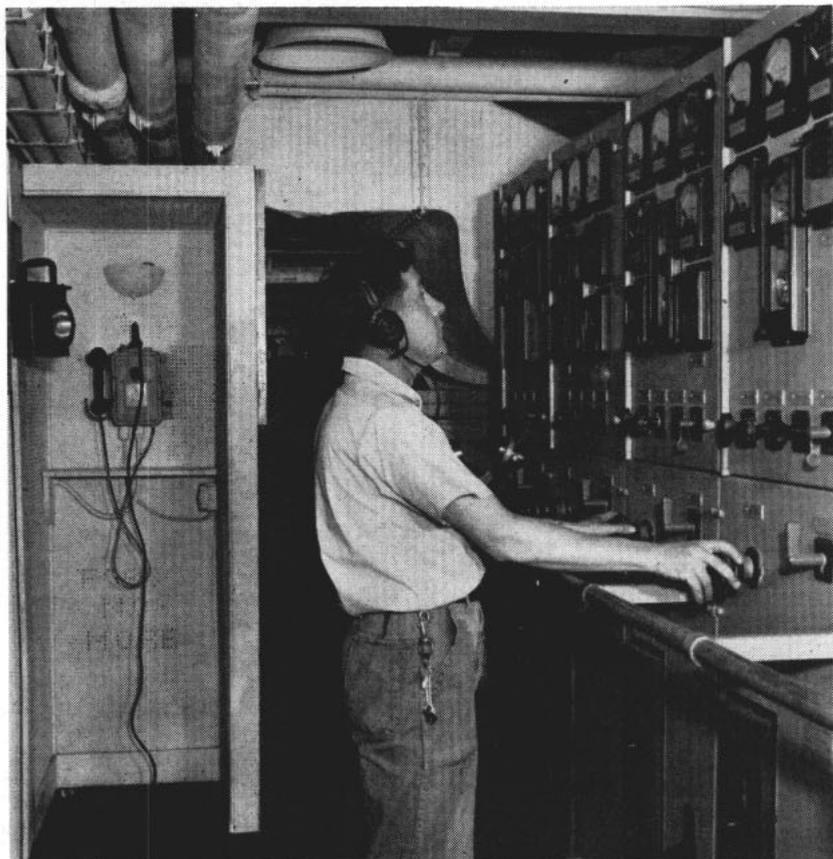
3. The above is the ribbon for the (a) Navy and Marine Corps Medal (b) Navy Unit Citation (c) Marine Corps Good Conduct Medal.

4. It is awarded to personnel in the naval service for (a) heroism in combat (b) four years good conduct (c) heroism outside of combat.



5. Check this staff corps insignia closely. This close inspection will tell you that it designates the (a) Nurse Corps (b) Medical Corps (c) Dental Corps.

6. This Corps was established (a) 1898 (b) 1908 (c) 1917.



Mobile Docks

ASK 10 MEN what a floating dry dock is and, chances are, you'll get 10 different answers. The most common might be: "It's one of those sectional things they hooked together and used out in the Pacific during the last war."

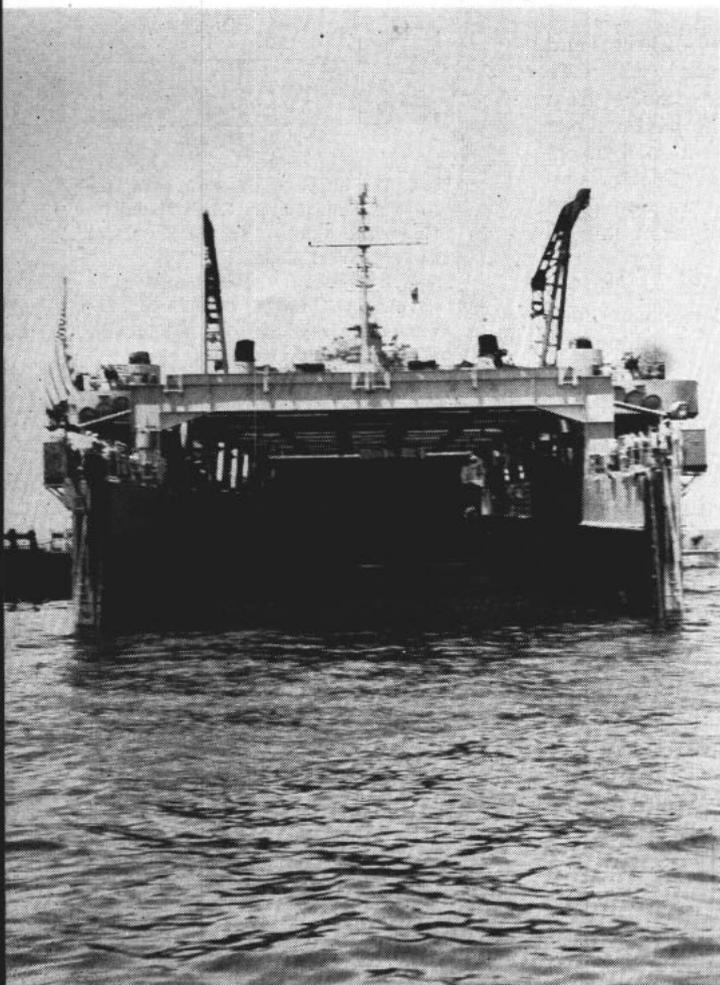
The more experienced might suggest: "It's a 'U' shaped job they use to dock and overhaul ships in. We were in one, once."

Both answers are more or less correct, but a floating dry dock is a lot more.

It has some of the characteristics of a ship but is actually a more or less complex lifting device. It may not move often but it is a floating repair craft that may sometimes be a mobile unit with the Fleet Service Forces.

Some of the small dry docks (AFDL, 1000-ton lifting capacity) have a complement of one officer and 29 men (although in actual practice as few as 12 men), but in spite of their small numbers, they do a big job. Their craft is only

BETWEEN BULKHEADS of an ARD a crewman works. Below: LSD opens up, (rt) AFDB of WW II pulls double duty.



Repair Ships On-the-Job

about 200 feet long with a beam of 64 feet, but don't let this small size fool you.

The dock basin is a deck that covers most of the topside area. Sand from sandblasting falls on the dock basin and the sand is ground in. It gets wet, stays wet and rusts the dock basin under a ship in dock and you can't clean up the mess until the ship is undocked.

Also, instead of the usual two exposed sides of a ship, a floating dry dock has four exposed sides—two wingwalls with two sides each. This peculiarity of floating dry docks steps up your hull maintenance and that means work for all hands.

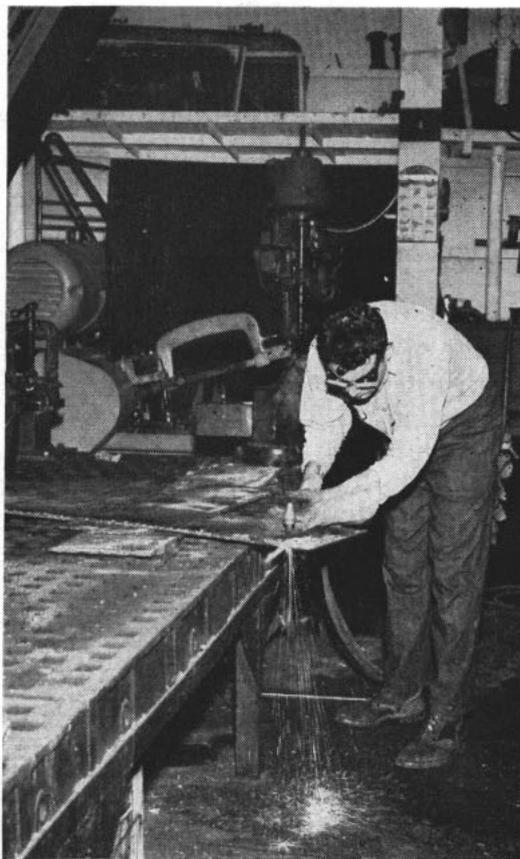
The inside of the dry dock isn't an empty hollow either, as some people think. The inside of a typical AFDL is filled with large dewatering pumps, valves, valve controllers, diesel engines, generators, and a machine shop. The interior of this type is so crowded that there isn't room to berth much of the

crew. A barge is usually assigned to these small dry docks for use as a living barge and also doubles as a carpenter shop.

A tour on board a large auxiliary floating dry dock (AFDB, 90,000-ton lifting capacity) is a real experience. Here you have not one but 10 separate dry docks welded together to form a structure bigger than any ship afloat.

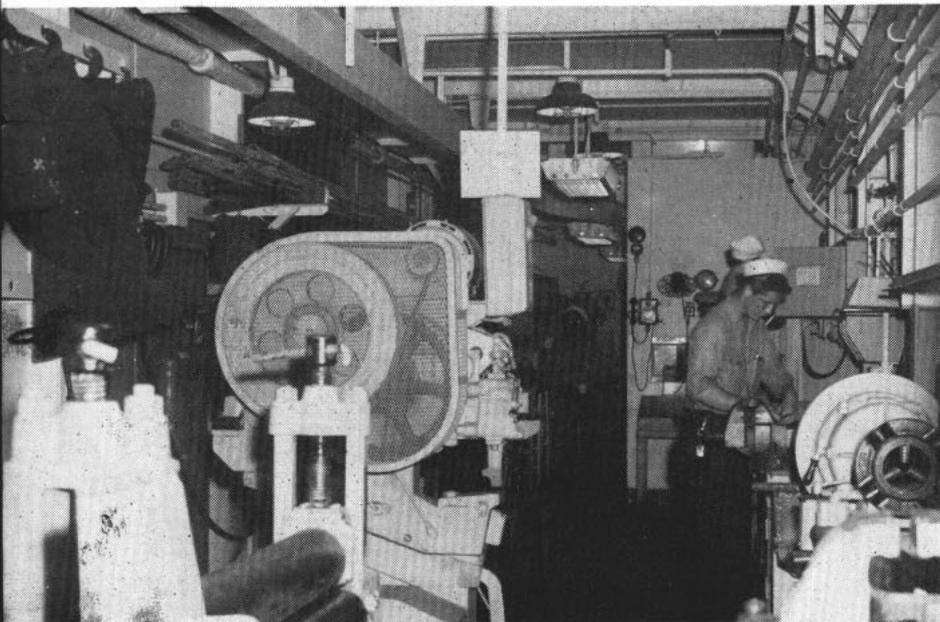
As you wander through the maze of passageways and compartments you realize that you're actually going through 10 individual dry docks. Each section is almost the same as the other nine sections. It has not one power plant, but 10 power plants with two large diesel engines each—20 diesel engines to run, repair, and nurse when they break down.

A large floating dry dock is manned by a crew equal to that of three destroyers, the combined diameters of the ballast flooding and discharge valves are greater than the length of the ice breaker USS



SUB GETS REPAIRS in medium floating dock. Rt: Small dock tends to AM. Above: Welding plate in machine and hull shop.





A PIPE FITTER of Medium Auxiliary Floating Dry Dock No. 8 works in ship-fitters shop. Many activities are carried out in AFDM's limited interior.

Atka (AGB 3), and if the ballast tanks were filled with fresh water they would hold a seven-day supply for a city of 40,000 people. There are 15 sizes of tanks between the largest and smallest, ranging in lifting capacity from 1900 to 90,000 tons. They are usually made of concrete, steel, and sometimes wood.

What does a floating dry dock do? It docks ships, but that is not all. To explain, let's take an imaginary situation of a Pacific island called Boga. Boga is a small island and about the only good thing about it is its harbor. Boga is located about 2500 miles from civilization so it is used as a Fleet Repair Base.

In the harbor the ships of the Fleet come and go. They come in tired and battered, but when they leave, though probably not fully repaired, they are able to continue operating or can return to a shipyard for a complete overhaul.

The floating dry dock that makes these repairs is a complete mobile repair unit within itself. It has its own shops, berthing and messing facilities for its crew, storage and material barges, and other special duty barges. As many as 10 or more companion craft ranging from YC (open lighter) to APL (barracks ship) and YRDM (floating dry dock workshop-machinery) are needed

for a large dock at an advanced base.

The mission of a floating dry dock in wartime is to make emergency repairs to units of the Fleet at bases that are near the area of operations. Floating dry docks performed this duty in an outstanding manner during World War II. Through their efforts many ships were saved and were able to return and inflict heavy damage on the enemy, thus materially shortening the war.

In spite of its specialized wartime mission, the floating dry dock does not become obsolete during peacetime. Ships still need repair, advanced bases must remain in operation, and commercial facilities may be either inadequate or lacking.

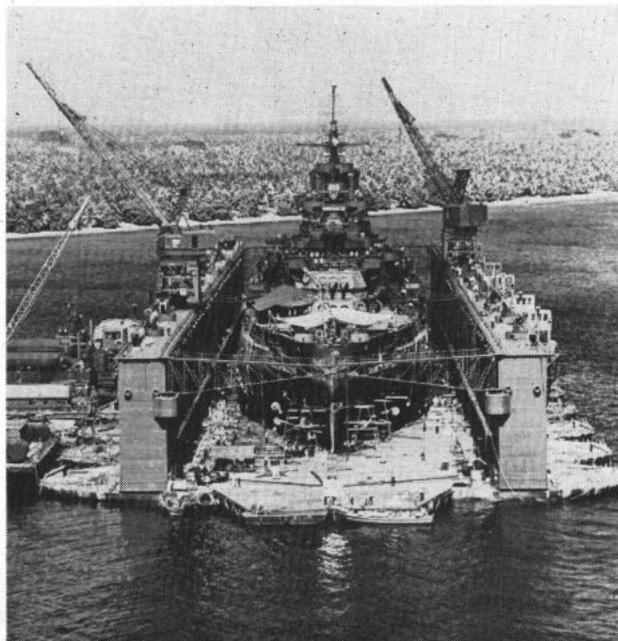
The mission of a floating dry dock in peacetime is understandably quite different from its wartime mission. Peacetime crews are reduced and very little work is done on a ship in dock by the dock's personnel. The dry dock is located at a repair activity, where repairs are accomplished by forces of the activity.

In this reduced operating condition, the crew must remain hard at work to keep up with the maintenance of their dry dock. Although the dock crew is reduced, the maintenance and operation of the dock remains unchanged.

Cranes must be run, exposed steel must be painted, and machinery must be maintained. These conditions change the mission of the peacetime floating dry dock to docking and undocking of ships for repair activities, and performing maintenance on the dry dock itself.

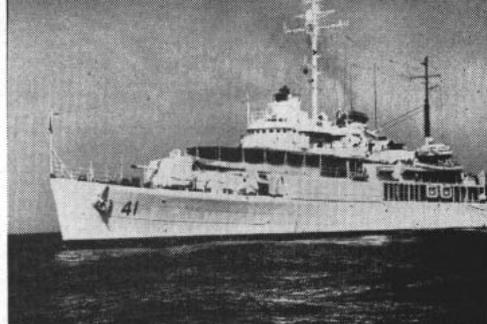
—James R. Borberg, LTJG, CEC, usn

WIDE OPEN SPACE of ARD's docking basin waits for next job. Right: An ABSD of WW II repairs war-damaged BB.





'GEE BEE' men in decorated launch greet relieving crew of USS *Duxbury Bay*



HOT DUTY station in Middle East allows USS *Greenwich Bay* (AVP 41) to be painted white from bow to stern.

White Ship Duty

A visit to ports no American warship had ever entered, a feast at an Arabian "barbecue" and the witnessing of a rare exhibition of Khyber horsemanship are future subjects for sea stories by crewmen of USS *Greenwich Bay* (AVP 41). These are some of the events experienced during that ship's cruise in the Middle East.

The crewmen of the seaplane tender, which recently completed a six-month cruise in the Middle East, also played baseball in Arabia with American oil men, provided entertainment for a TV show in Pakistan and acted generally as U.S. ambassadors of good will.

At sea, the crew encountered 100-foot whales, giant turtles, squids, and experienced temperatures that soared to 125 degrees in the shade. Ashore, they saw endless deserts, Arabian horsemen and camels, strange Oriental costumes and other unusual sights.

The Arabian feast took place on Bahrain Island, just off the coast, when a local merchant invited the

Greenwich Bay sailors to dinner. The meal consisted entirely of sheep cooked over hot coals, served without benefit of dishes or silverware.

On another occasion, the seaplane tender sailors were entertained by the Governor-General of Karachi, Pakistan. In honor of the occasion they were invited to an exhibition of horsemanship by the Governor-General's famous guards, many of whom are direct descendants of the famous Khyber horsemen.

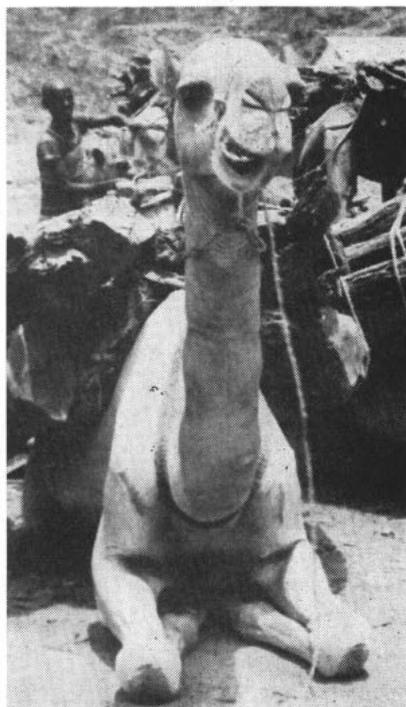
At Salala, Oman, *Greenwich Bay* had the distinction of being the first U.S. Navy ship in the old seaport.

Greenwich Bay, along with her sister ships USS *Valcour* (AVP 55) and USS *Duxbury Bay* (AVP 38), are the only Navy ships authorized to be painted white from bow to stern (with the exception of hospital ships which are normally painted white). Reason for this is the high temperatures encountered in the Middle East where the three ships operate.

—Jim Howard, JO3, USN, ComAirLant.

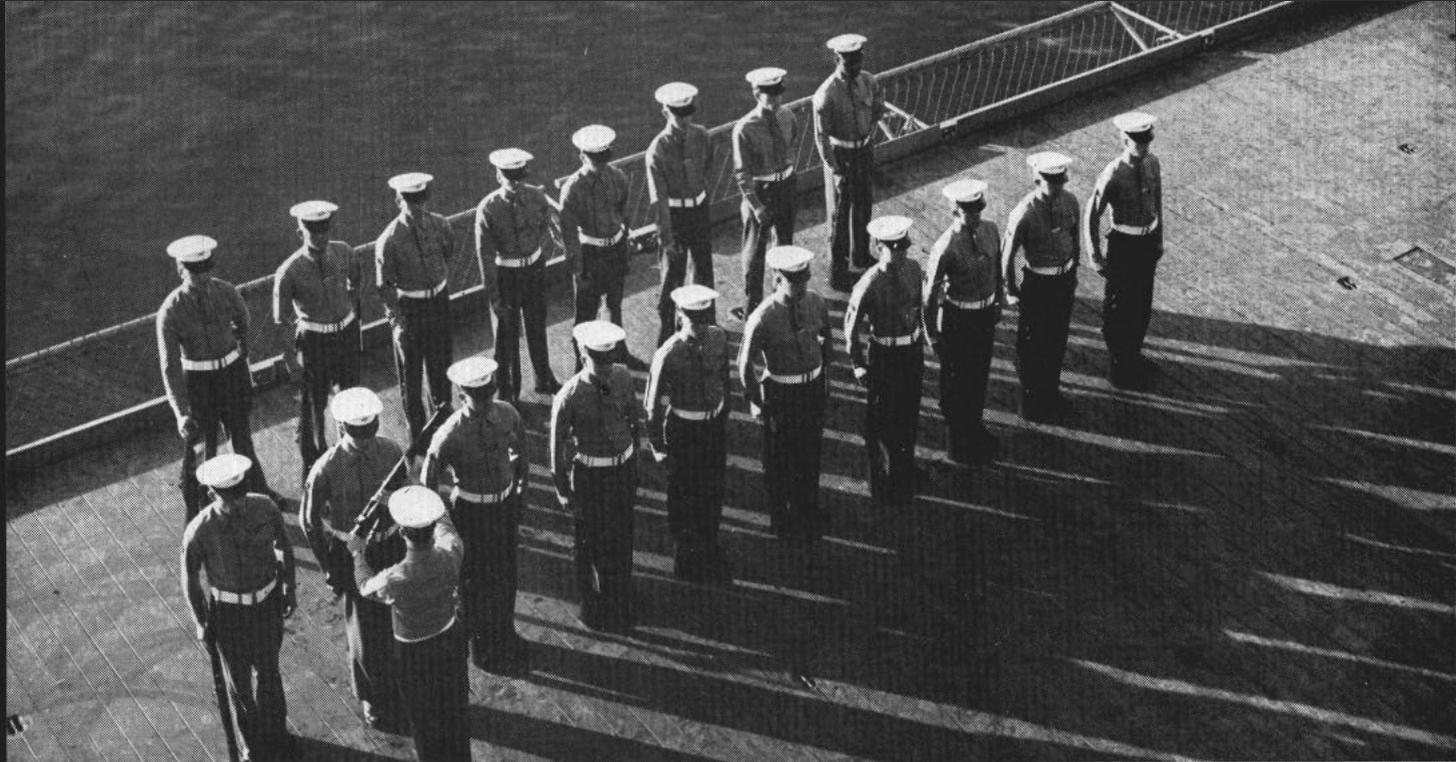


CO INSPECTS whitehat ranks on board USS *Greenwich Bay* dressed in shorts and shirts designed to beat the heat.



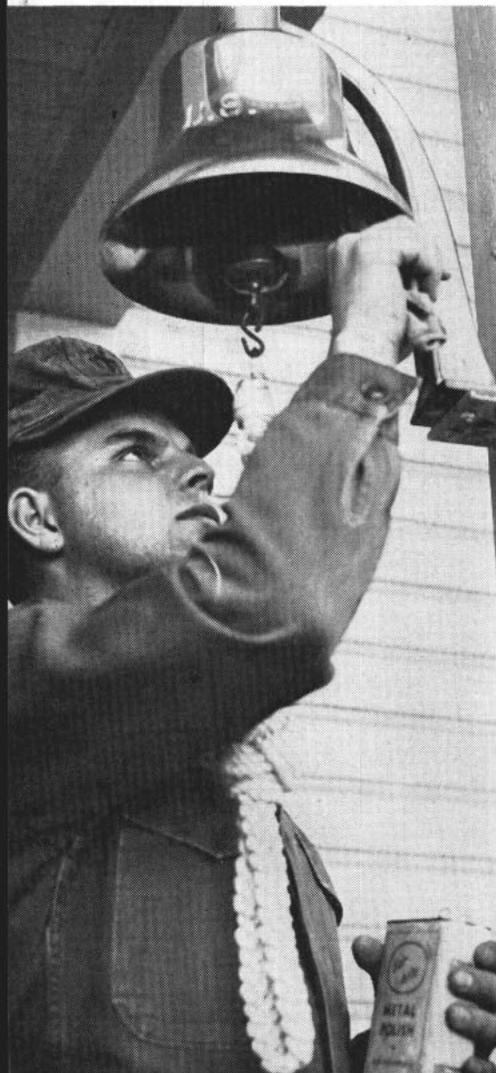
STRANGE ATTIRE—Uniform for Navyman in Middle East is as unusual as that of sailor in Arab robes and (right) unnamed individual in camel hair coat.





SEA SCHOOL GRADUATES, part of a carrier's Marine detachment, line up for inspection on the ship's elevator.

Sea School for Marines



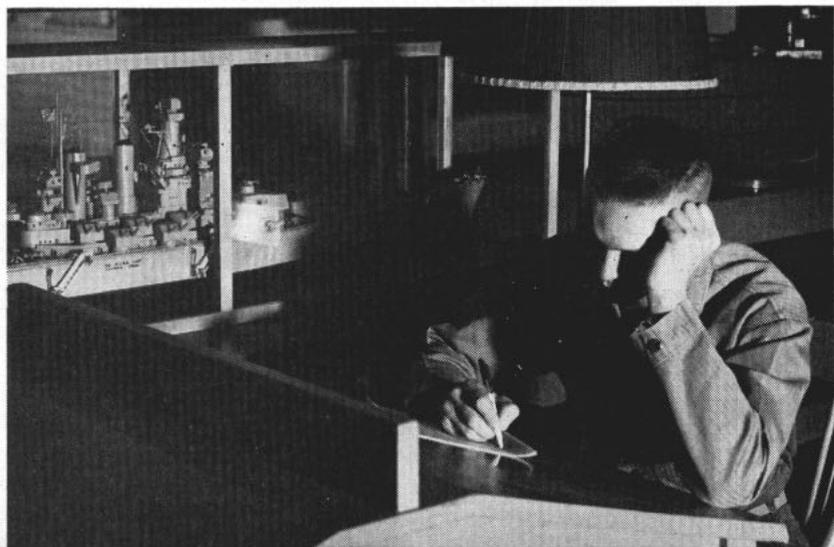
WHEN RUDYARD KIPLING wrote his verse about the Royal Regiment of Marines stationed aboard Her Majesty's ships and entitled it "Soldier an' Sailor Too," he vividly described a hardy breed from which the American "seagoing" Marine is a collateral descendant, with many similar customs and traditions. Down through the years, since the first Marine detachment under the command of Lt Daniel Carmick went on board *Ganges* in 1778, and American Marines gradually worked their way down out of the topsails and into the turrets of the modern day major

ships of the U. S. Navy, they have proven countless times that they are "Soldier an' Sailor Too!"

These officers and men operate portions of the secondary battery and antiaircraft guns, perform guard and orderly duties and, if the occasion arises, function as the ship's landing party.

They do not get orders to sea duty just by chance. Because they are Marine Corps representatives in close contact with the Navy, and later the Corps' "ambassadors" in many a foreign port, these men are volunteers, thoroughly screened and trained be-

MARINE CORPS 'spit and polish' is applied to ship's bell that sounds the time at sea school. *Right:* Marine goes over some salty notes from day's classes.



fore they ever set foot on the deck of a Navy ship.

The "seagoing" Marine is the recruiting poster type Marine, the lad who wants to join the Leathernecks and see the world, to receive what he considers to be his fair share of excitement and adventure. It isn't difficult to get volunteers.

At San Diego's Marine Corps Recruit Depot, site of one of the Corps' two Sea Schools (the other is at Norfolk, Va.), approximately 60 volunteers a month come directly from Camp Pendleton. They have been individually interviewed, screened and given every opportunity to back out. Sea School is even more intensive than the ten weeks of boot training and the combat infantry training at Camp Pendleton they have just completed.

When the new students report in from their boot leave they have, according to the critical standards of MSgt. H. F. Moeller, "Top Sergeant" of the school, "a tendency to be just a little 'loose.'"

The first morning of class for the new students sees this "looseness" disappear in short order and the "top" gives the opening talk. The men are reminded with considerable emphasis of their primary duty they will be expected to perform after they report on board ship—"To take charge of this post and all government property in view"—their first General Order.

They are cited inflexible regulations concerning the wearing of their Dress Blues and the care and upkeep necessary to maintain an immaculate appearance at all times.

They are briefed on the terminology used at Sea School (especially on the meaning of "squared away").

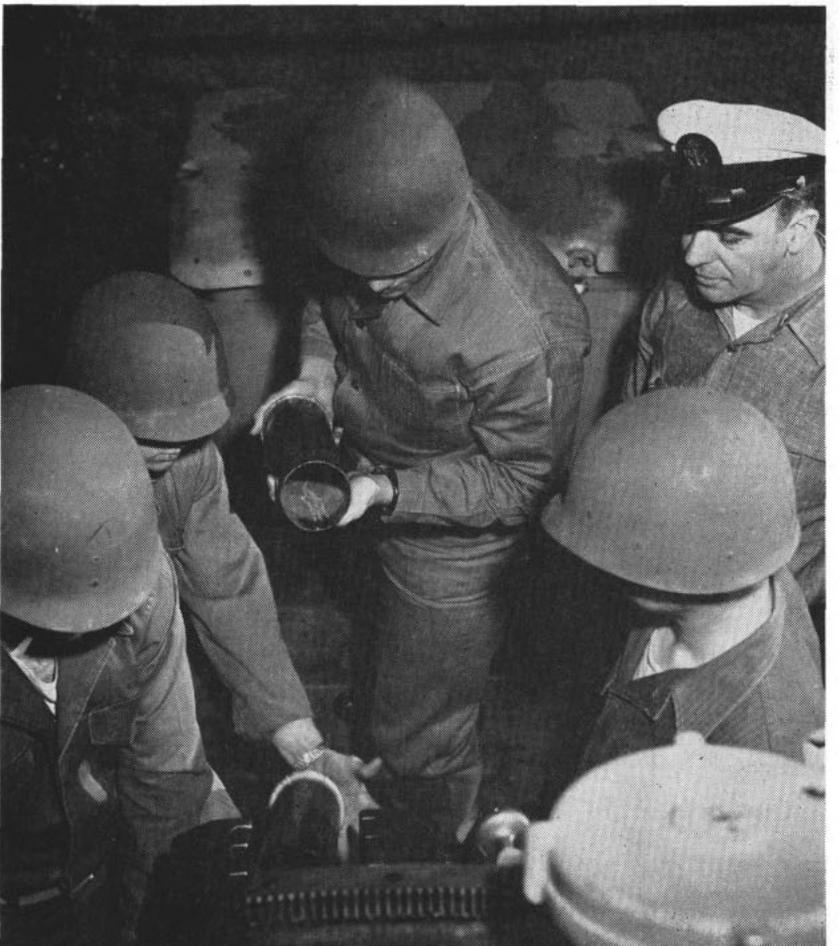
Emphasis is given to the discipline that must be maintained while in a student status and later while a member of a ship's detachment. Finally, the "top" imparts to the group the need for becoming self-sufficient and capable of doing the proper thing on their own initiative. This, he points out, is an important change from boot camp where the Drill Instructor does most of the thinking and the recruit does the doing.

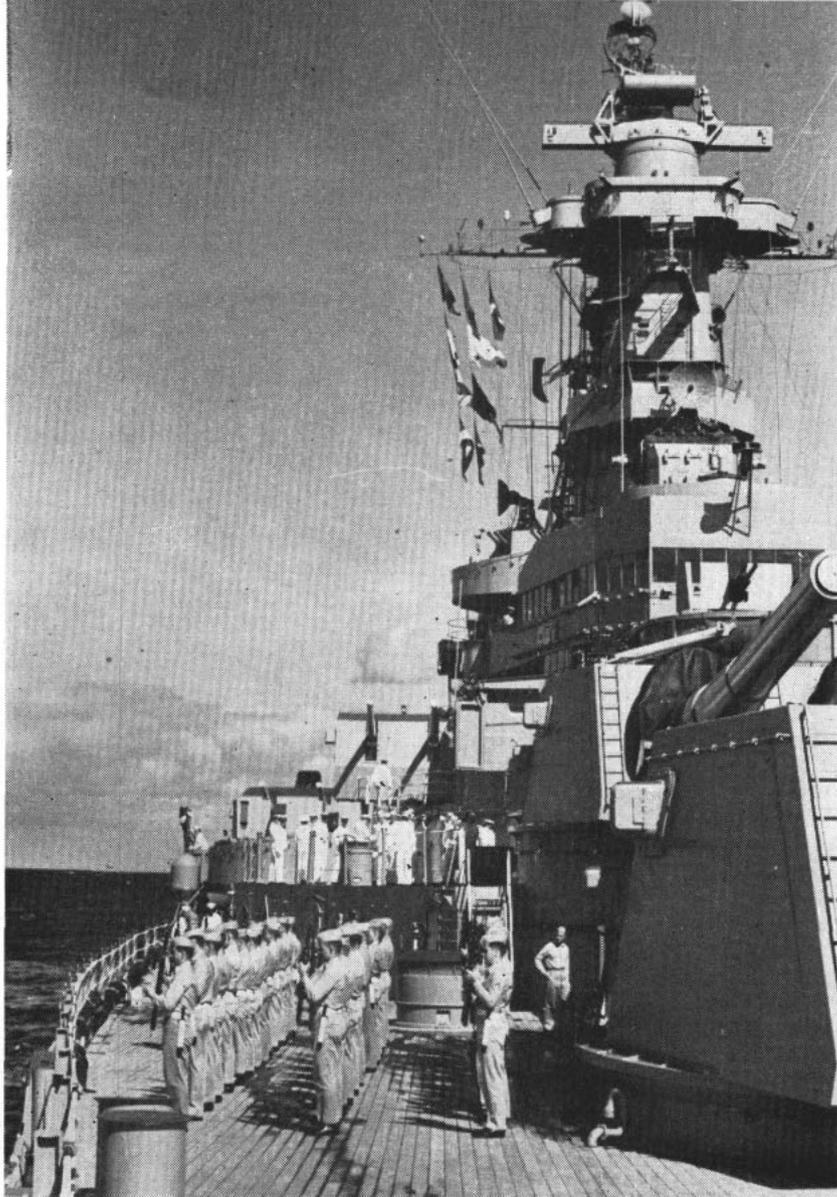
The class is then divided into platoons, each under the supervision of a seasoned NCO, usually a veteran of sea duty, the drill field and combat.

The following four weeks are crammed with study in the classrooms, gun-sheds and on the parade ground. Although the student is



SWAPPING SKILLS—Leathernecks share small-arms knowledge with crew. Below: Chief Gunner's Mate shows Marines in sea school use of ship's guns.





DUTIES AT SEA—Honor Guard detail keeps in practice on deck of USS New Jersey (BB 62). Below: Watch is relieved on board USS Wisconsin (BB 64).



granted liberty every night, he finds that extra duty requirements leave him little time to "go out on the town."

In the classroom, the potential sea Marines, in addition to regular military subjects, study such specialized and appropriate topics as sea terms and Navy traditions, ships' nomenclature, compartmentation and recognition, aircraft recognition, emergency drills, ships' internal security, small boats and small boat etiquette, and the naval landing party procedures—subjects with which their landlubber counterparts are rarely familiar.

This steady diet of seagoing fare is augmented with a flow of subjects all Marines must know: the rifle, pistol, first aid, squad and platoon tactics, military courtesies—in effect, a refresher course in boot training.

Next to the barracks is the gunshed—a well-used gunshed. Two Navy CPOs, veterans of years of sea duty and Navy ordnance training, take over many hours of instruction here. The students shed their classroom uniforms of Blues, Undress, Baker and don their working uniform consisting of Marine green utilities and helmet liners. They are formed into gun crews on the 20mms, 3-inchers, and twin 40s and before the chiefs are through with their phase of instruction, the students are ready to take their places in the secondary battery of any one of the Navy's major ships.

They learn loading drill, ammunition markings, rate of fire and the importance of knowing their particular job within the crew.

Marines have often paid compliments indirectly to their CPO instructors back at Sea School by taking top honors in Fleet firing competitions.

In between classes, the students are drilled in the art of marching. They march to chow, to the quartermaster, to the movies and in doing so, they learn to MARCH.

When the four weeks draw to a close, every man has taken on a polish that is many coats deep. On graduation day he puts on his full uniform that is recognized throughout the world as that of a U. S. Marine, and he steps forward to receive his graduation diploma. It's a big day.

From the San Diego Recruit Depot where he began his training nearly seven months before, he will go aboard ship, ready and able to carry out his first General Order and to take his place among the "Seagoing Marines." —MSgt Richard G. Waite.

ALL HANDS



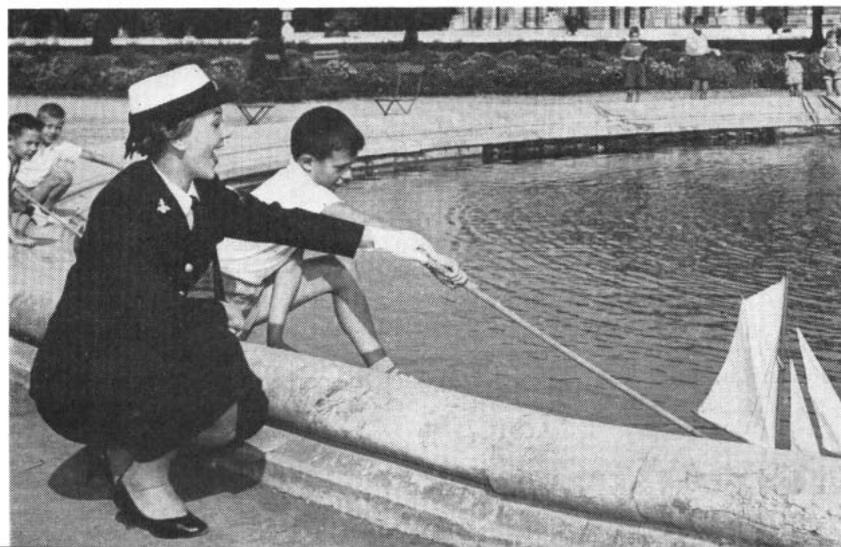
Paris in the Spring

PARIS AND SPRING, this combination is hard to beat and has won the French capital world fame for many years. Navymen and women pulling duty at Headquarters, European Command, located near Paris have been enjoying good liberty, seeing for themselves why so much has been written and sung about this fair city.

Armed with the weapons of the tourist (camera and guidebook) the bluejacket trio pictured here is representative of past and future "landing parties" destined to view such sights as the Eiffel Tower, Arc de

Triomphe, Louvre, and Notre Dame.

Top left: Sophie Chucknick, YN2, Ronald Green, CD3, and Marianne Chambliss, TESN, check their guide book for facts while viewing birth-place of Louis XIV. *Top right:* Touring trio receives directions from a gendarme just inside the gate of Palace of Versailles. *Right:* Yeoman Chucknick enjoys a motor tour of Paris in sports car. *Lower right:* French Military policeman checks passes on return to base. *Lower Left:* Local boy with boating problem receives help from the Navy.



Brief news items about other branches of the armed services.

CONVERSION of U. S. Air Force heavy bomb wings from B-36 to B-52 aircraft is scheduled to begin this month with the 42nd Heavy Bomb Wing at Loring Air Force Base, Me. Replacement of all B-36 units is expected to take several years.

As they are replaced by the faster, more effective all-jet B-52s, the oldest B-36s will be dismantled and utilized as a source of spare parts for those remaining in service. It has been necessary in the past to continue production of parts, even though manufacture of complete airplanes was stopped some time ago.

Some B-36 equipment is interchangeable with and can be used on other types of aircraft.

The U. S. Air Force has one B-52 wing now stationed at Castle Air Force Base, Calif. Before conversion to B-52s, the wing was equipped with B-47s.

★ ★ ★

PNEUMATIC DUNNAGE, used to prevent damage to military supplies during shipment in freight cars is under test at Utah Army General Depot, Ogden, Utah, by the Quartermaster Corps.

The pneumatic dunnage consists of specially designed, highly elastic and resilient air mattresses which are inserted in open spaces between components of the cargo and walls of the freight car to hold the cargo firmly in place during transit. The dunnage is intended to replace conventional lumber shoring. If eventually adopted for general military use, it is expected to result in great savings of material and labor.

The Utah General Depot is the location of a Quartermaster storage operations research team engaged in study and experimentation in the fields of storage, mechanized materials handling, and shipping and receiving of military supplies.

A unit of the new dunnage weighs about 28 pounds. It consists of an outer casing of 13-ounce nylon fabric coated on the outside with neoprene and an inner bladder of unsupported butyl compound equipped with a large volume diaphragm valve. The dunnage can be reused indefinitely.



F-100 SUPER SABRE jets cut the sky. The fighters, holders of 822-mph record, are being assigned to USAF bases.



GROUND FORCES get the air. An infantryman flies an aerocycle during tests to determine its possibilities.

NEW INSIGNIA FOR WARRANT OFFICER in the Marine Corps and Army have been approved.

A "bursting spherical shell" has been picked as a new distinguishing rank insignia for Marine Corps warrant officers who are designated Marine gunners.

The insigne is similar to that worn by Marine gunners before WW II. It will soon be available in bronze for the service uniform and gold for dress uniforms.

With the service uniform, it will be worn on the left collar of the khaki shirt. Warrant designation will be placed on the opposite collar. On the dress uniform it will be placed on each side of the standing collar, two inches to the rear of the ornament.

The new insigne for Army warrant officers consists of gold or silver bars with contrasting lateral brown bands.

Although the new insignia may be worn at once, the old type will be authorized until 1 Dec 1956.

By grades, the insignia consist of:

CWO, grade 4: silver bar with three brown enamel bands.

CWO, grade 3: silver bar with two bands.

CWO, grade 2: silver bar with three bands.

WO, grade 1: gold bar with two bands.

★ ★ ★

AN "EXPRESS BALLOON" which rises at an average speed of 1800 feet per minute and collects weather data almost twice as fast as weather balloons now in general use has been developed by the Army Signal Corps.

Equipped with radiosonde, the balloon rises while a miniature transmitter flashes back vital weather statistics from varied altitudes to a ground rawin (radio wind finding) receiving station. The ground station automatically records such data as pressure, temperature and humidity. Wind speeds at heights ranging up to 80,000 feet may also be recorded.

The radiosonde attached to the balloon floats back to earth by parachute after the balloon bursts at an altitude of about 15 miles.

The new balloons are made of neoprene, a synthetic rubber, and are three times stronger than balloons which have been used previously. They are inflated with 300 cubic feet of hydrogen, more than twice as much as

used in standard type, thin-wall balloons which ascend at a speed of only 1000 feet in a minute.

Standard balloons are six feet in diameter on release while the new type is seven feet. The improved fast-rising balloons ascend nearly straight up over the receiving station, insuring faster, more direct reports whereas standard type balloons are sometimes blown out of range of the ground-tracking set.

A SIMPLE, RUGGED LITTLE detector that tells at a glance how much deadly gamma radiation the body has absorbed has been perfected for the Army and Civil Defense authorities after extensive testing by the Signal Corps.

Resembling a stubby fountain pen, the new device is ready for mass production. Signal Corps engineers have described the instrument as the best personal dosimeter yet developed for Army troops.

The "Fountain Pen Dosimeter," known technically as Radiometer IM-93, records gamma radiation up to 600 roentgens. The roentgen is a measure of gamma radiation absorption from such sources as the atomic or hydrogen bomb. A medically recognizable dosage is about 25 roentgens.

An easy-to-read scale reveals the total radiation the body has been exposed to over the time the dosimeter is carried. This provides a constant check on "gamma fever."

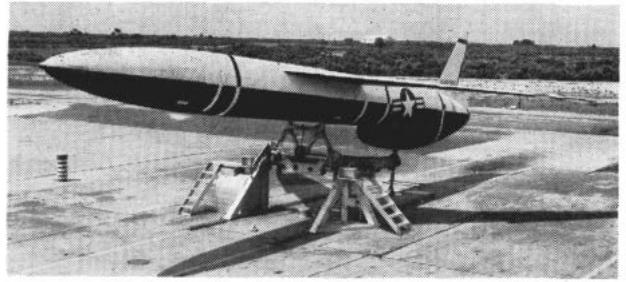
The new Army Signal Corps dosimeter is clipped to the pocket like a pen or a clinical thermometer. It needs no delicate handling or special care, however. In tests it worked perfectly after being thrown 20 feet against a solid wall and dropped on a concrete floor.

It also operates after immersion in water and at high altitudes. It is unaffected for all practical purposes by arctic cold or desert heat.

The new detector can be stored indefinitely before use, giving it a marked advantage over the commonly used photographic badge dosimeters. The latter deteriorate after long storage or exposure to abnormal heat. In addition, after its original electric charge, the new instrument can be used over and over again for years with infrequent recharge, while photographic emulsions, once developed, must be replaced.



'FOUNTAIN PEN DOSIMETER' perfected by Army Signal Corps gives easy-to-read measurement of gamma rays.



SM-62 SNARK, a new USAF long-range strategic missile now being tested, poses for its first official photograph.

A PORTABLE TELEVISION TRANSMITTER that will permit a scout to transmit actual battle views back to headquarters has been introduced by the Army's Signal Corps.

The new unit weighs a total of 55 pounds and can transmit a picture about half a mile in flat terrain. It is composed of an eight-pound camera equipped with a pistol grip and a 47-pound battery case and transmitter strapped on the operator's back.

Earlier combat television equipment was severely limited in mobility by its dependence on an external power source.

The new unit operates on a five-cell rechargeable silver-zinc battery, which can keep it going continuously for two hours. The battery can be replaced in two minutes.

Tests have shown that the unit permits the scout to use the protection of woods and hedge rows and to cross ditches and streams, all of which were virtually impossible with the earlier models. The new unit does not transmit sound. This is handled by the traditional "walkie-talkie."

The receiving end of the new outfit consists of a 10-inch screen set, which can operate on either house current or the electrical system of a jeep.

The Signal Corps says the unit could be set up in exposed positions for such uses as artillery fire observation, and left there unmanned. It could also be used unmanned in suspected radioactive areas, where it would be unaffected by radiation that might be fatal to a soldier on a reconnaissance mission.



ARMY'S NEW TV camera is battery-powered, freeing camera of cables. (Rt.) Picture is received on portable set.

LETTERS TO THE EDITOR

Course Taken in Earlier Grade

SIR: BuPers Inst. 1416.1A (Para. 6 (d) and (e)) states in essence that correspondence courses completed within the last two grades are valid for exemption purposes in officer promotion examinations. Further, this paragraph states that the grades of ensign and lieutenant, junior grade, are considered as one.

In light of the above, would a correspondence course completed in the rank of CHRELE be valid for promotion to lieutenant? This question is based on the interpretation that CHRELE would be one grade and the period of service as ENS and LTJG as the other.

If the above is correct, would the correspondence course in *Navy Regulations*, (NavPers 10740), completed in 1949, be acceptable now? The present course is NavPers 10740A.—J. K. P., LTJG, USN.

• *Your interpretation of the instruction is correct, but the course you mentioned cannot be counted. The earlier course was based on the 1920 edition of "Navy Regulations," while the newer is based on the 1948 edition. NavPers 10740A is the only one which will provide exemption in some grades and categories of officers. Any others that you took as a CHRELE, the grade immediately preceding ENS, giving exemption in your category, are good.—Ed.*

Proficiency-in-Rate Marks

SIR: According to *BuPers Manual*, to be eligible for advancement in rating to first and second class, an enlisted man must have an average proficiency-in-rate mark of 3.5 one year before the date his advancement becomes effective. In computing this average proficiency-in-rate mark, are only the man's quarterly marks taken into consideration, or are the marks he received when he was transferred from previous duty stations included? —L.D.T., YN3, USN.

• *Only the quarterly marks are considered for computing the average for advancement in rating. As specified in the "BuPers Manual," occurrence marks are assigned in certain cases. However, the quarterly mark cannot be higher than any mark assigned for that period. Therefore, computation of only the quarterly mark is considered necessary. Otherwise an individual assigned low occurrence marks would be doubly penalized.—Ed.*

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

Choice of Duty on Reenlisting

SIR: From my present duty station, a ComCruDesPac destroyer, I requested duty in Naval Beach Group One (which comes under ComPhibPac) and stated in my request that I would reenlist upon receipt of orders.

My request was disapproved; they said in my ship that there are no provisions for such transfers—yet I have read stories which stated that men on East Coast duty could get West Coast duty by reenlisting. Please explain to me why I can't get the duty I desire.—R. F. A. SD1, U.S.N.

• *You can get the duty you desire, under authority of BuPers Inst. 1306.25B. This Instruction provides that a man reenlisting in the Navy may select the coast of his choice, and if vacancies exist at the time, be assigned to the Type Commander of his choice. Your personnel officer can advise you of your entitlement.—Ed.*

Promotion to Chief Warrant, W-4

SIR: I am a temporary Chief Warrant Officer W-3, with a 15 Mar 1950 date of rank. In June 1955 a board met to select CWOs for W-3 and W-4, and I was picked for the W-4 grade.

Can you tell me how this promotion will go into effect? Will my commanding officer or I receive a letter directing the promotion? Will the effective date of promotion for pay purposes be the date of my acceptance or the date on which I completed the required 12 years of service?—P. T., CHPCLK, U.S.N.

• *When you have completed six years in grade (computed from your date of rank as CWO, W-3) an individual appointment letter will be prepared and forwarded to you via your commanding officer.*

Inasmuch as you completed six years in the grade of chief warrant officer, W-3, on 15 Mar 1956, that date will be the date of rank and effective date for pay purposes of your promotion to chief warrant officer, W-4.—Ed.

Advancement After Release

SIR: There is a BuPers Instruction that states that Naval Reserve personnel on inactive duty may be advanced as a result of a service-wide competitive examination taken while on a tour of active duty. I would like to know if this also applies to Regular Navy personnel who take the service-wide competitive examination and then are released to inactive duty but still have four years' Ready Reserve time incurred under the Universal Military Training and Service Act. If it does apply, what procedure is to be followed to effect this advancement?—H. A. D., YN3, USNR.

• *The provisions of paragraph 12 of BuPers Inst. 1430.7A apply to all personnel in the Naval Reserve who participated in service-wide examinations while on active duty regardless of whether they were USN or USNR at the time of the examination.*

The procedure to be followed in effecting this advancement is outlined in BuPers Inst. 1430.1A. Briefly, the commandant of the naval district in which the Reservist resides must request authority to effect advancement to the appropriate emergency service rate associated with the rating for which the Reservist was examined while on active duty. In order to be eligible for advancement under the provisions of BuPers Inst. 1430.7A, anyone who is discharged must enlist (or reenlist) in the Naval Reserve within three months of his discharge date from the USNR or USN. Note that advancements must be effected within one year of the date of the examination.—Ed.

Question on Sea Pay

SIR: I have a question regarding sea pay. Was there any kind of sea pay for enlisted men in 1941? If so could you give me the details as I've had several friendly arguments over a cup of coffee concerning this and we have agreed to take your word as the final scoop.—R.J.B., SKC, USN.

• *There was no sea pay authorized for enlisted men in 1941. It was discontinued in 1922 and not restored until the Pay Readjustment Act of 1942. However, during that time enlisted men were authorized an increase in base pay of 10 per cent upon completion of the first four years of active service and five per cent upon completion of each four-year period thereafter, not to exceed 25 per cent.—Ed.*

Return at 0900

SIR: Your Letter to the Editor "Dividing Line is at 0900" in the January 1956 issue of ALL HANDS—concerning time of reporting back from leave—is in direct conflict with a letter which the Officer-in-Charge, Naval Accounts Disbursing Office, Naval Station, San Diego, Calif., received from the Chief of Naval Personnel. According to the answer you printed in the letter in question, you stated that there was "no liberal interpretation to Art. C-6305(1) in BuPers Manual which states in part: 'The day of departure on leave, whatever the hour, shall be counted as a day of leave, the day of return from leave shall be counted as leave, except when such return is made before 0900 in which case it shall be counted as a day of duty.'"

In the letter to the NADO Naval Station, San Diego, from the Chief of Naval Personnel, it was stated in part: "... since Art. C-5318, BuPers Manual, makes no provision for members returning from leave at exactly 0900, while Art. C-6305, BuPers Manual, provides that a member will not be charged a day of leave when reporting prior to 0900, it is considered that a member reporting from leave at exactly 0900 is in a duty status for the day in question."—J. I. H., YNC, USN.

• It seems highly improbable that anyone would return from leave the exact minute and second of the expiration of leave. However, since this same question has been raised a number of times, it appears to be founded in fact. In this connection, it would appear that some leave papers are being endorsed to show the time of reporting as 0900, even though the man may have actually returned before that time. The question of whether it is a day of duty or day of leave when a member reports back from leave at exactly 0900, is presently under study by the Bureau for possible clarification. This clarification, if approved, will appear in the form of a change to the "BuPers Manual"—ED.

Radioman's Materiel School

SIR: I am one of the many "tenth readers" of ALL HANDS—usually I can't lay hands on a copy until it's a month or two old. If you have published any information on a Radioman's Materiel School (to be opened soon, I believe) I haven't seen it, although I did see a reference to the school in one of the "Letters to the Editor."

Can you tell me where the school is to be located, when it is to open and the length of course? I'd also like to know if I will be eligible to attend or if not, what is the possibility of my attending an ET school?—C. W. R., RM2, U.S.N.

• The Radioman's Materiel (RM/B) School is already in operation at Bainbridge, Md. This school includes con-



'HOIST AWAY'—Seaman on refueling detail gives signal to boom operator to hoist fuel line during refueling at sea while underway in rough waters.

siderable instruction in electronics materiel and the course is of 30 weeks' duration (DUINS). Shore commands may request quotas from the Chief of Naval Personnel; sea commands, from type or service force commanders.

Eligible ratings are RM2 and above. You will be eligible for the RM/B school upon completion of your tour of shore duty, and should show this choice on the Shore Duty Survey Report.—ED.

Stars for Silverstein

SIR: I have been following the "Letters to the Editor" column for quite a long time now and have never been able to find anything about USS Silverstein (DE 534) and her service during the Korean conflict.

Having put about 19 months aboard the "Fighting Irishman," I know that both she and the other ships in her squadron deserve a little more public credit, if not praise, for their part in the Korean war.

Even though they had so little to offer in the way of firepower, speed or size, they more than made up for it in spirit and guts. I'm sure that many who were there will recall seeing those little DEs steaming around Wonsan Harbor with the larger DDs and trading fire with the shore batteries.

Could you please tell me what ribbons Silverstein rates for her tour in the Far East from the time she arrived there in the fall of 1951 until she left in 1952? I would like to know if she rates the Korean Presidential Unit Citation and how many stars go on her Korean ribbon.—R. D. C., ET1, U.S.N.

• Nobody denies that Silverstein and the other ships her size did a terrific job during the Korean conflict, but we can't

print the story unless you and the other people who serve in the ships let us know about it.

As to ribbons, Silverstein rates the China Service Medal for the period 4 Jan 1952 until 18 Feb 1952; the Korean Service Medal with three stars for the periods 21 Nov to 27 Nov 1951, 30 Nov to 12 Dec 1951 and 9 Mar to 30 Apr 1952, 23 May 1953 to 27 Jul 1953; and the Korean Presidential Unit Citation for the dates 8 Nov 1951 until 15 May 1952, and 21 May to 27 Jul 1953.—ED.

Blue Working Jacket and Cap

SIR: The new blue working jacket and baseball-type cap are two of the best uniform articles the Navy has, yet we have been informed that we can only wear them with dungarees. Was this limited use intended?

I thought that they were meant to supplement the peacoat in warmer weather and could be worn with undress blues as well as dungarees. After all, undress blues are considered a working uniform. What is the story on this?—R. C. S., SKG3, U.S.N.

• You are right in your surmise that the blue working jacket and cap may be worn with either undress blues or dungarees ("Uniform Regulations," Article 1114). However, since the jacket and cap are new items it may be that your commanding officer desires to limit their use to dungarees until the supply is adequate for all to have them. Since establishing the uniform of the day is your commanding officer's prerogative, it is up to him to decide whether you can wear the new jacket and cap with undress blues.—ED.



ALL TOGETHER — Color-bearers representing U. S. military team stand at attention for Armed Forces Day.

Medals for Foreign Servicemen

SIR: May a French naval officer, who had the opportunity to serve in North Africa in 1943 and 1944 with the U. S. Navy, doing liaison work, be authorized to wear the American ribbon for the North African campaign?—P. M.

• U. S. Navy campaign and service medals are restricted to the members of the armed forces of the U. S. and may not be awarded to the members of the armed forces of foreign countries.

In view of the fact that the Allies of the U. S. participating in WW II established their own campaign and service medals, it was mutually agreed that armed forces of one co-belligerent nation would not be permitted to accept such medals from other co-belligerent countries.

As a result, under existing regulations, military personnel of other nations are not eligible for any campaign or service awards from the Department of the Navy in recognition of their services in liaison with U. S. Naval forces—ED.

KPUC for Fort Marion

SIR: In the story "Citations for Bold Ships, Brave Men" (ALL HANDS, May 1955, p. 8), you didn't mention my ship, USS Fort Marion (LSD 22). Wasn't she awarded any citations or commendations for action in the Inchon landing, Wonson landing, Hungnam evacuation, or the daylight Commando Raid, east side of Korea? Also, didn't the USS Mississippi (BB 41) earn the ETO campaign medal for her efforts during World War II?—L. D. M., DCC, USN.

• USS Fort Marion (LSD 22) was awarded the Korean Presidential Unit Citation for action in Korea from 2 Aug 1950 to 31 Mar 51.

USS Mississippi, which now carries the designation of EAG 128, did earn the European-African-Middle-Eastern campaign medal during World War II.—ED.

Proceed Time for Recruiter

SIR: Is proceed time authorized for Navy Recruiters who change duty stations from a main station to a branch station?—D. F. M., YN1, USN.

• If an enlisted man, after serving a tour of duty at a main station, is transferred to a branch station for permanent duty, he may, at the discretion of the officer-in-charge of the main station, be granted four days proceed time if he is otherwise eligible for such proceed time in accordance with Article C-5316(8) of "BuPers Manual."—ED.

Carbon Signatures?

SIR: While we were shifting our pay records from one office to another the following question came up.

Page 7, the Individual Order to Adjust Pay Record (NavSandA 515) had been signed with a ball-point pen with the carbon paper still intact. To our mind this complied with Article B-2305 (9) BuPers Manual, in that all copies would be signed. However the disbursing activity to which we are now attached insists that each of the four sheets be signed individually in ink. Can you give us the official ruling on whether a carbon-signature is acceptable or whether each copy must be individually signed in ink?—C. N. M., YN1 (SS), USN.

• Disbursing is right. Carbon signatures are not acceptable on copies of page 7 of the enlisted service record. The signatures must be freehand to insure that they are properly signed copies. The copies can then be used in place of the originals should they be lost in transit.—ED.

Qualifying as Diver

SIR: I am a BM3 (TAR) and very interested in qualifying as a second class diver. However, I have been told that I cannot attend diving school unless there are billets in the Navy for BM3 (TAR) divers. Can you tell me whether such billets exist?

I would be willing to reenlist in the regular Navy, if necessary, to qualify for the school, but then I would have to revert to SN—and that would make me ineligible by virtue of rate.

I would appreciate any information you can give me on this matter.—M. P. S., BM3 (TAR), USNR.

• While the Naval Reserve has no TAR billets that require qualified diving personnel, if you came into the Regular Navy as an identified striker for the BM rating you would be eligible for attendance at NavSchol Ship Salvage, Second Class Divers Course. If you wanted to strike for another rating, you could still request a waiver of the rating requirement in order to attend divers school.—ED.

Bowler Looking for a Team

SIR: I would like to know if there is an All-Navy bowling team which competes in the big national tournaments. If so, how would I get on it? If not, how can I get on a local team?—R. L. G., SN, U.S.N.

• There is no Navy bowling team as such, although each ship or station may sponsor its own. If your ship has none you may contact the Special Services officer in your chain of command. For details on bowling see BuPers Inst. 1710.1.—ED.



SHIP'S COMPANY of USS Princeton (CVS 37) parade in Bangkok, Thailand, as whirlybirds pass over. Following ceremonies, liberty was enjoyed by all.

Ship Reunions

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

• *Fifth Special Naval Construction Battalion*—The third reunion of the Fifth Special N.C.B. will be held in the Sheraton Hotel, Chicago, Ill., on 6, 7 and 8 July. For further information write to L. M. Kerrison, Box 607, Haynesville, La.

• *Naval Operating Base 157*—A reunion of all hands formerly attached to this base in Palermo, Sicily, will be held in Chicago, Ill., on 23 June. Contact A. L. Coddington, 679 Carlyle Place, Union, N. J., for further information.

• *Ninth Naval District Shore Patrol Association*—The annual reunion of this group will be held at the Karcher Hotel, Waukegan, Ill., on 25, 26, and 27 May. Additional information can be obtained by writing to Sergt. Michael Dyer, c/o Waukegan Police Department, Waukegan, Ill.

• *Third Special Naval Construction Battalion*—Former members of this unit will hold their annual reunion on 20, 21 and 22 July in Racine, Wis. Write to Ivo Haines, Box 114, Creston, Ill., for additional information.

• *30th Naval Construction Battalion*—The 10th reunion of former

members of this unit will be held 26 May in the Statler Hotel, New York, N. Y. Contact D. J. Salemi, 42-04 Saull St., Flushing 55, N. Y., for additional information.

• *uss Hornet (CV 12, now CVA 12)*—The eighth annual reunion of former crew members of this ship will be held in the Park Sheraton Hotel, New York, N. Y., on 15 and 16 June. Additional information can be obtained by contacting Kenn Henderson, USS Hornet Club, Box 312, Wall Street Station, New York 5, N. Y.

• *uss Kidd (DD 661) and uss Black (DD 666)*—A reunion of former members of these ships will be held 29 and 30 June and 1 July at the Park Beach Hotel, Flamouth Heights, Mass. Further information can be obtained from Association Headquarters, 310 East 8th St., Kewanee, Ill.

• *uss Massachusetts (BB 59)*—Former crew members will hold their 11th annual reunion at Hotel Somerset, Boston, Mass., on 12 May. Contact J. E. Shiels, YNC, NAS South Weymouth, Mass., for further information.

• *uss Owen (DD 536)*—The ninth annual reunion of former shipmates will be held 1, 2 and 3 September in the Hotel Somerset, Cincinnati, Ohio. Those planning to attend are requested to make their own reservations.

• *uss President Adams (APA 19)*—Former crew members of this ship will hold their second annual reunion

in New York City on 1 September. Contact Albert Filipelli, 1546 Kimball St., Brooklyn, N. Y., for further information.

• *Waves*—Waves will celebrate their 14th birthday with a reunion to be held in the Chase Hotel, St. Louis, Mo., on 27, 28 and 29 July. All present and former Waves and World War I Yeomanettes are invited to attend. Further information can be obtained by writing to Wave Reunion Committee, Room 405, 911 Locust St., St. Louis, Mo.

• *NAS (LTA) Weeksville*—Former members of this station crew during World War II interested in holding a reunion, with time and place to be decided by mutual consent, contact Marion Kilian, 1212 Capital Club Bldg., Raleigh, N. C.

• *uss Cowie (DD 632-DMS 39)*—Former crew members interested in holding a reunion with time and place to be decided by mutual consent should contact William M. Walker, 4101 Seymour Dr., Dearborn, Mich.

• *uss Douglas A. Munro (DE 422)*—All former shipmates who served in this ship from July 1944 to June 1946, interested in holding a reunion with time and place to be decided by mutual consent, should write to George E. Miller, EMC, uss ARD 5, FPO New York, N. Y.

• *uss Pawcatuck (AO 108)*—Shipmates who served in this ship during 1946 and 1947, interested in holding a reunion, should contact James V. Parks, 1417 Willett Avenue, S.E., Canton 7, Ohio.

It's Chief Warrant Officer

SIR: In reading various official Navy manuals I have noticed that some refer to a CWO as a Chief Warrant Officer while others refer to a CWO as a Commissioned Warrant Officer. Once and for all, could you clear this matter up and give everyone the right title to be given a CWO?—J. T., PNC, U.S.N.

• *The correct title is Chief Warrant Officer. The higher three grades of warrant all receive a commission from the President of the United States, the same as any other commissioned officer, but it is no more correct to call a W-2, W-3 or W-4 a commissioned "warrant officer" than it would be to call a commander a "commissioned commander."*—Ed.

Request for Retest

SIR: I would like to know if it is possible to take a retest on the basic battery test on arithmetic. My ARI score is comparatively low in relation to my other scores. I would like to do this so that I would be eligible for NavCad training.—D. C. R., MN3, U.S.N.

• *You should submit a request for*

retest to the Chief of Naval Personnel (Attn: Pers B224) according to Art. C-3204, "BuPers Manual." In your request, you should include: (1) purpose of retest; (2) results of initial testing in terms of test scores on all classification tests recorded in your service record; (3) date of original testing and date of retest if applicable; (4) formal schooling completed prior to original testing and date such schooling was completed; (5) schooling and experience since date indicated in item 3; and (6) All other pertinent information concerning conditions under which previous testing was accomplished which would have a bearing on the request for retest, such as a language difficulty. Also, in the forwarding endorsement, your commanding officer should indicate his evaluation of the merits of your request.—Ed.

Eligibility of Waves for BAQ

SIR: I was discharged from the Navy a few months ago and have a question regarding the Basic Allowance for Quarters. I am married to a Wave, SK3, who

is still serving in the Navy and we wonder if she can draw BAQ, claiming me as a dependent.

While I was in I drew it for her, but now this command doesn't seem to be able to determine whether she rates it as a married woman with a civilian husband. What's the score?—W. W., ex-DK2, USN.

• *When you and your wife were both members of the Navy, eligibility for assignment to public quarters for dependents or for the payment of basic allowance for quarters rested with you, the male member. The law does not recognize the husband of a service woman as a dependent, unless he is in fact dependent on his wife for more than one-half of his support. Check section 102 (g) of the Career Compensation Act of 1949 and you will find that she is considered as a member without dependents for the purpose of entitlement to BAQ, unless she has dependents as outlined in that section. You will find the subject is covered in "Naval Comptroller's Manual," para. 044035-2b(4) and 044035-3b.*—Ed.

Consent Papers

SIR: In the article, "Scouting for Talent to Run Navy Ships," which appeared in ALL HANDS for November 1955, you said that consent papers were needed to recruit a man less than 21 years old. I would like to know what law or regulation covers this subject and whether or not the statement was correct.—P. S., ETSN, U.S.N.

• *We were wrong. A man 18 or older does not need the consent of his parents or guardians in order to enlist. The law on this is found in Title 34, U. S. Code 161, which says:*

"No minor under the age of 14 years shall be enlisted in the Naval Service; and minors between the age of fourteen and eighteen years shall not be enlisted for the Naval Service without the consent of their parents or guardians."

However, the Navy no longer enlists men under 17.—Ed.

Filipinos Serving in Navy

SIR: Could you clear up a few questions for me in regards to the benefits, privileges and entitlement of Filipinos serving in the U. S. Navy as stewards.

Question one: I enlisted in the Navy without a dependent but now my mother needs help financially. Can I have an allotment sent to her, or do only married men get BAQ?

Question two: Am I entitled to the benefits under the Korean G.I. Bill, including the educational benefits and the G.I. Loan?—F. N. E., TN, U.S.N.

• *Under the Dependents Assistance Act of 1950, as amended, you may receive a basic allowance for quarters on behalf of your mother, provided that she is in fact dependent upon you for more than one-half of her support. Since you enlisted without dependents you will have to show that the financial circumstances of your mother have changed*

since you came into the Navy, and changed to such an extent as to cause dependency on you for more than one-half support.

As far as question two is concerned you receive the same benefits from the Korean G.I. Bill as any other man in the Navy, provided you have the service requirements. The fact that you are a Philippine citizen does not change your entitlement one bit.—Ed.

Duty Involving Flying

SIR: My questions pertain to a person ordered to duty involving flying on a monthly basis. For example, a man has orders to duty involving flying from 1 Nov 1955 to 30 Nov 1955. He completes a five-hour flight on 1 November. If he departs on TAD on 2 November for 3 months, would he be entitled to flight pay for the entire month of November? If this man went on 10 days' leave on 2 November instead of TAD, would he be entitled to flight pay for the full month?—M. B. M., PNI, U.S.N.

• *The answer to both of your questions, as you present them, would be "yes." According to the "Navy Comp-troller Manual," Vol. 4, aviation pay accrues to a member only when he has met all of the following conditions: is in receipt of orders to duty involving flying issued by competent authority; reports for and enters upon such duty; and performs the minimum requirements of actual flying. Your man fits all these requirements.—Ed.*

Training Carrier Duty

SIR: I am writing to settle an argument about the status of the training carrier—currently *uss Saipan* (CVL-48)—at Pensacola, Fla. Is service aboard such a ship considered sea duty? If not, when was the status changed—R. D. W., AB1, USN.

• *Service in Saipan is classified as preferred sea duty. The ship is part of the Continental Commissioned Vessel Program, assigned to the Chief of Naval Air Training for the instruction of Naval Air Cadets. A tour of sea duty in this carrier is three years.—Ed.*

Armed Forces Radio, TV Service

SIR: I am very much interested in the Armed Forces Radio and Television Service. Can you tell me what it is, how I could get into it and what the qualifications are for such duty?—A. R. SN, USN.

• *The Armed Forces Radio and Television Service is a joint Army-Navy-Air Force activity under the Office of Armed Forces Information and Education, Department of Defense. Personnel assigned to this duty by the Navy are eligible for and have requested shore duty, and are specially qualified in the field of radio as announcer, engineer or technician.—Ed.*

Important Announcements from Navy Families

SIR: I enjoyed seeing the type of announcement used by another Navyman to let the world know that he had a new recruit in the family and thought you might be interested in the style we used when we recruited a future Wave into our family.—W. Tracy Riley, SK2, U.S.N.

• *Thanks for thinking of ALL HANDS and our best to the future Wave. Here's hoping that all your troubles are little ones.—Ed.*

SIR: Recently in "Taffrail Talk" you included a novel enlistment contract used for the announcement of a baby. We liked it very much and thought that you might enjoy a similar effort my wife and I used to announce the arrival of our son.

Since the Navy doesn't issue I. D. cards to infants, we felt badly about our son being the only member of the family without official identification,



so we made up a special I. D. card to send to our friends in lieu of the more conventional announcements. The enclosed copy is for your magazine.—J. L. F., AC2, USN.

• *We appreciated the I. D. card announcement (see above) and will share it with our readers. Does any other proud parent have a novel, naval way of letting the family and friends know he has welcomed a new "boot" into the family? If so, let ALL HANDS know and we'll then pass the idea on.—Ed.*

NOW HEAR THIS!

Light the smoking lamp—we're passing out cigars in honor of a new recruit

CARLA JEAN RILEY

who arrived at our base aboard the USS *Stork* at 0448 hours today (19 January, 1956).

Place of Enlistment: China Lake, Calif.

Term of Enlistment: Life.

Height: 20½ inches

Weight: 7 lbs. 12 ozs.

Color of Eyes: Blue

Recruiting Officer: Wm. Tracy Riley

Supply Officer: Barbara Jean Riley

Medical Examiner: Sean M. Betts, M.D. Stand by to get out wash gear and all hands turn to and man the dressing station as Wave Riley arrived in undress uniform.

Inspection Daily at 305A Princeton, N.O.T.S., China Lake, California, where according to all reports the new recruit is living the Life of Riley—(no duty, free chow and plenty of sack time.)



Firing 155s from LSTs?

SIR: I am certain that 155mm guns were fired from the deck of USS LST 474 during the period I served aboard her, April 1944 to February 1946. However, I can get none of my present-day shipmates to believe that this was ever done, or that it could possibly be done.

Will you please verify that during World War II, 155s were fired from the decks of LSTs?—H. E. P., EM2, USNR.

• We forwarded your letter to the Bureau of Ordnance to determine whether or not 155mm guns were used by LSTs during WW II. While their records show no such use of 155s, unofficial information is that a 155mm howitzer (not a gun) was mounted on a destroyer for high-angle trajectory bombardment during an indirect firing mission against forces located on the opposite side of a mountain range. Reduced charges were used with the howitzer so mounted.

From this it might be deduced that a mobile or deck-mounted 155mm howitzer could have been used as safely from the broad base and more stable platform of an LST deck. But remember, this is merely a deduction, not a fact.

Perhaps some of our readers will remember specific instances of LSTs using 155s and will send us the facts.—ED.

Hungry Watchstander

SIR: Is a man on commuted rations entitled to a meal when he stands the midwatch from, for example, 2345 until 0645?

A watchstander who eats at the general mess, instead of on commuted rations, is entitled to three meals a day,



FUNNY BUSINESS—USS Zelima (AF 49) displays signs for USS Boxer (CVA 21) during replenishing at sea. Boxer remained at sea after loading stores.

with his mid rations made up from chow served during the day. But a man on commuted rations eats at home and brings his "brown bag" when he has the watch.

Must he also do this on the midwatch, or is there some way he can draw "mid rates" from the general mess?—B. E. G., RM1, USN.

• Since commuted rations are paid to enlisted personnel permitted to mess separately, although attached to a station which maintains a general mess, you are not allowed to receive rations in kind from the general mess. However, if you want to do away with brown-bagging, you might ask for permission to buy meals at the general mess.—ED.

Leave in Foreign Country

SIR: My family's home is in Bordeaux, France, and I intend to take a month's leave to go there this summer. What papers must I have and when will my leave officially start—when I leave the U.S. or when I land in France?—M. H. C., RM2, U.S.N.

• You should submit an official request via your commanding officer to the Chief of Naval Personnel (Attn: Pers B21c) for permission to visit France on leave in accordance with Art. C-11107, "BuPers Manual."

You will need a passport. Passport information is contained in Art. B-2110 of BuPers Manual. Since travel time is not allowed, your leave will begin and expire at your regular duty station.—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

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



Records Pile Up on Nation's Highways

IT WAS 0230 on a recent Monday. The highway stretched out ribbon-like in front of the car. Three sailors, two asleep and the other drowsy, were in the car. They were headed back to Norfolk after a long weekend in New York—a weekend which they termed, “terrific.” None of the three had wanted to waste any of their liberty on such non-essentials as sleep. As a result they were a tired bunch of men now that they were nearing their destination.

The driver of the car, the drowsy one, was averaging 70 miles an hour in an attempt to get back to the ship and grab a few hours' sleep before muster in the morning. Suddenly there were three men asleep. A brief second later there was a screeching of tires, a crash, the sound of tinkling glass and a few moans.

That morning a destroyer sailed for the Mediterranean, short-handed.

A grand total of 360 Navymen met death under similar circumstances last year, and in a majority

of the cases their final resting place should be marked with the words, “Give me liberty and death,” for they all did pretty nearly the same wrong things. They tried to stretch a weekend past the breaking point, drive farther than human endurance can stand, and they were just plain careless. As a result they have ended up as statistics in an upcoming Bureau of Medicine and Surgery booklet.

While statistics are generally dull reading, there is no better way to get the facts concerning the carnage being enacted upon the highways of the U. S. than through those same dull statistics. They show that Navymen have been making a dent in over-all national figures. During 1955, for example, there were approximately 9000 Navymen injured badly enough to require hospitalization as a result of accidents involving vehicles. That was in addition to the 360 killed.

What that figure of 9000 injured boils down to is the fact that a

destroyer would expect to lose at least five men if the ship lived up to the percentage established throughout the Navy last year. Larger ships and stations would lose greater numbers, averaging about 1 injured for every 70 men.

There are few men in the Navy who can't claim friendship or a speaking acquaintance with at least that number of men, so look around and wonder how many of your friends are slated to end up in the hospital this year unless you and the others like you begin to tackle the problem of auto accidents. You might even be the one in 70 at your outfit.

Navymen can and do drive safely quite a bit of the time as the figures bear out. Accidents are few and far between on station or during duty hours and there is no reason that the same careful thought and procedures practiced on the base can't be carried over to the highways.

Official drivers at NAS Jacksonville, Fla., serve as a good example of why driving on the base is safer than on the highways. The officials down that way have realized that with the many new and modern power features being built into automobiles it is getting easier and easier to drive a car; however, they have made it harder to get a Navy driver's license, through a series of stiff tests.

At Jacksonville they figure that only one out of three applicants passes on his first try. Following an interview and a written test the potential driver gets a psycho-physical test which includes tests for vision, depth perception, color blindness and reactions under certain conditions.

After the applicant has passed all that, he comes to a skill test which determines his knowledge under certain driving situations. Under the watchful eye of one of the Driver Testing and Training experts, the man working for a driver's permit must run through a veritable obstacle course, making sure that he doesn't hit any of the flags placed along a specific route while demonstrating his ability to stop smoothly

Navy Drive Pushes Safety Program for Navy Drivers

During 1955 there was a total of 38,300 fatalities in the whole United States due to vehicle accidents. This compared with the 360 deaths recorded by the Navy during the same period.

The Navy's continuing traffic safety program is being carried out at naval activities at home and abroad, and a safety program for off-duty personnel has been organized throughout the Navy to help prevent accidents arising out of the operation of privately-owned motor vehicles.

Sparking the Navy's efforts to keep down the accident rate is a directive by the Secretary of the Navy establishing a motor vehicle accident prevention program under the joint responsibility of the Chief of Naval Personnel and the Commandant of the Marine Corps.

The over-all traffic program coordinates the many safe driving projects already in effect on a local

basis, and provides a method of making available to all commands the safe driving procedures that have already been found successful at individual activities.

District commandants, Fleet and type commanders are responsible for the effective operation of training under their commands. Additional information on the Navy Traffic Safety Program is outlined in BuPers Inst. 5101.2.

Commanding officers have been requested to include in their training programs a provision for instruction in safe driving directed toward developing proper driving habits. To assist in this instruction the pamphlets *Safety in Driving* (NavPers 10888) and *Safety in Driving Charts* (NavPers 70131) have been distributed.

In addition, motion pictures showing accidents, traffic violations and safe driving practices are being used for instruction.

in a given distance and to park in a limited space.

The last phase of the examination is a five-mile road test with an instructor watching every move. Under actual driving conditions the driver is graded for general road knowledge, driving habits, reflexes and the many other factors that make up a good driver.

The one in three who passes has a right to feel proud; and the other two are given another opportunity after attending a special training class. A decreasing accident rate aboard the air station is proof that the tough testing pays off and should carry over to off-duty driving, but yet the figures and percentages haven't shown any noticeable drop in recent years.

One thing the numbers and percentages can't show is the great amount of suffering that goes hand in hand with all automobile accidents, not only to those in the accidents but also to families concerned. Saying that 360 men were killed last year doesn't begin to get across the grief felt by the mothers, fathers, wives, children and other members of the immediate family. Statistics can't show how the loved ones felt as they visited the 9000 injured and saw the broken bodies of their husbands or sons.

Many of those 9000 are still in the hospital and may remain there for the rest of their lives. Others have gone home, discharged from the Navy because they weren't physically fit for duty. The lucky ones, whose injuries weren't permanent, have gone back to duty and now they are a little more careful when they drive. They plan trips, to insure that they don't have to drive too far at any one time. They take into consideration the condition of the roads. They allow leeway at both ends of the trip to insure that they have sufficient time for the trip without being forced to resort to speed to get them back.

All the planning in the world isn't a promise that you'll get off the highways alive in a power-conscious era, but it certainly betters the odds in your favor. A combination of common sense and proper planning will do even more. Add in a lot of respect for the two-ton monsters that we call automobiles and you begin to get a safe driver.

Calling an automobile a monster



NAVYMEN SET good records driving on station and on duty. Same care should be carried over to highways.

isn't really correct, for without a driver an automobile is a harmless hunk of metal, glass, rubber and cloth. But, when you put someone in the driver's seat and start the automobile moving you have a death-dealing machine that would make the fire-breathing dragons of old mere pale sissies in comparison. What the monster does, whether it is tame or wild depends on the driver.

In recent years it seems as though a great many drivers on the roads have unleashed the monster to the extent that one school of thought has come up with what seems to be the best theory of driving. It's a method called "Defensive Driving."

Before you can qualify as a defensive driver you have to meet certain standards and accept a pattern of thought. You must utilize safe

driving practices at all times and assume that everyone else on the roads is a stark raving maniac, doing his utmost to cause you to have an accident. When you have those two prerequisites down pat you:

- Expect the other driver to pull out from the curb unexpectedly and to bulldoze his way into the traffic.
- Expect him to violate the right of way, not to come to a full stop at intersections and to nudge his way out onto the highway from smaller roads.
- Expect him to drive too fast for road conditions and stop suddenly for no apparent reason, without signaling.
- Expect him to take chances on curves and hills and in passing.
- Expect him to make turns from the wrong lane or to change lanes suddenly without a signal.
- Expect him to weave in and out of traffic.
- Expect him to neglect to dim his lights.
- Expect him to cut in sharply after passing.
- Expect him to drive in the center of the road, perhaps forcing you to hit the ditch.

The list could go on and on, giving all the worst driving habits that a man can learn in a lifetime. When, and if, you can accept the fact that everyone else drives in that manner, you will find that you will begin to drive in a manner that will protect you and your family from such people. You will, as a matter of course, do your utmost to insure that you steer clear and are on guard against the other people on the roads and will become a safe driver. —Bob Ohl, JOC, USN.

CHARTER BUS SERVICE helps reduce possibility of liberty traffic casualties by driving pleasure-seeking Navymen direct from ship to various desired cities.



DO YOU KNOW THESE

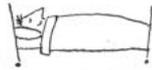
LONGER LIFE FOR YOU

LOCAL

THE NAVYMAN should find out and obey the laws of a foreign land. Care and courtesy are universal. SPECIFIC LAWS were made to protect life and property. Be alert, take time and observe the

CHECK YOURSELF

- REST BEFORE** a long trip. Refuse to drive when you are ill or fatigued.
- AVOID ALCOHOLIC BEVERAGES.** Drink strong coffee or tea to help stay alert.
- PREVENT CARBON MONOXIDE** poisoning by checking your exhaust system.
- STOP AND REST!**—Get out and walk around. Pull off road for a nap, if necessary.



CHECK YOUR VEHICLE

- KNOW YOUR** vehicle's history and keep a record of lubrication and repairs.
- INSPECT CHASSIS** for damaged springs, faulty shock absorbers, loose nuts, etc.
- SEARCH FOR LEAKS** of oil, water, gasoline. Inspect muffler for holes.
- EXAMINE TIRES** for uneven wear, damage and improper air pressure. Check spare.
- BE SURE** you have enough oil, water, gasoline, antifreeze and brake fluid.
- CHECK ROAD AND WEATHER** conditions that exist on your planned route.
- ACCESSORIES**—Try lights, horn, windshield wipers, heater and defroster. Adjust rearview mirrors. Check tools.



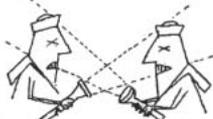
KNOW YOUR ROUTE

- GOOD ROAD MAPS** will help you to familiarize yourself with turns and crossings, places to stop and type of roads.
- FARM AREAS**—Watch out for farm animals, crossings and agricultural vehicles.
- PLAINS AND DESERTS**—Monotonous long stretches of road may lull you to sleep or tempt you to speed. Check your supply of gas, water and oil.
- INDUSTRIAL AREAS**—Congested traffic will slow you down. Adopt defensive driving and forget "hurry."
- RESIDENTIAL AND SCHOOL AREAS**—Be alert for children playing, old folks, shoppers and pets. "DON'T PASS A STOPPED SCHOOL BUS" from either direction!



NIGHT DRIVING

- GET PLENTY OF REST** before a long trip.
- DRIVE AT LOWER SPEEDS** than in daytime.
- AVOID LOOKING DIRECTLY** at approaching headlights and use right-hand edge of road as your guide.
- DEPRESS HEADLIGHTS** when meeting another vehicle and when following another car.
- KEEP HEADLIGHTS ADJUSTED** and clean.
- KEEP WINDSHIELD CLEAN** for better vision.
- CHECK BATTERY,** lights, wiring and flashlight.



PRACTICE COURTESY!

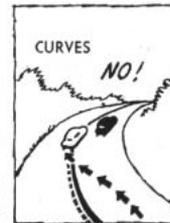
ENGINE AS A BRAKE GOING DOWNHILL

Always drive down a hill with vehicle in gear. Brake gently to reduce speed, if necessary.



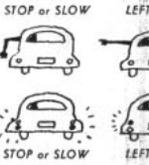
OVERTAKING AND PASSING

USE CARE AND COURTESY. Don't cut back in line until you can see the car you've passed in your interior rearview mirror.



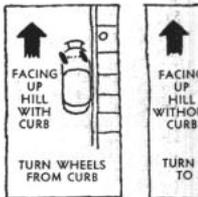
SIGNAL FOR STOP

BEFORE you stop, slow lanes, let other drivers know your intentions with



PARKING

SET BRAKES, LEAVE set front wheels turned lock car when leaving



STANDARD ROAD

DIAMOND SHAPED WARNING OF HAZARD



OCTAGONAL SHAPED STOP!



Eight-sided STOP sign means: bring your vehicle to a complete stop.



TRIANGULAR



RECTANGULAR SHAPED

ONE

STANDARD SIGNAL LIGHTS

Approach with reduced speed. Come to FULL STOP when required.



SOME TYPICAL INTERNATIONAL



RULES OF THE ROAD'?

R VEHICLE AND YOU

LAWS

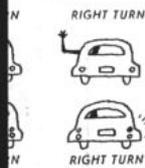
Local traffic regulations when he drives and when he drives across the country or in insal.

and property under specific local condignts of others.



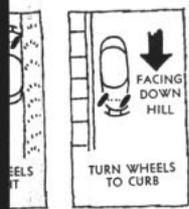
PS AND TURNS

down, turn or change and pedestrians know per signal.



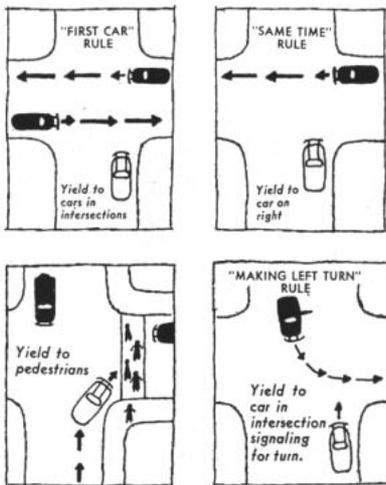
N HILLS

VEHICLE IN GEAR and as shown. Always attended anywhere.



RIGHT OF WAY AT INTERSECTIONS

WHEN IN DOUBT, yield to the other car. Be courteous. Keep vehicle under control. USE CARE AND COURTESY.



HAZARDOUS ROAD CONDITIONS

HEAVY RAIN—Keep lower beam headlights and taillights on. Drive slowly!

SLEET—If sleet accumulates too fast for defroster, pull over and don't drive—take "five."

FOG—Stay off the road unless trip is absolutely necessary . . . then CREEP!

Drive with **LOW BEAM** headlights.

Avoid sudden stops, to prevent rear-end collisions.

SNOW AND ICE—Keep speed down.

Keep car pulling steadily with no sudden changes of direction or speed.

Follow other cars at longer distances.

Make no sudden use of brake.

Stay in gear to maintain control. ●

Steer in the same direction that the rear end is skidding.

Avoid oversteering. Keep both hands on wheel.

Keep windshield clean.

Start slowly and in higher gear.

Take it easy, even with chains.

WET LEAVES, OIL, DEEP BUMPS, MUD and LOOSE SAND can be treacherous! Slow down!



IF YOU RUN ONTO A SOFT SHOULDER

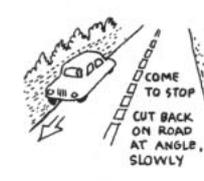
NEVER try to get back on the pavement at high speeds.

DON'T slam on the brakes.

DRIVE STRAIGHT AHEAD and slow your vehicle down gradually.

COME TO A STOP or slow way down.

DRIVE back onto pavement slowly and at a sharp angle.



SIGNS U. S. A.

SHAPED



at crossing.

REGULATION OF TRAFFIC



ROUND SHAPED RAILROAD CROSSING



Round sign placed at some distance from the railroad crossing.



SQUARE SHAPED CAUTION OR INFORMATION



BOTH HANDS ON THE WHEEL...

IF A TIRE BLOWS OUT

KEEP OFF the brake and gas pedals.

STEERING IS THE IMPORTANT THING. Grip the wheel hard to keep the car on a straight a path as possible.

APPLY BRAKES GENTLY and slowly, keeping the car in gear until you stop.

CROSSING TROLLEY CAR TRACKS

ALWAYS drive off the tracks or straddle one rail. If you must cross, bring your car to a slow speed and cross AT A SHARP ANGLE.

BE SURE TO CHECK behind you and give proper signal for turn you will make.



IN CASE OF ACCIDENT

STOP immediately . . . and, if needed, RENDER FIRST AID and get medical help.

CALL POLICE (civilian or military) and notify your command.

PREVENT OTHER COLLISIONS by directing traffic, placing flares, clearing road.

IDENTIFY YOURSELF but don't sign anything.

MAKE REPORT to proper authorities and insurance company.

AL TRAFFIC SIGNS—EUROPE



The Story Behind the Statistics in Auto Accidents

AUTOMOBILE ACCIDENTS and their results seldom touch you unless you or a close member of your family happens to be involved. As a result, a great number of people seem to adopt the attitude, "Well, it couldn't happen to me." That theory is all wrong as it could happen to anyone and the results may not be pleasant, as Ensign E. J. Guazzo, USN, found out recently.

Ensign Guazzo wasn't involved in an automobile accident but he found that they can affect anyone at anytime. He had been injured during a physical training class while in Pre-Flight school at Pensacola, Fla., and ended up in a ward at the hospital which had many accident cases receiving treatment. After a couple of weeks in the hospital ENS Guazzo wrote a short article, extracts of which appear below.



Navy Safe Driving Label Button

"If a disease were decimating our population and permanently disfiguring thousands of people the way the automobile does, we would be up in arms demanding that something be done. We would be contributing millions of dollars, we would support campaigns to make the public conscious of the menace and thousands of volunteers would work in every community to help those who had been afflicted and to prevent the pestilence from reaching their loved ones.

"Death and disfiguration by automobile is a unique disease. We all have it, those of us who drive. We direct it with our hands, and we speed it up or stop it with our feet. The sole way to prevent it from attacking others is with our brain. To remind our brain of its obligations, countless medicines have been prescribed: the traffic patrolman, road signs, stop lights, speedometers, cross walks, etc. However, the most effective preventive medicine we have is most difficult to prescribe and impossible to administer: *common sense and*



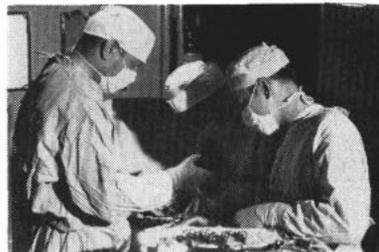
courtesy. They are both synonymous with safety.

"There are seldom eyewitnesses to a bad automobile accident. The participants are usually too dazed or too dead to remember. There are, though, many among us who are witnesses to the aftermath—I am a prime witness.

"I have seen the results, not in the neighborhood, nor on the highway, nor even in the periodicals. These are too easily forgotten. You do not live with them—I do, right here in the hospital.

"First I'd like you to meet the patient in the next cot. He is a Navyman. He had duty on a sea-going tug before he had his auto accident some months ago. He now has a steel rod running through his left leg because he has a comminuted fracture. 'Comminuted' is a medical term which mean pulverized. They saved his leg, but not his sea legs. You see, they are one and a half inches different.

"And here is another hospital mate. He doesn't look seriously injured. Just has a cast on his forearm, but did you notice the way his hand is extended upwards? The cast holds it that way so that



tendons in his arm will knit back together. He severed the tendons leading to his right hand. He is assured he will have the use of his fingers, but they are not sure of his thumb. Actually he feels quite fortunate. His car was completely demolished, but have you ever

tried to lift, hold, or write with a helpless hand?

"Let's visit another ward. That seaman over there—what does he have inserted in his head, you ask? They are called Crutchfield tongs. They look just like a pair of small ice tongs. Two holes are drilled into the skull and the points of the tongs are inserted into the holes. From the handle of the tongs, weights are suspended via a pulley. This is done so that the vertebrae will be pulled slowly back into place. The car in which he was riding smashed into an embankment. He broke his neck. Would you believe that he was, six months ago, a very fine athlete? He was a middleweight boxer. The muscles in his arms are now withering. Atrophy, they call it. He doesn't have the strength to light a cigarette lighter. The miracle is that he lived.

"The next person that I'd like you to see, I have never met. We can't see him because he has been on the critical list ever since they brought him into the hospital six nights ago. He swerved to miss a car and ran into a bridge. He is a sailor, 19 years old. His brain is seriously injured.

A corpsman is stationed at his bedside 24 hours a day. He is covered with ice packs, but his temperature has risen until it is now 106 degrees and his blood pressure has progressively dropped.

"Just outside his door are his parents, his mother sitting, a vacant expression in her eyes, his father aimlessly pacing the corridor. Nothing like this has ever happened to them. They don't know what to do or what to think. They are helpless, and so are the doctors.

"There are others but this is only one hospital. Multiply it by thousands of hospitals. And one more thing—those you have seen here have been the living. Remember there were others who did not make it to the hospital door.

"We could go on, from bed to bed, from ward to ward, and you could see the aftermath. How can I ever forget? I lived with them. Make sure that you never have to."



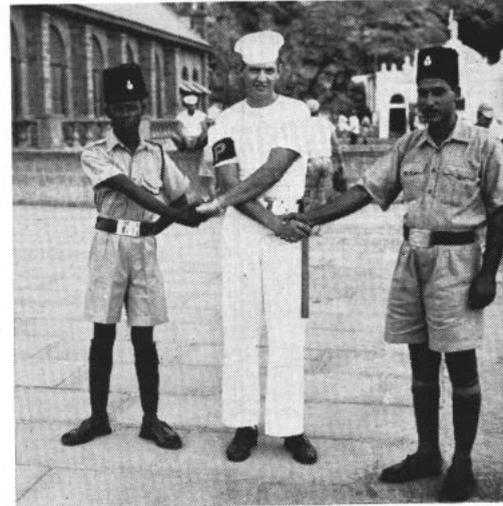
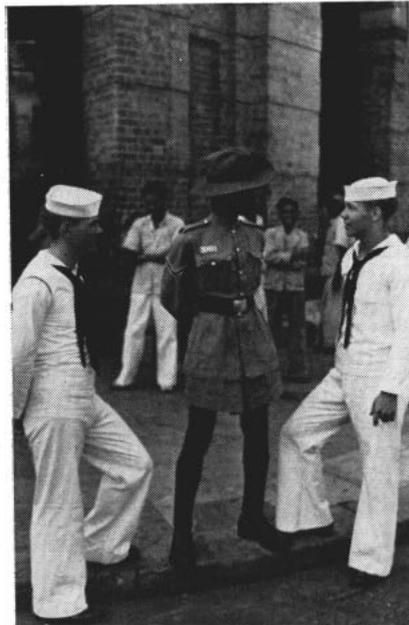
Navymen's Friend in Every Port

NO MATTER HOW STRANGE the attire or distant the country, Navymen have found that the policeman's uniform the world over points toward friendship and assistance when ashore in foreign ports.

When the excitement and confusion of a busy city of strange ways and customs confront a sailor, he knows the uniformed friend on the street will help him find his way and to locate what he wants to see. Looking for the pyramids of Egypt (or Mexico)? The way to the Taj Mahal? Or the Parthenon? Ask the nearest policeman.

Top Left: French gendarmes in Algiers dismount from their bikes

to help two whitehats. *Top Right:* Policeman passes the word in his native fashion at intersection in Muscat, Oman. *Right:* Midshipmen stop to ask directions and have a friendly chat with English bobbies while sightseeing in the heart of London. *Lower Left:* In Barcelona, Spain, sailors on liberty get their course set for good times by local policeman. *Lower Center:* Outfit of police officer in Colombo, Ceylon, attracts the attention of Navymen on liberty who stop to exchange a few words of good will. *Lower Right:* Working together, a Navyman on S.P. duty and police of Aden exchange grip of friendship.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS BOSTON (CAG 1), Navy's first guided missile cruiser, is photographed by Navy photog as she cuts through waters off Guantanamo Bay, Cuba.

Midshipman Cruises

Cities in Denmark, Sweden, England and Germany will be included among the ports of call for more than 3000 midshipmen from the Naval Academy and NROTC units participating in the 1956 summer training cruise.

The first midshipman cruise, designated as "Cruise Able," starts 2 June at Annapolis with members of the first (senior) and third (sophomore) classes participating.

Approximately 1825 Naval Academy midshipmen and 1190 NROTC midshipmen will cruise together in a Practice Cruising Squadron consisting of *uss Iowa* (BB 61) and *New Jersey* (BB 62), *Macon* (CA 132) and *Des Moines* (CA 134) and 16 destroyers. Service

Force ships *uss Caloosahatchee* (AO 98), *Truckee* (AO 147) and *Hyades* (AF 28) will support the squadron.

Practical shipboard training will culminate in final gunnery exercises and other professional training which will include submarine operational training, off Guantanamo Bay, Cuba.

Included in the cruise activities will be a period of training with a modern attack carrier, with its jet air group, and a period of anti-submarine warfare training with a hunter-killer aircraft carrier task group.

Plans for two other major midshipmen cruises, "Baker" and "Charlie" are yet to be announced. Plans for aviation and amphibious training for midshipmen of the second class are also underway.

Guided Missile Submarines

Three recent changes in the submarine construction program will take full advantage of new technological developments.

The guided missile submarine (SSG) in the fiscal 1956 shipbuilding program will be constructed as a nuclear-powered guided missile submarine (SSGN). The two conventional attack submarines *uss Grayback* (SS 574) and *Growler* (SS 577) will be completed as guided missile submarines.

Construction of the SSGN has been assigned to the Mare Island Naval Shipyard and will begin later this year. The nuclear power plant will include a water-cooled reactor similar to that of *uss Skate* (SSN 578) now under construction.

Grayback and *Growler* and the SSGN will receive facilities for launching the surface-to-surface missile *Regulus*. *Grayback* is now nearing completion and *Growler* is under construction.

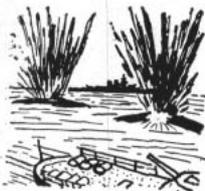
Record for Sub Killers

A record of 10,000 aircraft flight hours for the calendar year 1955 is claimed by Air Anti-Submarine Squadron 21. The Grumman S2F "Sub Killer" that crossed the 10,000th hour marker (and chalked up another record for 20,000 pilot hours) was piloted by the squadron skipper, CDR A. H. Wellman, USN, and the co-pilot was LCDR Donald W. Monson, USN.

The mark is believed by Squadron 21 to be a record number of hours for anti-submarine squadrons in the Pacific Fleet Air Force. With the two pilots in each of the twin-engined planes averaging 500 hours each, it is anticipated the 20,000 pilot-hours will top all other carrier-type squadrons in total pilot flight time this year.

More than 2400 accident-free carrier landings were made. VS-21 was able to qualify all its S2F pilots in both day and night carrier landings while totaling the record number of flight hours. The squadron is now in the Far East aboard *uss Princeton* (CVS 37).

YESTERDAY'S NAVY



On 4 May 1917 the first U. S. destroyers arrived at Queenstown, Ireland, to join in World War I anti-submarine operations. On 4 May 1923 the dirigible *Shenandoah* was launched at Lakehurst, N. J. On 6 May 1945, one day before V-E Day, *uss Atherton* (DE 169), *Farquhar* (DE 139) and *Moberly* (PF 63) accounted for the last submarines sunk by American ships in Atlantic during WW II. On 13 May 1862 Union naval forces occupied Natchez, Miss. Marine Corps aviation was born 22 May 1912, when 1st LT Alfred A. Cunningham was ordered to aviation camp at Annapolis, Md.

Seventh Fleet Band

It's pretty well known that one of the missions of the Seventh Fleet, as it stands on guard in the Far East, is to serve as an instrument of international good will. Band Number 129, attached to the Flag Allowance of Commander 7th Fleet, is busy making a significant contribution to this mission.

During two recent public appearances at the municipal auditorium and outdoor band shell in Taipei, the band played to standing room only and tree-sitting audiences. The music was received so well that it brought cordial invitations from local authorities for repeat performances. Elsewhere in Taiwan the band has played at Kaohsiung, Tainan and Keelung. It has proved to be a bridge to friendship not only in Taiwan, but also in the Philippines, at Hong Kong, Okinawa, and in various ports in Japan.

The band is proud of its ability to play any type of music it may be called upon to provide. This includes music for honors and colors (including the national anthems of all friendly countries in the Far East), parties, dancing, and formal concerts. Members attribute their versatility to the training they received from the Navy School of Music at Washington, D. C. and to the interest, talent and team spirit of each individual musician.

The full band consists of 16 pieces plus the leader, at present Daniel W. Richardson, MU1. The combo numbers six pieces—the sax clarinet, trumpet, trombone, string bass, piano, and drums.

Although Oriental audiences respond enthusiastically to all types of music, they seem to be especially delighted when the combo swings into such Dixieland Jazz numbers as, "When the Saints Go Marching In." And the listening reaction is typical when these numbers are played—hands clapping, bodies swaying, and feet tapping in time with the catchy rhythm.

Native appreciation is even more fully demonstrated on occasions when, after a playing engagement, the musicians are invited singly and in groups to local homes.

By frequent appearances in Taiwan and at all the flagship's ports-of-call, the Seventh Fleet band has become one of the best musical goodwill ambassadors in the Far East.



AT RECEPTION for USS *Bennington*, crew members enjoy native dance.

From Valencia to Manila, Sailors Win Praise

Navymen, in the role of goodwill ambassadors to U. S. allies everywhere, have scored two more hits in such faraway places as Spain and the Philippines.

In Spain, four bluejackets from the Sixth Fleet flagship, *uss Newport News* (CA 148), rescued eight persons from a burning building—and received miniature city flags from the Mayor of Valencia in recognition of their "intrepid conduct."

Hearing cries from the burning building while on liberty in Valencia, the sailors pushed their way into the flames to carry out a woman and a five-year-old boy. A second woman and five children were also led to safety. The four men—Lawrence J. Warns, ET3, USN; Albert Davidson, SA, USN; Bryant A. Hopkins, RD3, USN; and Miles W. Fredrickson, SA, USN—then returned to smoke-filled building to search for other victims.

In Manila, P. I., crewmen of the attack carrier *uss Bennington* (CVA



PRESIDENT MAGSAYSAY chats with USS *Bennington* sailors at party.

20) literally gave their blood for the Filipinos—856 pints in three days—and were rewarded with a reception given by President Ramon Magsayay in Malacanan Park, near the presidential palace. At the reception Navymen had an opportunity to witness—and participate in—the Filipino dances. President Magsaysay greeted the men from *Bennington* and talked to many of them while refreshments were being served.

The blood donations were made under a donor program sponsored by the Philippine National Red Cross.



NAVYMEN RECEIVE recognition for heroism in Spain. (l. to r.) L. J. Warns, A. Davidson, Mayor Azcaerrya, B. A. Hopkins, and M. W. Fredrickson.



NAVY MEN in Armed Forces Olympic Basketball Trials: (back) B. Manning, SD3; G. Wright, SN; D. Weishnell, SN; Coach, CAPT F. Frates, DC; C. Lively, SN; J. Dodd, MA; H. Donald, SN; (front) ENS K. McCalley; S. Kernan, SN; M. Bearman, SN; J. Sherry, SA; J. Young, SN; LTJG R. Hale; LTG L.B. Hoss; J. Stanley, SN.

Basketball Roundup

A last second shot that rimmed the basket and then fell out, kept the Navy team out of the winner's circle in the three-night Armed Forces Olympic Basketball Trials. The games were held March 22-24 at the Louisville, Ky., Armory.

Having already lost to the Marine and Army fives, the Navy quintet was bound and determined to upset everybody's apple cart in their final game but Dame Fortune was looking the other way when Mighty Jim Young fired the last shot. Trailing 76-75 going into the last seconds of the contest, Navy gambled on making the last shot count . . . and lost.

The Navy squad's 14 players were selected from the teams playing in the Eastern and Western All-Navy tournaments. Their attempt at a come-back made the final night's games one of the most exciting of the tourney.

Air Force was declared winner of the Trials on the Olympic point-spread basis. The Airmen scored plus 19 as compared to the runner-up Marines minus 3. Army and Navy were far behind. The Air Force, Marine and Army teams each had identical records of 2-1.

Stan Kernan, SN, USN, of Sub-Group One, was the only Navy player to be selected to the Armed Forces All-Star squad that competed in the American Olympic finals at Kansas City the first week in April. Players selected from the other ser-

vices were: Marines: Don Lange, Cordell Brown and Jim Bingham. Army: Al Bianchi, Larry Dugan and Clarence Hannon. Air Force: Billy Evans, Gib Ford, Bernie Janicki, Ronald Tomsic, Tom Fuller, Ray Warren, and McCoy Ingraham.

Navy, in its first game of the tournament, was pitted against a tall and fast Army team and came away with a 105-81 defeat. The margin of victory was mainly on the free throw line, where Army converted 39 times out of 41 tries.

What really spelled doom for the hustling Navy team was the last five minutes of the first half and the first five minutes of the second half.

Navy picked up the initial tip-off and took an immediate lead. At the end of the first quarter, Navy led 16-12 and kept that four-point lead until five minutes were left in the half. Then the roof caved in. The Sea-Service five was behind 35-43 at the rest period.

In the first five minutes of the second half, both teams resumed the roles they'd been playing when the rest whistle sounded and Army tapped in 16 points to Navy's six to increase their bulge to 59-41. From there on in, Navy was able to hold its own in the scoring column but never really threatened.

Jack Sherry, SA, USNR, of NTC Bainbridge, Md., played an excellent floor game for the sailors and was high scorer with 16 points, followed closely by Bill Manning, SD3, USN, of VF-91, who had 14 points.

The Marines defeated Navy 109-85 in the second game of the tourney with their star Richie Guerin leading the way with 22 points. But scoring honors for the night went to pint-sized speedster, Stan "Snooky" Kernan who fired in 11 field goals and five charity tosses for 27 points.

It was in the last three minutes of the first half that Navy made its bid. With the clock showing 180 seconds remaining, the score was 53-29 favor of the Marines. The inspired Navy team held the Marines scoreless and chalked up 10 fast points to whittle the margin down to 53-39.

Navy lost its offensive edge during the rest period as the Marines stormed back to outscore the sailors 56-46 during the second half and take the victory.

The Navy-Air Force encounter was a battle of strategy. It was as thrilling and exciting a ball game as had been witnessed throughout the trials. With only seconds remaining, and the Air Force holding a one-point margin, Navy called time out.

Navy needed a basket to win. Jim Young, the sea service's deadly long-range pot shot, was elected to try for the goal. With time back in, Navy stalled until only a few seconds remained and Young fired away. The ball took a nice arc, hit the inside of the rim and rolled around twice and then out. In the ensuing scuffle for the rebound, Navy was called for holding, but it didn't matter any more. The buzzer ending the game sounded and the Air Force was still ahead 76-75. The two charity tosses only were anti-climactic to a terrific struggle by two outstanding teams.

Players who were selected to the Navy All-Star squad that competed in the trials were: John W. Dodd, HA, USNR, NTC Bainbridge; James Young, SN, USN, ServLant; LTJG Roland Halle, USNR, NAS San Diego; Jack Sherry, SA, USNR, NTC Bainbridge; Bill Manning, SD3, USN, VF-91, NAS Atsugi; Don E. Weishnell, SN, USN, NTC San Diego; Michael Bearman, SN, USN, Fas-Ron 5, NAS Oceana, Va.; Stan Kernan, SN, USN, SubGroup One; James Stanley, SN, USN, SuBase Pearl Harbor; Harold Donald, SN, USN, NTC Bainbridge; LTJG Bill Hoss, USNR, NTC Great Lakes; ENS Ken McCalley, USN, *uss Coral Sea*

(CVA 43); Clarence Lively, SN, usn, NTC Great Lakes; and Grover Wright, SN, usn, NAS Norfolk.

These 14 players were selected from the Eastern and Western All-Navy tournaments. Here's how these two tournaments came out:

Western All-Navy

The Hawaii Packers, made up from players attached to ComServ-Pac and ComSubPac, came from behind to win the Western Navy title. Although one of the smallest teams in the tourney, the Packers knocked off the two pre-tourney favorites, the Yokosuka Seahawks 95-88 and the 11th ND All-Stars twice, 78-72 and 95-74 to win the crown.

The only loss suffered by the speedsters from Hawaii came at the hands of the All-Stars when the Packers were trounced 107-74 in the semifinals. But the Hawaiian sailors came back with a convincing 95-74 victory to win the championship.

Packers' forward "Stu" Stuurmans, voted the most valuable player in the tourney, canned 35 points in the final game to lead the victors. Stuurmans was not selected to the Navy All-Stars since he was due for discharge.

The other teams in the Western All-Navy, besides Yokosuka, Hawaii and the 11th ND, were Marianas Mariners, 12th ND All-Stars, and the 13th ND All-Stars.

Eastern All-Navy

The ServLant "Whitehats" Atlantic Fleet title bearers, edged the inspired NTC Bainbridge Commodores 78-68 before a capacity house at McCormick Sports Center for the Eastern All-Navy championship. Jim Young, voted the most valuable player in the tourney, led his teammates to victory with 20 points. Five ServLant players hit in the double figures that night.

It was a tight game for the first half with Bainbridge coming up to knot the score at 26-all with four minutes left. But ServLant's Young scored a 35-footer to put the Whitehats back in the lead and at rest time, ServLant led 33-30.

Teams in the Eastern tournament included, besides ServLant and Bainbridge, NAS Quonset Point, NTC Great Lakes, Philadelphia Naval Base, NAS Jacksonville, Port Lyautey, USNH St. Albans, SRNC-PRNC All-Stars and a quintet from NAS Corpus Christi, Texas.

SIDELINE STRATEGY

One of the nation's top amateur wrestlers, and a former Naval Academy star, is now undergoing intensive training in an effort to capture the only major wrestling title he has not won. Ensign Pete Blair, usn, formerly of the destroyer uss *Shields* (DD 596), and now in training at the Naval Academy is aiming for a shot at a berth on the U S. Olympic wrestling team and a possible Olympic wrestling title.

Last October, Pete participated in the Olympic Sports Show at Madison Square Garden. The show was an exhibition by some of America's greatest athletes and was the kick-off for the 1956 National Olympic Fund Drive.

Pete met an old acquaintance in the 10-minute Olympic style wrestling exhibition when he faced Bill Oberly, Penn State wrestling team captain and 1955 NCAA heavyweight champion. During his plebe days at the Naval Academy, Blair had pinned Oberly four times during his last two years of intercollegiate competition.

The Madison Square Garden match was a repeat of past performances as Blair won a one-sided decision over Oberly. During his four years at the Academy, Blair won the Eastern Intercollegiate heavyweight championship twice, came in third during his fourth class (freshman) year and second during his third class (sophomore) year.

He is a two-time winner of the NCAA 191-pound title

and also was winner of the Weems Memorial Award and the Fletcher Memorial Award. In his last year at the Naval Academy, Blair was co-holder (with fellow wrestler and football star Joe Gattuso) of the Thompson Trophy.

★ ★ ★

Look for the Atlantic Fleet destroyer Force to field another red hot boxing squad. Although the Destroyers have lost a number of their champions from last year, such as Charley Butler, Gene Toran and Rudy Sawyer, they still appear to have one of the most formidable sock squads in the Fleet today.

A little-known bantamweight who should give the fans a thrill and his opponents six minutes of fury is Ronnie Andrews, SN, usn. Andrews is a smart fighter and packs a wallop in either mitt. Roy Louson, SN, usn, last year's All-Navy heavyweight champion, should be highly regarded by aspirants to his title. He's as rugged as they come and appears to have improved his boxing skill.

Frank Keating, SN, usn, also of the Destroyers, is a comer in the light heavyweight class. Although he's actually a middleweight, he prefers to fight slower light heavy class.

Bob Nichols, the battlin' Boatswain's Mate, Second Class, just missed out for the All-Navy title last year but is itching for another chance. Al Gibbs, FPC, usn, DesLant's boxing mentor, says that this should be Nichols' year.

—Rudy C. Garcia, JOC, usn.



THE BULLETIN BOARD

You Can Check Your Jacket in Enlisted Record Review Room, Bureau of Naval Personnel

The CPO had "made out." His long-awaited orders to attach duty in some desirable foreign country had come through. He was first ordered to Washington, D. C., for processing.

A passport is required. But to get a passport, you must have your original birth certificate.

The chief's was not to be found. The county seat where he was born didn't have the original. They could give him a certified copy, but he needed the original. After checking all the sources he could think of, the CPO decided to play a hunch. He took a short trip from the Washington Receiving Station over to Arlington Annex.

Sure enough, there in his service jacket in BuPers, along with his original enlistment papers, was his original birth certificate. Mrs. Alice Hewitt, who is in charge of the enlisted record review room, arranged for the CPO to obtain the needed document. This was fairly simple since the birth certificate was a personal paper and not an official Navy document.

The above incident actually happened and similar instances are taking place daily in Room 4055 in the Bureau of Naval Personnel. Many Navy men, passing through or making a trip to Washington stop in and review their records at the Bureau.

The door is always open at the Bureau for both officers and enlisted men to check their service records. All you have to do is present your ID card and your jacket will be brought to you. At most, it takes 15 or 20 minutes to find a record.

If you have other questions—the answers to which are not in your jacket—such as, where you stand on the shore duty list, or what's the promotion picture in your rating, the Enlisted Record Review Room won't have the answers, but you'll be directed to other sections of the Bureau that do have the correct in-

All-Navy Cartoon Contest—
J. F. McNeil, ET1, USN



"For your information, Camden, when the Chief said 'take five,' he didn't mean days!"

formation. In addition, if you happen to need a certified copy of some official document in your service jacket, arrangements may be made to provide them.

Many Navy men are hesitant to stop by the Bureau and check their jackets. The feeling which exists among Fleet sailors that the people in BuPers are "too busy" to bother with such requests is a mistaken one.

If you ever get around the Washington area, it might be quite profitable for you to check your jacket. Cases have come up where a man has found an error in his record and has been able to have it corrected. He probably would never have known of the mistake if he hadn't been "brave" enough to visit the Bureau and take the time to personally check his jacket.

The service jacket review has also been profitable to some men who find that they have been overcharged, or possibly charged twice for the same item and that they're entitled to a refund. (Usually, though, the man has an idea about this overcharge in the first place.)

The Enlisted Record Review Room, at present located in Room 4055, will always open its doors to those wishing to check their jackets.

Direct Transfer Orders from Overseas Duty Stations Speed Up Estimated Date of Arrival

Enlisted personnel en route from overseas to new duty stations within the continental United States will no longer be required to report to coastal and other intermediate reporting stations for endorsement of their orders.

Commanding officers have been directed to eliminate, as much as possible, the need for individuals to make such stops if no useful purpose is served.

Transferring activities, in computing travel data before the commencement of travel, will attempt to eliminate intermediate stations when the sole purpose of the stop is to obtain a travel request or endorsement.

However, a Navyman in travel status may, if necessary, present himself at any appropriate naval activity for assistance, travel requests, or pay, and it will not be necessary that the issuing command include these stops in the transfer orders.

This change does not prevent the issuing command from including an appropriate intermediate station in the orders when it appears necessary for the traveler to obtain pay, medical treatment or transportation, or if certain non-rated personnel will need additional directions to carry out travel orders properly.

This step will make it possible for the overseas command to compute more accurately the estimated time of arrival, although it is recognized that these estimates may be still further revised upon arrival in the continental United States, based on the MSTs or MATS debarkation endorsement.

Before your departure, you will receive detailed travel instructions and, if necessary, will be shown how to recompute your reporting date at your ultimate destination.

The manner of computing the estimated date of arrival may be included by some commands in the remarks section of the standard transfer order and this entry can be used by you in revising estimates due to transportation delays.

Authorization and details may be found in BuPers Inst. 1326.2.

Qualified EMs Can Earn Wings and Commission as Aviation Officer Candidates

The Navy is inviting applications for the Aviation Officer Candidate program from qualified USN and USNR enlisted personnel on active duty.

Men selected will be ordered to report to the Chief of Naval Air Basic Training, NAS, Pensacola, Fla., for assignment to the Aviation Officer Candidate (AOC) School. Upon successful completion of the first four months, consisting of officer indoctrination and preflight training, they will be appointed as ensign in the Naval Reserve, and will then receive approximately 14 months' flight training leading to the designation of Naval Aviator.

To be eligible, you must:

- Be a male citizen.
- Be at least 19 and under 26 years of age at time of application.
- Have a baccalaureate degree from a college or university and have completed a minimum of 120 semester hours or its equivalent.
- Attain the minimum acceptable grade on the aviation aptitude examination as follows: Aviation Qualification Test, 3; Flight Aptitude Rating, 3.
- Be physically qualified and aeronautically adapted for actual control of aircraft.
- Be strongly motivated to fly, and possess officer-like qualities.
- Agree to and execute the Aviation Officer Candidate Active Duty Contract.
- Have completed two 45-minute indoctrination flights. Flights as a passenger on military, commercial, or private airplanes are not considered as qualifying.

Further details may be obtained from BuPers Inst. 1120.25.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 13.

1. (b) Admiral A. A. Burke, USN.
2. (c) The U. S. Congress.
3. (a) Navy and Marine Corps Medal.
4. (c) Heroism outside of combat.
5. (a) Nurse Corps.
6. (b) 13 May 1908.

Blimp-Chasing Mascot Earned Flight Time Hard Way

Black Dog is the sort of mascot every Navyman would like to brag about as his very own. There aren't many of his kind left. Unusual in more than one respect, he's a veteran of the flying Navy, chalking up long hours of air time on the decks of Navy blimps.

Black Dog is a notably ugly, cheerful and devoted mongrel who has, claims CPO Henry Aldrich, an AT who wears three service stripes,



put in more time on board blimps than Aldrich has. Black Dog is predominantly a mixture of boxer and chow—a fact that spelled disaster to all dogs at NAS Lakehurst for many years. However, he's no threat to them now because, in his fifteenth year, he doesn't have many teeth left. He doesn't have much of a tail either. That was lost when he forgot to duck under a propeller.

Every member of a line-handling crew who has walked a balky gas bag in a high wind will remember stumbling over Black Dog as he dashed wildly between the short lines on each takeoff or landing, no matter what the weather or hour.

His teeth were in fine shape that

memorable day when, excitedly chasing a handling line, he caught it just as the blimp became airborne. The pilot had a difficult choice to make some 45 minutes later when a crew member discovered Black Dog still hanging grimly to the line. Should he follow his orders or should he abandon his mission and attempt to get back to Lakehurst before Black Dog finally loosened his grip? Happily, he made the

proper decision. One-and-one-half hours after Black Dog and the Blimp took off, Black Dog tumbled safely to the landing pad, shaken, jaw-weary and slightly scratched. He continued to chase landing lines.

LTA men like to tell of how Black Dog, no matter where he might be, or how busy, would respond to the order over the PA system: "Now hear this. Black Dog report to the duty desk. On the double." The fact that he invariably received his rations at this time was immaterial.

At present, he is serving in honorable retirement at Glynco, but he won't be there long. Computed on a human basis, he is now more than 100 years old.

Hospital Corps School at Portsmouth Is Closed

The Hospital Corps School at the U. S. Naval Hospital, Portsmouth, Va., has been disestablished by order of the Secretary of the Navy.

When currently scheduled classes have completed their instruction, the school's Class "A" functions will be shifted to Bainbridge, Md. The Class "B" School, which prepares hospital corpsmen for independent duty at activities where no medical officers are assigned, will be consolidated with the regular training schedule at the Portsmouth hospital.

Specialist courses, such as operating-room techniques, were not a part of the "A" or "B" schools, so are not affected by the change.

Three Enlisted Correspondence Courses Are Now Available

Three new Enlisted Correspondence Courses are now available to all enlisted personnel.

Damage Controlman 3 (NavPers 91543-1) is applicable to DCs, and carries 24 retirement points for Reservists.

Boatswain's Mate 2 (NavPers 91243-1) is applicable to BMs and is evaluated at 18 Reserve retirement points.

Chief Yeoman (N vPers 91416-2) is applicable to YNs and is worth 12 Reserve retirement points.

Enlisted Reservists, who took these courses before they were revised, may now take them again for repeat Reserve retirement credit.

Your Wife May Be a Winner In 'Mrs. U.S. Navy, 1956' Contest

Before you start making firm plans for late summer vacation, better give some thought to the possibilities of an all-expense tour for you and your family to any of the major cities of the United States and to Honolulu. Sound good?

All you have to do is win it. The trip, plus a cash award, is first prize in a contest sponsored by the Fleet Reserve Association to find "Mrs. U. S. Navy, 1956." Additional prizes will be announced by FRA at a later date. BuPers Notice 1700 of 11 Apr 1956 gives details of the contest.

Any Navy married enlisted man on active duty whose intention it is to make the Navy his career may nominate his wife as a contestant. You need not be a member of the Fleet Reserve Association.

Your entry will consist of three parts:

- A recent photograph of you and one of your wife. These may be a family group or individual photos.
- An essay, not to exceed 500 words, in your wife's handwriting, on the subject: "Why I'm proud to be a Navy Wife." There's nothing in the rules to say you can't help her.
- A completed application form, consisting of three parts. (These application forms may be found as an enclosure to BuPers Notice 1700, and may be reproduced locally.) Your application forms will be forwarded via your commanding officer direct to: Fleet Reserve Association, "Mrs. U. S. Navy, 1956" Contest Headquarters, Wilton Hotel, Long Beach, Calif.

The entries must be received not later than 15 Jun 1956.

When they are received at Contest Headquarters, all entries will be separated according to the activity from which submitted. From each command conducting eliminations (see below), five semi-finalists will be selected by a panel of judges composed of Fleet Reserve personnel. These selections will be made by 15 July.

These semi-finalists' entries will then be returned to the command designated to conduct eliminations for selection of a finalist and alternate to represent that command in finals at Long Beach on 15 Sept.



"I forget the punch line."

The finalist and her husband from each screening command will be brought to Contest Headquarters one week in advance of the final judging. While in Long Beach, they will be guests of the contest officials.

Final selection will be made by a panel of enlisted men acting as judges, representing the commands conducting eliminations. Selection of the winner will be based, among other considerations, on her contribution to her husband's career and her ability to adapt herself and family to Navy life.

Decision of the judges will be final and the essays submitted, plus any pictures, letters or other material, will become the property of the Fleet Reserve Association.

You'll find your ship or station included in this list of commands conducting eliminations:

- COMINLANT: for ships and units attached to Mine Force, Atlantic Fleet, including Minecraft Base, Charleston, S. C.
- COMSERVLANT: for ships, units and activities of Commander, Service Force, U. S. Atlantic Fleet, including ships and units of Commander Service Force, Sixth Fleet.
- COMSUBLANT: for ships, units and activities of Submarine Force, Atlantic Fleet including submarine bases.
- COMTRALANT: for Commander Training Command ships and activities, including OpDevFor.
- COM FIFTEEN: for all activities of Commandants, 10th and 15th Naval Districts, including naval mis-

sions and attache groups in Central and South America.

- COM FOURTEEN: for all shore activities, Hawaiian area and Pacific Ocean area, together with shore-based naval groups or forces, Far East.

- COM PRNC: for all units or activities not otherwise assigned, including activities of the Severn River Naval Command and Bureaus and offices of the Navy Department.

- DISTRICT COMMANDANTS: for each continental Naval District activity and its components, including the Reserve Fleet.

- COMAIRLANT: for all units or ships attached to Air Force, Atlantic Fleet.

- COMPHIBLANT: for all units, ships and installations, Amphibious Force, Atlantic Fleet.

- COMBATFORLANT: for ships attached to Commander Battleships-Cruisers, Atlantic Fleet.

- COMDESLANT: for ships and units attached to Destroyer Force, Atlantic Fleet.

- COMAIRPAC: for all units or ships attached to Air Force, Pacific Fleet.

- COMPHIBPAC: for all units, ships and installations of Amphibious Force, Pacific Fleet.

- COMCRUDESPAC: for all ships attached to Commander Cruisers-Destroyers, Pacific Fleet.

- COMINPAC: for all ships and units attached to Mine Force, Pacific Fleet.

- COMSUBPAC: for all ships, units and activities of Submarine Force, Pacific Fleet, including submarine bases, Pacific area.

- COMTRAPAC: for Commander Training Command, ships and activities, Pacific Fleet.

- COMSERVPAC: for all activities and ships attached to Commander, Service Force, Pacific Fleet.

- CINCNELM: for all shore based activities, missions, attaches, etc., NELM area.

- CNATRA: for all Naval Air Training activities.

The Chief of Naval Personnel has requested that all commands cooperate with the Fleet Reserve Association to insure the success of this contest.

Admiral Lends Helping Hand As Chief Raises Right Arm

Thanks to an accommodating admiral, Robert J. Boynton, AKC, USN, has managed to reenlist. The admiral just happened to be VADM A. M. Pride, USN, ComAirPac.

As chief of material for VS-23 at North Island (San Diego, Calif.), Boynton was left behind when the squadron deployed to the Naval Auxiliary Air Station at El Centro, Calif., for operational training. His enlistment was running out, but he couldn't reenlist because he had no immediate superior to swear him in for another hitch.

Boynton phoned Admiral Pride's Flag Lieutenant to explain his predicament. The flag lieutenant talked over the situation with Admiral Pride and the admiral offered to fill in for Boynton's CO. In practically no time the admiral had the chief on his way toward another hashmark.

The reenlistment bonus check added another bright touch to the occasion.

Permanent Appointments Set For Certain CPOs By 30 June

A considerable number of chief petty officers can plan on permanent appointment by 30 June this year if they have performed three years of satisfactory service and are recommended by their commanding officers. Sea service is not required.

However, permanent appointments will not be issued at this time to all CPOs who have completed the 12 months' service required for acting appointment. Those E-7s on active duty who have completed three years' satisfactory service in acting appointments and who were advanced in fiscal years 1951, 1952 and 1953, will be issued permanent appointments in this fiscal year, which ends 30 June 1956.

Approximately 8000 CPOs satisfy the time requirement for permanent appointment this fiscal year. Appointment is contingent upon the commanding officer's determination of satisfactory service.

Until conditions warrant a return

to the minimum of 12 months' satisfactory service in an acting appointment, it is planned to issue in fiscal year 1957 and following years, permanent appointments to CPOs who have completed three years' satisfactory service in acting appointments.

Permanent appointments will also be issued to CPOs who have served at least 12 months in pay grade E-7 at the time they are transferred to the Fleet Reserve and released from active duty.

BuPers Inst. 1430.7A has been revised (by Change 2) to provide for the issuance of CPO permanent appointments.

More Changes Announced in Emergency Service Ratings

Several changes to the enlisted rating structure have been approved by the Secretary of the Navy and announced in BuPers Notice 1223 (20 Mar 1956). The changes, all of which are in emergency service categories, will not go into effect until further notice. Personnel affected by the upcoming ratings will continue to advance in the ratings they now hold, and will not be changed from one rating to another until specific instructions regarding such changes are promulgated.

The newly-established emergency service ratings are:

1. Under *Aviation Fire Control Technician*: Aviation Fire Control Technician B (Bomb Director); and Aviation Fire Control Technician F (Aircraft Armament Control Systems).

2. Under *Air Controlman*: Air Controlman R (Radar); Air Controlman T (Tower); and Air Controlman W (Airborne CIC Operator).

3. Under the *Parachute Rigger* rating: Parachute Rigger S (Survivalman); and Parachute Rigger M (Maintenance).

4. Under *Tradevman*: Tradevman R (Repairman); and Tradevman I (Instructor).

The following emergency service ratings are to be disestablished: Tradevman R (Repairman, Non-Aviation); Tradevman X (Instructor, Non-Aviation); Tradevman V (Repairman, Aviation) and Tradevman U (Instructor, Aviation).

HERE'S YOUR NAVY

Simulated blood spurting from a jagged wound in the victim's chest as the doctor showed the assembled group where to apply the proper pressure with which to stop the bleeding. The doctor was in no hurry. He often stopped to ask or answer questions of the group. In the meantime, the blood continued to flow until the body



looked as though it had been bathed in a tub of red ink. There wasn't any real rush however, as the body was Mr. Disaster, one of the Navy's most realistic and useful training aids.

Mr. Disaster is a manikin, specially designed to allow demonstrations of first aid problems. He has artificial arteries that react just the same as a human's when pierced, and a vinyl



plastic skin which is hard to tell from the real thing. His blood is a fluid made of a solution of glycerin, water and red vegetable dye and is controlled by a circulating pump. A line assembly of valves can be adjusted to regulate the flow of simulated blood to any part of the body.

Mr. Disaster will probably become



very familiar to many Navymen over the coming years as he will be used in first aid lectures to explain how to treat fractures; how to stop bleeding; how to relieve choking caused by a foreign body in the throat; as well as the proper treatment for a penetrating wound of the chest, and wounds of abdomen, arm or leg.

Pointers on Living Conditions for Panama-Bound Navymen

A ROSTER OF NAVY DUTY stations can easily sound like the offerings of a travel agency and one assignment frequently associated with palm trees, balmy skies and blue seas is Panama. Duty here isn't quite the same as a vacation with all expenses paid, but it does have its pleasanter moments. Here's the word on what you'll find in the way of living conditions.

U. S. naval activities are centered in the Balboa and Coco Solo areas of the Canal Zone. The two largest naval installations are Rodman Naval Station and the Naval Station at Coco Solo.

Climate—Panama City has a tropical climate throughout the year. There are two seasons: dry from January to April, and wet from May to December. During the latter season there is abundant rainfall, especially in September, October

and November. The average annual rainfall is 70 inches. The particularly high humidity makes the heat (70 to 90 degrees) more noticeable than in dry climates. On the whole, however, the climate is pleasant, with cool evenings throughout the year, and compares favorably with the summer climate in many parts of the United States.

All naval personnel must have permission for their dependents to enter the Canal Zone (15th Naval District) whether entry is for the purpose of establishing residence or to visit.

Dependents should not begin travel to the area until permission has been granted. Entry will normally be approved contingent upon the availability of quarters.

Inoculations—Your family must have the following immunizations before they start their travel:

Smallpox: All ages (within the past 12 months).

Typhoid, Combined Triple: Over one year of age (within the past 12 months).

Diphtheria: Between six months and 10 years (within past 3 years).

Tetanus: One year of age or over (within the past 12 months).

Yellow Fever: All over six months of age (within the past 6 years).

Housing—Naval housing in the Canal Zone is limited and is a controlling factor in granting permission for dependents to enter the 15th Naval District. When naval quarters are not available, occasionally temporary assignments can be secured (after your arrival) for occupancy of Panama Canal quarters or housing in the cities of Panama or Colon. Rental rates for locally owned quarters in Panama City and Colon are high. Stoves, refrigerators and hot water heaters are not included if quarters are rented unfurnished. Quarters in the Republic of Panama must be certified by a medical officer before they may be rented by naval personnel.

Household Effects—Most government quarters are adequately furnished. Since many types of wood deteriorate in the tropics, and free circulation of air is essential to proper heat control, the quarters are furnished with specially designed furniture to meet those two problems. Assigned furniture cannot be removed to accommodate articles of furniture which are your personal property. It is not advisable to ship to the Canal Zone such items as chairs, studio couches, large expensive musical instruments, or similar items. Types of items not furnished and which you should bring from the States are linens (both bed and table), pots, pans, and kitchen equipment (except stoves and refrigerators), silverware and china-ware. If possible, these items should be brought as "Hold Baggage," since local availability is limited. It is also desirable to bring lamps (both floor and table), pictures, and other wall decorations. When available locally, prices of such items are higher than those in the States.

Electric current is 110-volt, 25-cycle, alternating current (AC) in contrast to 60-cycle current in U. S.

WHAT'S IN A NAME

Bilge

Navywise, the word "bilge" can be anything from a slang expression to a technical term describing a particular area of a ship's hull. Bilge is a variation of the word "bulge," which means a protruding portion of an object, or a swelling. The bilge of a barrel is its central portion which is of larger diameter than the top or bottom. In the same context, the interior of the bottom of a ship is called its bilge. A ship's bilge area is defined as the part of her hull extending outward from her keel to a point where her sides rise vertically.

In shipyards, the timbers or supports that hold a ship upright in the drydock are known as the "bilge-ways." Ships often have a "bilge-keel" which is a plate running through the bilge area parallel with the keel. This keel prevents side-to-side movement of bilge-water which would cause the ship to roll.

"Bilge-water" gets into a ship through leaks in the hull or wash entering through a deck opening. If it were not pumped out, it would become stagnant, and eventually give off an offensive odor which would endanger the health of the crew. This sickness is known as "bilge-fever."

The "bilge-well" is the lowest compartment of a ship into which the bilge-water naturally flows. In large vessels it sometimes occupies the entire space between two adjacent decks. This well contains the bilge pumps which either empty the accumu-



lated water overboard or pump it into the ballast tanks.

Some ships are equipped with "bilge-injection" systems which in the case of an emergency can free the bilge of water by taking it through the ship's main condenser circulating system.

Bilge has long been a slang expression by which Navymen refer to anything, especially another's remark, as stale, offensive or worthless. This slang usage relates to bilge-water. There's another popular conception of bilge when it is used as a verb. When a ship runs aground causing a hole to be stove in her shell, she is said to be bilged. Likewise, when a Navyman is dropped from service for failing to pass an exam, he is said to have "bilged out."

Appliances containing motors such as refrigerators, mixing machines, fans, washing machines, record players, etc., wired for 60-cycle current cannot be operated in the Canal Zone and, therefore, should NOT be shipped to the area. Heat generating electrical equipment is not affected by the differences in cycles and may be brought. This includes irons, toasters, vibrator-type razors, etc. Any appliance containing a universal motor, or a radio which will operate on both AC and DC current will work on the 25-cycle current although the latter will require additional condensers to improve local performance.

The local Armed Forces Radio and Television service station commences television broadcasts this spring. Otherwise, there are no Panamanian TV stations. However, 60-cycle sets will not operate on 25 cycles without a converter.

Hotel Accommodations—The hotels in Panama City are modern and comfortable. Studio-style bedrooms with private terrace are available; public rooms are airconditioned; and outdoor patio, swimming pool, and cabana club roof garden are featured.

At the swank hotels, rates range from \$8 to \$11 per day, single occupancy; \$9 to \$16 per day, double occupancy. At the less expensive hotels, rates average \$6 a day, per person. For the most part, hotels are run on the European plan. Some grant a discount to military personnel. The tourist season extends from December through March, and hotel accommodations are sometimes difficult to obtain during these months.

Automobiles—An automobile is a great convenience here and can almost be classed as a necessity since public transportation is not always available. The humid hot climate is hard on cars and the narrow crowded streets in the Republic of Panama have a tendency to make one worry about a brand new car. It is suggested, therefore, that you make no effort to take a new car, but instead, be sure that the car you have is in good operating condition and undercoated before you leave. At the present time tires and batteries and car accessories can be bought reasonably at the annex of the Balboa Commissary, also at

All-Navy Cartoon Contest—
W. L. Ohmura, SN, USN.



Army and Air Force Exchange garages. Mechanical repairs are slow and expensive. New automobiles can be purchased from dealers in Panama City at a cost approximately the same as in New York City. Gasoline costs approximately 20 cents per gallon. It is recommended that you make arrangements with NSD, Bayonne, N. J., for transportation of your car as soon as practicable and you may be able to arrange to have your car on the same transport on which you and your dependents travel. Canal Zone license plates, for the year, cost \$5.

Clothing—Clothing suitable for midsummer wear in the United States is the type needed in the Canal Zone. Washable clothing is generally found to be the most practical since dry-cleaning is rather costly and not always of the best. Woolens and furs should be left in the States. It is wise, however, to bring a few woolen items as one may occasionally visit neighboring high altitude places. Silks, woolens, and leather goods are all affected by the local humidity, which is intense.

Clothing for men, women, and children is available at reasonable cost in the Zone commissaries and in the service exchange.

In general, dress is informal. For men, suits of tropical worsted, linens and seersucker are popular for off-duty wear. Take enough shoes to last throughout your stay. Shoe repair service is available.

The uniform of the day for offi-

cers and chief petty officers is working khaki without neckties and you should lay in a good supply of trousers and shirts, as the hot climate necessitates a fresh outfit every day. Summer service is rarely worn, and one outfit of this will be sufficient. Whites are worn only on special occasions.

Blues are never worn and you should have no need for them unless you should receive TAD orders to the States during the winter.

The uniform of the day for enlisted personnel is khaki shorts or whites without jumpers. Slacks, shorts and sport shirts are worn more than any other item of civilian wear.

Food—Panama Canal Zone railroad commissaries located in the various Canal Zone communities are comparable to department stores and are operated under government control. Supplies of all kinds for personal and home use may be bought. These commissaries carry in stock foodstuffs, including cold storage produce, meats, fruits, vegetables, cheese, butter, eggs and quick-frozen items.

The food supply is plentiful but lacking in variety, particularly with regard to items in the fresh vegetables and fruits department.

Rich and well-pasteurized milk is available from stores, or deliveries may be made to the home at slightly higher prices. Canned foods are plentiful, including baby foods. It is not necessary to bring food to the Canal Zone.

In addition to food, the railroad commissaries also stock clothing for men, women, and children, hardware, and household furnishings. Although in limited supply, the commissaries offer an excellent opportunity to purchase Irish linens and English china.

The commissaries have family laundry and dry cleaning service. Navy Exchanges operate a laundry and have pick-up and delivery service.

Servants—Domestic servants are available at wages averaging from \$30 to \$60 per month. They may also be engaged on a daily basis for approximately \$2.50 per day. Since there are no employment agencies in the Canal Zone for hiring servants, it is necessary to contact them through newspaper advertisements

or by recommendations from residents.

Medical Facilities—The Navy provides a good dispensary located at headquarters, and also a dispensary at both of the naval stations, to take care of all minor aches and pains of your dependents. Dental service, however, for dependents is hard to get and expensive, and it is suggested that you have all necessary dental work done before they leave the States.

The Canal Zone is singularly free from disease and health conditions are excellent.

Education—The Canal Zone school system compares favorably with modern school systems in most cities of the United States. Excellent facilities for educational work are provided from kindergarten through junior college. Graduates of the two high schools have college entrance qualifications. The curriculum of the junior college is comparable to that of junior colleges in the States. Tuition is free except to the kindergarten and the junior college where fees of \$8 and \$10 a month respectively are charged.

Religion—Facilities for religious activities are plentiful. You and your family may attend services at Army, Navy and Air Force stations, or at churches of the various denominations in the Canal Zone or nearby communities.

Money, Banking—U. S. currency is used in the Canal Zone, and either U. S. or Panamanian money in nearby cities. The Panamanian unit of currency is the silver *balboa* which is equivalent in value to the U. S. dollar. There are no currency regulations. The United States dollar is legal tender, and may be imported and exported freely.

Recreation—Swimming, golf, tennis and fishing are year-round sports, with the Bay of Panama providing some of the best game fishing in the world. Baseball, softball, bowling, track and range shooting are popular, as are riding and hunting.

Trips to neighboring regions can be taken by automobile, plane or boat.

Pets—Every dog or cat brought into the Canal Zone is held in quarantine for a period of four months.

Birth Documents—Naval dependents are advised of the desirability



There's that new SSN showing off her neutrons again.

of having in their possession at all times a birth certificate, an affidavit in lieu thereof when birth records are non-existent, or other documentary proof of citizenship. Such documents must be presented if application is made at a U. S. Embassy or Consulate for passports to visit Central or South American countries other than the Republic of Panama. Birth documents and marriage certificates must be presented when registering the birth of children born subsequent to arrival in the Canal Zone.

Passports—Passports are required for entry in Central and South American countries other than the Republic of Panama, but they are not required by naval personnel nor by their dependents to enter the Canal Zone or Panama.

All-Navy Cartoon Contest—
C. C. Brown, SN, USN.



"...and there's a hard hit port side with the bell and both damage control parties are at it again."

If You're Low on Manpower Try This Organization Manual

To help ships and stations avoid snafus in organizing their commands for the most effective use of scarce manpower, the Bureau of Naval Personnel has available for distribution *Organization Planning for Naval Units* (NavPers 18371), a manual of professional interest to officers and personnel men concerned with organization problems.

Apart from certain stipulations contained in *Navy Regulations*, little of an official nature has been written to assist naval personnel in applying modern organizational techniques to the typical command. The Bureau has attempted in this volume to fill that need.

For the operating forces, *Organization Planning* supplements *NWP-50 Shipboard Procedures*, by providing information on the analysis of shipboard organization structures, techniques of planning for more effective organization, and the preparation and use of such specific management tools as functional guides and organization charts. Although the manual is applicable for the most part to large naval shore activities or large naval vessels, it contains techniques that may be of benefit to any command, large or small.

Commands may obtain copies of this manual by submitting a request to the Chief of Naval Personnel.

Correspondence Course in BuMed Orientation

The Medical Department correspondence course, *Medical Department Orientation* (NavPers 10943-A), is now available for enrollment by Regular and Reserve officer and enlisted personnel of the Medical Department. This course consists of two assignments, and is evaluated at six Naval Reserve promotion and retirement points.

The course surveys the background, mission, functions, and facilities of the Medical Department.

Application for this course should be submitted on Form NavPers 992 (Rev 10/54), with appropriate change in the "To" line, forwarded via official channels to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Maryland.

Navy Mutual Aid Association, Open to USN & USNR Officers, Aids Members, Dependents

One of the facilities made available through the Navy, with which all officers should become more familiar, is the Navy Mutual Aid Association. Here's a summary of its purpose and the services it can offer to you.

The Navy Mutual Aid Association is a non-profit association established in 1879, under the auspices of the Secretary of the Navy, to provide immediate aid to the dependents of deceased officer personnel in the form of a substantial cash payment wired or cabled anywhere in the world, and in securing pension and other benefits for the dependents of its members.

Membership is open to Regular and Reserve officers of the Navy, Marine Corps and Coast Guard who are not more than 62 years of age. Reserve officers must be on active duty at the time of entrance into the association and must have one year's continuous active service or one year or more of obligated service at time application is submitted. Physical examination is not required if you are 40 years of age or under. The benefits of the association continue when you retire, resign or are in an inactive status.

The association acts promptly upon receipt of the official notice of a member's death (\$1,000 is sent immediately without waiting for proof of death so your dependents are not left stranded without funds), furnishing forms and assisting your dependents in the preparation, submission and follow-up of government claims. If a claim for pension or compensation is decided adversely the association provides, without charge, legal representation before the Veterans Board of Appeals.

It also provides numerous services for its members. For example, membership in the Navy Mutual Aid Association entitles you to obtain quick loan service anywhere in the world, provides a central depository for valuable documents and free photostatic service. In addition, you are kept up to date on changes in government benefits and other important information.

The premiums for the \$7,500 benefit vary with your age and be-

HOW DID IT START

From Cubits to Knots to Angstrom Units

When Queen Cleopatra of Egypt floated down the Nile on her ornate barge, she measured the distance in *cubits*. A cubit (20.62 inches) supposedly represented the distance from the elbow to the tip of the average Egyptian's middle finger. In multiples of 100 and 1000, this human measuring rod was used to engineer the silent Sphinx and the great pyramids of the Pharaohs.

Since Roman legions rarely walked on their forearms, Caesar found it more convenient to measure the area of his empire in *paces* and *miles*. The Roman pace was approximately five feet, and 1000 paces equalled a mile. This gives you a picture of extremely long-legged Romans, but their pace was two steps instead of the present day concept of one step per pace.

Early Saxons of Europe and England measured both land and water in units called *faethms*. One fathom, even today, equals six feet. It divides into two yards, originally a clothmaker's measure. The *rod*, *chain*, *furlong* and present day mile are all related to the old Saxon fathom. The mariner's "cable length" is still 120 fathoms or 720 feet in the U. S. Navy.

The *furlong* is short for "one furrow long," supposedly the distance oxen could plow without stopping to rest. It's now officially 220 yards. The *inch* was defined in King Edward II's time as equal to three grains of barley laid end to end. Even today, shoe sizes vary by *barleycorns*, or thirds of an inch.

Many odd measures of distance have come and gone. In 16th century England, seamen used the term *kenning*—the distance a voyager could see on a clear day. It usually meant 20 miles. In India, a *kos* or *krush* was the distance a runner could travel with a branch broken from a bush before the leaves wilted. This must have been confusing because the distance could vary from one to three miles, depending on the runner and the type of bush.

Modern measuring systems are no less confusing. The *nautical mile*, approximately 796 feet longer than the familiar legal mile of 5280 feet, is the official geographic mile of the mapmaker. San Francisco is 2600 land miles from New York, but aircraft



pilots will tell you that the distance is only 2260 miles—nautical miles that is. Pilots, tower operators and weathermen now use sea language, as military airmen of all branches have done since 1947.

Since nautical miles are longer than land miles, both distances and speeds in the new terminology seem less than in the old figures. A 300-miles-per-hour airliner, for example, goes only about 270 knots. Breaking the sea-level sound barrier of 760 mph (land miles) means a nautical speed of only 670 knots.

Nautical miles are based on the distance around the equator. This is simply a circle containing 360 degrees. Each degree contains 60 nautical miles, and therefore, the distance around the earth at the equator is 21,600 nautical miles. In August 1954, this country adopted the international nautical mile, some four feet shorter than the original nautical mile. The official length of this mile is now 6076.10333 feet.

A *knot* is a measure of speed rather than of distance. It's simply one nautical mile per hour. The term comes from sailing ship days, from knots actually tied in a ship's log line by which speed was gauged.

Modern measurement is a science of unbelievable accuracy and of vast scope. The physicist's *angstrom units*, some 254,000,000 to the inch, are used to measure light waves. Astronomers, on the other hand, use a *light year*—roughly 6,000,000,000,000 miles—to mark the distances between stars and galaxies.

come fully paid-up at age 50, 55, 60 or 65 depending on the plan selected. If you wish, a low-cost plan on ordinary life membership is also provided. The association pays a terminal dividend of \$1,000 in addition to the regular benefit of \$7,500. For example a man joining

the association at age 23 pays \$10.35 a month and his payments stop at age 60. In the event of death, his beneficiary would be paid \$7,500 plus terminal dividend of \$1,000.

If interested, direct your inquiry to Navy Mutual Aid Association, Navy Department, Wash. 25, D. C.

Check Your Status by Rate and ND Location

On the following pages appears the latest chart of standings on the Bureau Shore Duty Eligibility List.

This information is published to give you a general idea of your relative position on the list. However, due to time lapse in compilation and publishing schedules, this information is usually two months old by the time you read it. Keep this in mind when making your calculations.

Here is how to use this chart. Check down the left side until you find your rate. Then, check across to the naval district you requested.

- Under each naval district you will note there are four columns. The first column shows the number of men of your rate waiting on the SDEL for that district.

- The second column shows the number of authorized billets allowed for your rate within that district.

- The third column shows the number of months of continuous sea duty the first man on the list has to his credit.

- The fourth column shows the number of months of continuous sea duty the fourth man from the top of the list has to his credit.

That's it. You now have as accurate a picture of your relative position to the top of the SDEL as you could obtain by a visit, letter, or long distance call to the Bureau of Naval Personnel.

To show the use of this chart by example, let's say you are a YN1 with 32 months of continuous sea duty, and you desire duty in the Ninth Naval District. Moving across

the chart to where the YN1 and 9ND headings meet, you can see, in the first column under the district heading, that there are just five men of your rate on the list of 9ND.

In the next column you see 9ND has an allowance of 56 YN1 billets. In the third column you note that the top YN1 has 65 months of continuous sea duty, and in the fourth column you see where the fourth man from the top of the list has 30 months' continuous sea duty.

With your 32 months' continuous sea duty, you are obviously number two or three man from the top.

Now comes the crystal gazing as to just when the Bureau will reach your name on the list and order you to shore duty. Frankly, with the facts on this chart available to you, your guess is apt to be as accurate as any the Bureau can make. Various factors influence the issuance of orders and therefore only a general prognostication can be made.

Let's estimate that roughly one third of the YN1 billets currently being filled in the 9ND will become vacant within 12 months due to personnel completing their tours of normal shore duty. As you are 2nd or 3rd on the SDEL you may logically conclude that you probably will be ordered ashore within the next 12 months . . . provided other YN1s with more continuous sea duty do not apply for 9ND between now and such time as your name would normally reach the top of the list.

Always remember when submitting your shore duty

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
				1ST MAN	4TH MAN	NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		
							1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN	
Boatswain's Mate 	BMC	36	127	156	85	11	53	156	76	10	25	105	61	4	19	57	—	4	72	62	42	18	65	88	68
	BM1	48	195	97	85	15	35	163	88	12	16	79	74	17	11	190	109	9	61	67	64	36	51	209	170
	BM2	48	590	147	92	43	36	84	83	38	20	98	93	33	18	102	91	32	53	81	77	102	154	147	80
	BM3	48	405	128	95	38	27	150	92	33	9	149	93	24	6	92	84	23	26	97	77	65	92	111	76
	BMSN	48	23	139	81	5	X	139	64	1	X	68	—	2	X	55	—	1	X	55	—	6	X	81	55
Quartermaster 	QMC	48	19	—	—	0	20	—	—	2	7	80	—	0	9	—	2	25	98	—	0	36	—	—	—
	QM1	48	91	113	83	9	25	82	69	11	6	116	95	7	10	100	68	7	15	90	66	6	43	90	75
	QM2	36	47	96	66	8	23	117	92	5	12	96	48	4	14	100	43	1	71	54	—	3	93	60	—
	QM3	36	105	101	69	8	10	88	70	10	1	109	75	4	1	61	46	1	13	69	55	13	8	94	65
	QMSN	36	7	51	—	1	X	43	—	0	X	76	—	0	X	—	—	1	X	44	—	1	X	43	—
Radarman 	RDC	18	29	101	50	3	0	97	—	3	1	123	46	3	1	86	—	1	1	30	—	1	3	33	—
	RD1	24	106	117	75	17	8	142	95	8	2	95	73	10	7	98	88	11	33	78	72	11	37	69	66
	RD2	24	12	72	—	4	30	64	34	1	1	73	—	0	14	—	—	1	64	40	—	1	96	72	—
	RD3	24	18	57	38	4	13	38	29	2	1	42	—	2	3	79	—	1	19	49	—	0	10	—	—
	RDSN	24	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
Sonarman 	SOC	18	7	57	—	1	0	193	—	1	2	32	—	2	1	50	—	0	5	—	—	0	1	—	—
	SO1	24	55	95	79	7	5	93	69	3	2	78	—	5	5	86	50	2	8	66	—	6	12	56	38
	SO2	24	6	—	—	2	4	71	—	2	3	96	—	0	4	—	—	0	13	—	—	1	9	34	—
	SO3	24	2	45	—	0	3	—	—	0	0	—	—	0	2	—	—	0	11	—	—	0	2	—	—
	SOSN	24	1	—	—	1	X	44	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
Torpedoman's Mate 	TMC	48	20	74	—	1	13	73	—	1	0	135	—	3	2	98	—	0	7	—	—	2	22	100	—
	TM1	48	23	52	—	2	16	71	—	2	1	102	82	8	41	20	56	0	9	—	—	1	15	79	—
	TM2	36	18	59	—	1	18	59	—	1	3	57	—	3	3	55	—	0	25	—	—	1	28	53	—
	TM3	36	4	53	—	0	20	—	—	0	0	—	—	0	0	—	—	0	10	—	—	2	10	53	—
	TMSN	36	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
Gunner's Mate 	GMC	48	56	115	77	3	6	77	55	2	1	81	—	3	2	196	—	21	9	131	57	12	12	98	69
	GM1	48	214	166	122	17	14	171	138	13	6	165	105	11	3	147	96	25	10	177	94	37	23	132	99
	GM2	48	216	104	96	17	28	94	86	19	6	170	45	20	9	144	92	24	51	91	87	26	64	104	86
	GM3	36	163	97	94	11	7	101	66	11	3	100	85	15	0	100	88	9	10	98	64	30	7	99	90
	GMSN	36	12	108	55	2	X	60	—	2	X	59	—	1	X	55	—	1	X	55	—	0	X	—	—

on Latest BuPers Shore Duty Eligibility List

request that if you are primarily concerned with getting a billet ashore and have no compelling reasons for limiting your request for duty to a particular area, YOU WILL GET ASHORE FASTER IF YOU INDICATE YOU WILL ACCEPT DUTY "Anywhere U. S."

Keep the following in mind as you study this chart:

• The Bureau's Shore Duty Eligibility List is subject to frequent change as new requests are received. Although you might be No. 3 man this month, you could drop to No. 6 or No. 7 by next month, if other men of your rate submit requests for the district you have chosen and if these men have more sea duty than you.

• This chart shows your standing on the Bureau's SDEL only. It contains no information for men who have submitted requests for Fleet Shore Duty or for Recruiting or Instructor duty lists.

• Personnel who fall under any of the following categories are not included in the table below:

(1) Men serving on overseas duty or in non-rotated ships whose dependents are overseas with them and who have not completed a full tour of duty at that station.

(2) Men serving on overseas duty or non-rotated ships whose dependents are not with them, but who have completed less than 12 months of a normal tour of duty in that location.

• Ratings, such as MU, MA, CT, TD, AG and AC are not included because they are subject to special detailing.

NOTES

• You'll see that the allowance column for each district on the chart below contains an "X" in the space opposite "designated striker" rates such as BMSN, GMSN, CN/CA, AN/AA, etc. This indicates that strikers are eligible to request this area. The number in the quota may not be given since strikers are included in a "package of billets" that the district is authorized for personnel in this rating category.

• In some cases the number of months shown in columns three and four under the district you have chosen would indicate that you are included within the top two or three men in the district for which you have requested duty. If you still haven't received your orders, this may be the reason: Although you may be among the top men in your district, you may have less sea duty than one or more men in your rate who request "Anywhere U. S." Such men receive first consideration for assignment to any naval district if they have more continuous sea duty than the men who have requested duty in a specific district.

Therefore, when you check your standing on the SDEL, be sure to take a look at the first column, "Anywhere U. S."

If the person in your rate in that column has more continuous sea duty than you, there may be a delay in your orders until you finally have more sea duty than all those in your rate who request "Anywhere U. S."

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE
NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		
		1ST MAN	4TH MAN	1ST MAN																								
9	12	84	69	13	11	72	54	33	73	80	68	9	39	155	59	9	33	69	62	0	48	—	—	0	9	—	—	BMC
16	10	103	71	15	16	146	76	9	47	136	78	9	47	136	78	7	55	60	56	4	24	72	60	4	24	72	60	BM1
69	36	162	88	53	30	114	97	53	76	102	47	23	47	92	77	25	30	85	81	23	28	98	76	13	12	86	74	BM2
31	4	95	79	56	0	94	91	45	51	101	81	24	17	93	80	18	28	86	69	17	36	94	69	13	16	85	68	BM3
2	X	98	—	1	X	52	—	1	X	54	—	0	X	—	—	1	X	62	—	2	X	52	—	1	X	107	—	BMSN
0	17	—	—	0	10	—	—	8	43	66	55	2	25	56	—	5	6	166	83	1	30	86	—	0	2	—	—	QMC
9	56	60	69	6	26	89	67	18	17	156	80	6	28	113	88	6	6	89	60	1	17	62	—	2	3	69	—	QM1
3	35	92	—	5	32	62	56	8	63	68	64	2	39	88	—	3	14	61	—	3	19	78	—	2	3	57	—	QM2
6	1	154	80	6	0	57	55	15	15	87	65	8	7	67	55	8	5	68	49	6	6	94	57	1	0	101	—	QM3
0	X	—	—	0	X	—	—	3	X	79	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	QMSN
3	2	50	—	2	6	44	—	3	5	214	—	4	3	56	26	2	1	66	—	2	4	37	—	0	0	—	—	RDC
8	14	72	69	8	19	71	64	20	40	78	70	9	14	117	62	2	2	56	—	3	6	82	—	1	0	36	—	RD1
1	41	39	—	2	28	45	—	1	97	64	—	0	35	—	—	1	8	38	—	0	19	—	—	0	1	—	—	RD2
1	1	38	—	1	6	29	—	2	17	44	—	1	6	38	—	2	2	50	—	0	3	—	—	0	0	—	—	RD3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	RDSN
0	2	—	—	2	3	66	—	0	3	—	—	1	1	32	—	1	0	199	—	0	1	—	—	0	0	—	—	SOC
0	6	—	—	3	6	60	59	16	16	116	61	3	6	68	—	3	1	62	—	1	2	41	—	3	1	79	—	SO1
0	4	—	—	0	7	—	—	0	10	—	—	0	1	3	43	—	0	2	—	0	2	—	—	1	0	34	—	SO2
0	0	—	—	1	0	42	—	0	8	—	—	0	1	—	—	1	2	45	—	0	0	—	—	0	0	—	—	SO3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SOSN
0	6	—	—	0	3	—	—	3	19	81	52	3	12	95	—	6	9	147	74	0	4	—	—	0	0	—	—	TMC
2	3	103	—	1	10	71	—	2	21	73	—	2	4	81	—	2	12	91	—	0	4	—	—	0	0	—	—	TM1
1	13	64	—	3	10	83	—	4	30	187	59	1	10	153	—	1	15	55	—	1	2	54	—	0	0	—	—	TM2
0	0	—	—	1	0	47	—	0	10	—	—	0	1	—	—	1	11	48	—	0	0	—	—	0	0	—	—	TM3
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	TMSN
7	7	115	67	3	4	21	—	9	11	225	76	7	32	22	82	5	5	78	55	0	17	—	—	0	2	—	—	GMC
21	11	167	99	18	6	136	102	27	13	109	107	12	7	166	131	14	1	166	98	5	7	162	67	1	0	99	—	GM1
21	35	97	81	24	23	96	92	29	69	145	96	9	21	99	94	8	12	98	80	7	24	98	62	2	2	87	—	GM2
17	8	98	91	18	0	99	88	14	5	94	81	5	2	94	53	7	1	85	55	3	15	64	—	2	1	60	—	GM3
0	X	—	—	3	X	69	—	2	X	60	—	1	X	108	—	0	X	—	—	0	X	—	—	0	X	—	—	GMSN

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY PERIODS TO APPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND MOS. SEA DUTY		3RD ND MOS. SEA DUTY		4TH ND MOS. SEA DUTY		5TH ND MOS. SEA DUTY		6TH ND MOS. SEA DUTY											
				1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETTS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETTS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETTS	1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETTS						
Fire Control Technician and Fire Controlman 	FTC/FCC	18	27	91	67	—	1	—	1	2	56	—	1	0	26	—	—	1	—	—	4	2	72	31	
	FT1/FC1	18	38	106	104	7	1	100	91	2	3	84	—	2	5	88	—	3	—	—	3	1	54	24	
	FT2/FC2	36	6	66	—	—	5	67	—	1	0	95	—	—	5	—	—	—	25	78	—	53	—	—	
	FT3/FC3	36	4	—	—	—	3	87	—	—	1	—	—	—	0	—	—	—	1	78	—	2	—	—	
	FTSN/FCSN	36	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	X	—	—	
Mineman 	MNC	18	0	—	—	—	4	—	—	2	—	—	—	10	—	—	—	—	7	—	—	3	—	—	
	MN1	18	1	—	—	—	6	—	—	3	—	—	—	11	—	—	—	—	13	—	—	2	—	—	
	MN2	18	1	—	—	—	6	—	—	3	—	—	—	19	—	—	—	—	17	—	—	4	—	—	
	MN3	18	0	—	—	—	4	—	—	6	—	—	—	0	—	—	—	—	25	—	—	5	—	—	
	MNSN	18	0	—	—	—	X	—	—	X	—	—	—	X	—	—	—	—	X	—	—	X	—	—	
Electronics Technician 	ETC	18	5	—	—	—	8	—	2	1	34	—	—	3	—	—	—	—	11	—	—	18	—	—	
	ET1	18	11	123	—	1	13	130	—	3	4	94	—	3	9	97	—	—	22	—	—	31	—	—	
	ET2	24	0	—	—	—	16	—	—	7	7	—	—	—	13	—	—	—	28	—	—	45	—	—	
	ET3	24	1	—	—	—	21	—	—	1	7	38	—	—	12	—	—	—	36	—	—	49	—	—	
	ETSN	24	0	—	—	—	X	—	—	X	—	—	—	—	X	—	—	—	X	—	—	X	—	—	
Instrumentman 	IMC	36	4	—	—	—	0	—	—	0	—	—	—	0	—	—	—	—	1	4	76	—	0	—	
	IM1	36	4	45	—	—	3	—	—	—	—	—	—	—	0	—	—	—	7	—	—	1	—	—	
	IM2	24	1	—	—	—	0	—	—	0	—	—	—	—	0	—	—	—	—	—	—	3	—	—	
	IM3	24	7	37	—	—	0	—	—	1	0	33	—	—	0	—	—	—	1	—	—	4	1	39	
	IMSN	24	0	—	—	—	X	—	—	X	—	—	—	—	X	—	—	—	X	—	—	X	—	—	
Opticalman 	OMC	36	2	—	—	—	2	—	—	0	—	—	—	1	—	—	—	—	0	—	—	0	—	—	
	OM1	36	0	—	—	—	0	—	—	1	—	—	—	0	—	—	—	—	0	—	—	0	—	—	
	OM2	24	1	47	—	—	0	—	—	—	1	—	—	—	1	—	—	—	2	—	—	0	—	—	
	OM3	24	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	0	—	—	
	OMSN	24	0	—	—	—	X	—	—	X	—	—	—	—	X	—	—	—	X	—	—	X	—	—	
Teleman 	TEC	18	14	—	—	1	2	35	—	1	2	45	—	1	4	23	—	2	10	35	—	1	14	74	
	TE1	18	26	60	40	4	9	113	40	5	12	53	43	2	10	132	—	—	24	—	—	3	34	60	
	TE2	24	12	—	—	4	19	100	29	2	11	75	—	—	13	—	—	—	42	—	—	2	34	67	
	TE3	24	22	90	30	—	26	—	—	2	12	90	—	—	11	50	—	—	60	—	—	4	49	56	
	TESN	24	0	—	—	—	X	—	—	X	—	—	—	—	X	—	—	—	X	—	—	X	—	—	
Radioman 	RMC	36	63	70	58	4	19	83	45	6	6	119	47	5	11	67	41	2	28	60	—	—	58	—	
	RM1	36	119	84	55	14	28	105	69	13	5	103	90	9	16	93	63	11	37	83	56	11	69	88	
	RM2	36	25	99	64	6	43	91	59	1	4	52	—	2	19	97	—	—	57	—	—	2	94	64	
	RM3	24	32	84	36	2	42	56	—	5	9	84	44	1	19	49	—	—	56	—	—	3	70	48	
	RMSN	24	6	46	—	—	X	—	—	1	X	32	—	—	X	—	—	—	X	—	—	2	X	32	—
Yeoman 	YNC	18	26	—	—	—	17	—	2	31	26	—	—	21	—	—	2	49	39	—	4	53	56		
	YN1	18	43	31	—	10	40	68	46	2	40	44	—	3	28	65	—	—	75	—	7	93	36		
	YN2	18	10	—	—	1	62	43	—	—	43	—	—	2	38	93	—	—	99	—	—	—	123	—	
	YN3	18	7	—	—	—	97	—	—	1	62	27	—	—	32	—	—	—	121	—	—	—	151	—	
	YNSN	18	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	
Personnel Man 	PNC	18	0	—	—	—	12	—	—	10	—	—	—	5	—	—	—	27	—	—	—	21	—	—	
	PN1	18	2	—	—	—	16	—	—	1	10	49	—	—	16	—	—	—	62	—	—	—	34	—	
	PN2	18	4	—	—	1	25	29	—	2	18	47	—	—	9	—	—	—	89	—	—	1	54	47	
	PN3	18	0	—	—	—	38	—	—	—	20	—	—	—	18	—	—	—	131	—	—	—	84	—	
	PNSN	24	0	—	—	—	X	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	
Storekeeper 	SKC	24	32	40	28	2	16	35	—	1	15	40	—	3	13	34	—	—	36	—	—	4	42	45	
	SK1	18	60	60	45	4	35	48	45	5	24	46	38	3	21	71	—	—	71	—	—	9	68	61	
	SK2	24	43	48	40	4	49	55	32	2	30	48	—	4	29	38	—	—	92	—	—	11	87	45	
	SK3	18	10	34	—	2	54	64	—	—	38	—	—	—	36	—	—	—	114	—	—	—	117	—	
	SKSN	18	4	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	
Disbursing Clerk 	DKC	18	5	—	—	—	5	—	—	3	—	—	—	6	—	—	—	—	13	—	—	2	7	37	
	DK1	18	13	95	23	2	7	45	—	2	5	57	—	—	7	—	—	—	23	—	—	—	21	—	
	DK2	18	6	52	—	1	7	57	—	—	11	—	—	—	9	—	—	—	26	—	—	—	20	—	
	DK3	18	4	—	—	—	10	—	—	1	3	30	—	—	11	—	—	—	34	—	—	1	30	43	
	DKSN	18	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	
Commissaryman 	CSC	36	65	68	54	1	19	56	—	0	4	—	—	0	11	—	—	1	46	40	—	5	76	55	
	Cook CS1	24	178	49	45	17	143	154	48	7	31	55	45	10	36	99	52	23	366	44	39	25	234	57	
	CS2	24	52	94	—	5	143	53	31	8	31	99	62	11	36	81	57	2	366	28	—	6	234	60	
	CS3	24	43	40	—	1	143	30	—	3	31	42	—	5	36	48	36	0	366	—	—	11	234	107	
	CSSN	24	2	38	—	—	1	X	38	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—
	Baker CS1	24	58	76	40	2	28	47	—	5	10	80	39	1	7	42	—	3	101	35	—	9	72	47	
	CS2	24	87	68	59	15	28	126	70	8	10	68	53	8											

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE		
NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY				
		1ST MAN	4TH MAN	1ST MAN	4TH MAN	1ST MAN																								
—	2	—	—	3	0	87	—	10	2	235	91	4	1	91	24	2	0	67	—	2	2	1	97	—	—	2	1	—	FTC/FCC	
—	22	—	—	6	1	131	70	5	1	106	68	2	3	102	—	4	2	104	62	1	1	97	—	—	2	1	100	FT1/FC1		
—	1	—	—	1	0	93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	FT2/FC2		
—	X	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	FT3/FC3	
—	0	—	—	—	1	—	—	—	1	—	—	—	3	—	—	—	4	—	—	—	—	—	—	—	—	—	—	—	MNC	
—	1	—	—	—	1	—	—	—	2	—	—	1	3	104	—	—	5	—	—	—	—	—	—	—	—	—	—	—	MN1	
—	0	—	—	—	0	—	—	1	0	99	—	—	2	—	—	—	5	—	—	—	—	—	—	—	—	—	—	—	MN2	
—	0	—	—	—	0	—	—	—	2	—	—	—	5	—	—	—	18	—	—	—	—	—	—	—	—	—	—	—	MN3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	—	—	—	—	—	—	—	MNSN	
—	8	—	—	—	6	—	—	—	22	—	—	3	7	40	—	—	7	—	—	—	—	—	—	—	—	—	—	—	ETC	
—	18	—	—	1	20	58	—	—	27	—	—	3	23	123	—	—	16	—	—	—	—	—	—	—	—	—	—	—	ET1	
—	18	—	—	—	19	—	—	—	31	—	—	—	34	—	—	—	22	—	—	—	—	—	—	—	—	—	—	—	ET2	
—	21	—	—	—	16	—	—	—	49	—	—	—	40	—	—	—	24	—	—	—	—	—	—	—	—	—	—	—	ET3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	—	—	—	—	—	—	—	ETSN	
—	0	—	—	—	0	—	—	4	2	141	83	—	2	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	IMC	
—	0	—	—	—	0	—	—	3	3	60	—	—	0	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	IM1	
1	0	61	—	—	0	—	—	1	0	—	—	—	2	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	IM2	
—	0	—	—	—	0	40	—	—	1	0	53	—	—	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	IM3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	—	—	—	—	—	—	—	IMSN	
—	0	—	—	—	0	—	—	2	3	113	—	—	0	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	OMC	
—	0	—	—	—	0	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	OM1	
—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	OM2	
—	X	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	OM3	
—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	—	—	—	—	—	—	—	—	OMSN	
1	7	22	—	—	5	—	—	5	10	54	47	—	13	—	—	—	4	—	—	—	2	16	23	—	—	—	—	—	TEC	
4	13	46	33	2	8	51	—	2	26	40	—	1	29	26	—	—	8	—	—	2	27	78	—	—	—	—	—	—	TE1	
—	18	—	—	—	14	—	—	2	30	52	—	—	37	—	—	—	11	77	—	—	—	45	—	—	—	—	—	—	TE2	
4	17	44	29	7	19	180	44	—	53	—	—	—	52	—	—	3	9	55	—	—	—	82	—	—	—	—	—	—	TE3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	X	—	—	—	—	—	—	TESN	
1	18	62	—	5	7	49	41	20	36	70	63	4	28	59	44	14	10	168	64	1	42	44	—	—	—	—	—	—	RMC	
10	26	55	48	8	10	69	61	17	51	95	70	9	42	85	58	7	27	116	66	4	59	52	51	2	—	—	—	—	RM1	
6	37	50	43	8	16	99	48	—	71	—	—	1	70	71	—	—	31	—	—	—	87	—	—	—	—	—	—	—	RM2	
7	22	48	41	9	13	60	42	1	67	45	38	—	59	43	—	—	32	31	—	1	85	54	—	—	—	—	—	—	RM3	
—	X	—	—	2	X	46	—	1	—	38	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	—	—	—	RMSN	
—	31	—	—	1	32	65	30	10	51	48	38	6	25	59	37	—	10	—	—	1	33	39	—	—	—	—	—	—	YNC	
6	35	82	35	5	56	65	30	—	79	—	—	8	45	69	39	3	17	41	—	—	59	—	—	—	—	—	—	—	YN1	
—	63	—	—	5	88	54	33	—	126	—	—	2	51	64	—	—	19	—	—	—	68	—	—	—	—	—	—	—	YN2	
—	62	—	—	2	77	28	—	—	144	—	—	—	74	—	—	—	17	31	26	—	88	—	—	—	—	—	—	—	YN3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	—	—	—	YNSN	
—	16	—	—	—	20	—	—	—	27	—	—	—	16	—	—	—	8	—	—	—	—	—	—	—	—	—	—	—	PNC	
—	30	—	—	—	44	—	—	—	68	—	—	—	25	—	—	1	11	26	—	—	22	—	—	—	—	—	—	—	PN1	
—	33	—	—	—	61	—	—	—	92	—	—	—	33	—	—	—	9	—	—	—	31	—	—	—	—	—	—	—	PN2	
—	38	—	—	—	78	—	—	—	156	—	—	—	40	—	—	—	13	—	—	—	33	—	—	—	—	—	—	—	PN3	
—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	—	—	—	—	—	PNSN
1	9	43	—	—	20	—	—	11	34	44	38	8	22	66	44	2	6	100	—	—	16	—	—	—	—	—	—	—	SKC	
6	14	66	34	5	25	48	32	12	67	51	44	12	43	50	43	2	18	44	—	—	35	—	—	1	5	33	—	—	SK1	
2	21	44	—	13	38	51	43	3	96	40	—	2	58	41	—	1	17	37	—	1	46	34	—	—	—	—	—	—	SK2	
2	22	41	—	6	38	47	29	—	123	—	—	—	65	—	—	—	15	—	—	—	54	—	—	—	—	—	—	—	SK3	
2	X	44	—	2	X	43	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	—	—	—	Sksen	
1	3	21	—	—	2	—	—	1	14	23	—	1	7	25	—	—	5	—	—	—	7	—	—	—	—	—	—	—	DKC	
1	8	23	—	3	5	49	—	1	21	132	—	2	10	34	—	—	4	95	—	—	6	—	—	—	—	—	—	—	DK1	
1	8	21	—	2	7	44	—	1	29	52	—	—	11	—	—	—	6	—	—	—	12	—	—	2	2	22	—	—	DK2	
1	14	29	—	1	8	36	—	—	46	—	—	—	10	—	—	—	5	—	—	—	12	—	—	—	—	—	—	—	DK3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	—	—	—	—	DKSN
2	37	58	—	3	22	68	57	28	46	59	57	14	32	56	53	7	9	57	62	1	16	47	—	—	—	—	—	—	—	CSC
14	97	70	39	20	300	76	40	30	371	46	42	14	151	45	43	8	48	102	39	2	110	44	—	—	4	15	70	44	—	CS1
9	97	88	54	7	300	62	43	0	371	61	—	2	151	63	—	1	48	48	—	0	110	—	—	—	—	—	—	—	—	CS2
13	97	64	53	6	300	46	—	0	371	—	—	0	151	—	—	3	48	44	—	0	110	—	—	—	—	—	—	—	—	CS3
0	X	—	—	0	X	—	—	0	X	—	—	—	0	—	—	1	X	49	—	0	X	—	—	—	—	—	—	—	—	CSSN
6	47	53	38	6	48	44	40	13	100	56	40	3	29	112	38	3	12	76	—	4	20	48	29	0	4	—	—	—	—</	

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND				
				1ST MAN	4TH MAN	NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		
								1ST MAN	4TH MAN	1ST MAN																
	Barber SH1	48	18	100	51	1	0	60	7	2	1	150	—	1	4	94	—	4	24	171	66	3	40	71	—	
	SH2	48	15	109	56	1	0	52	—	2	1	101	—	1	4	—	—	2	24	67	—	3	40	109	—	
	SH3	36	12	68	42	1	0	42	—	0	1	—	—	0	4	—	—	0	24	—	—	2	40	68	—	
	SHSN	36	1	—	—	1	X	40	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
		Tailor SH1	48	6	87	61	0	0	—	4	0	X	—	1	1	0	87	—	0	6	—	—	0	4	—	—
		SH2	48	6	96	—	2	0	109	—	1	X	78	—	0	0	—	—	0	6	—	—	0	4	—	—
		SH3	36	5	—	—	1	0	41	—	2	X	99	—	0	0	—	—	0	6	—	—	0	1	4	76
		SHSN	36	0	—	—	0	X	—	—	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—
		Cobbler SH1	48	6	64	—	0	0	—	2	0	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—
		SH2	48	5	105	—	1	0	105	—	0	0	—	—	0	X	—	—	0	2	—	—	1	X	87	—
		SH3	36	1	44	—	0	0	—	—	0	0	—	—	0	X	—	—	0	2	—	—	3	X	92	—
		SHSN	36	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—
	Store SH1	48	90	120	94	9	9	106	82	6	13	120	91	3	X	114	60	6	20	91	71	15	40	100	88	
	SH2	48	10	67	—	1	9	93	—	1	13	64	—	0	X	—	—	0	20	—	—	3	40	67	—	
	SH3	36	2	48	—	0	9	—	—	0	13	—	—	0	X	—	—	0	20	—	—	0	40	—	—	
	SHSN	36	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
SHC	24	11	52	42	3	5	73	—	0	2	—	—	0	3	—	—	2	9	52	—	1	13	45	—		
	Journalist JOC	18	0	—	—	—	2	—	—	—	1	—	—	—	2	—	—	—	4	—	—	—	1	—	—	
	JO1	18	0	—	—	—	3	—	—	—	1	—	—	—	1	—	—	—	5	—	—	—	6	—	—	
	JO2	18	0	—	—	—	1	—	—	—	1	—	—	—	1	—	—	—	2	—	—	—	9	—	—	
	JO3	18	0	—	—	—	3	—	—	—	1	—	—	—	0	—	—	—	6	—	—	—	9	—	—	
	JOSN	18	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	
	Lithographer & Printer LIC/PIC	24	7	47	—	1	0	35	—	0	0	—	—	0	0	—	—	1	0	34	—	0	0	—	—	
	LI1/PI1	24	10	56	—	0	4	—	—	0	1	56	30	5	2	30	—	1	2	—	—	0	1	—	—	
	LI2/PI2	24	4	75	—	0	0	—	—	0	0	—	—	1	0	38	—	0	0	—	—	0	0	—	—	
	LI3/PI3	24	2	—	—	1	0	51	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	
	LISN/PISN	24	1	—	—	1	X	45	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	Draftsman DMC	18	0	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—	2	—	—	—	0	—	—	
	DM1	18	0	—	—	—	2	—	—	—	4	—	—	—	0	—	—	—	9	—	—	—	2	—	—	
	DM2	18	0	—	—	—	1	—	—	—	3	—	—	—	1	—	—	—	14	—	—	—	8	—	—	
	DM3	18	0	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—	8	—	—	—	9	—	—	
	DM5N	18	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	
	Machinist's Mate MMC	48	49	212	54	5	38	99	56	6	6	186	64	4	10	189	—	6	75	187	59	1	74	101	—	
	MM1	48	231	181	117	33	25	178	115	25	1	120	112	12	11	118	101	17	52	121	86	21	92	91	88	
	MM2	48	12	48	—	2	31	107	—	5	2	100	87	0	19	—	—	2	105	70	—	1	154	48	—	
	MM3	36	9	41	—	3	9	78	—	2	2	71	—	1	0	54	—	2	1	49	—	0	17	—	—	
	MMFN	36	0	—	—	0	X	—	—	0	X	—	—	0	—	—	—	0	X	—	—	0	X	—	—	
	Engineman ENC	48	26	63	—	0	12	—	—	3	8	116	—	5	10	60	54	0	31	—	—	7	41	68	54	
	EN1	48	112	107	70	14	43	89	75	10	26	89	62	16	16	156	85	6	74	75	63	9	96	119	60	
	EN2	36	45	74	58	2	53	43	—	4	30	69	47	2	19	88	—	3	81	58	—	13	52	74	57	
	EN3	36	33	69	47	3	25	78	—	3	10	91	—	2	3	52	—	0	32	—	—	4	43	60	47	
	ENFN	36	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	Machinery Repairman MRC	48	3	—	—	0	0	—	—	0	0	—	—	0	3	—	—	1	1	99	—	0	3	—	—	
	MR1	48	4	92	—	0	5	—	—	0	2	—	—	1	2	61	—	0	13	—	—	1	12	68	—	
	MR2	36	1	—	—	1	7	59	—	0	3	—	—	0	4	—	—	0	19	—	—	0	36	—	—	
	MR3	36	0	—	—	0	3	—	—	0	0	—	—	0	1	—	—	0	2	—	—	0	3	—	—	
	MRFN	36	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	
	Boilerman BTC	48	41	87	71	0	8	—	—	4	6	119	70	3	3	74	—	7	15	244	123	3	11	67	—	
	BT1	48	277	130	115	26	9	165	126	28	3	181	111	21	3	165	102	28	20	105	102	30	20	105	101	
	BT2	48	36	78	67	9	54	118	101	2	5	186	—	1	14	69	—	4	98	92	66	4	123	97	—	
	BT3	48	61	96	87	8	21	93	84	3	2	84	—	10	0	100	96	7	9	194	93	8	1	94	77	
	BTFN	48	6	76	—	1	X	60	—	0	X	—	—	1	X	94	—	0	X	—	—	0	X	—	—	
	Electrician's Mate EMC	48	16	58	—	1	18	85	—	3	6	88	—	4	15	76	55	1	38	52	—	2	70	66	—	
	EM1	48	36	158	—	4	16	115	68	10	8	123	91	6	10	93	86	0	44	—	—	2	70	158	—	
	EM2	36	9	50	—	2	40	76	—	0	27	—	—	1	10	36	—	2	65	89	—	1	66	50	—	
	EM3	36	7	64	—	1	6	45	—	1	2	64	—	1	1	36	—	0	28	—	—	0	18	—	—	
	EMFN	36	1	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	
	I. C. Electrician ICC	48	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	1	—	—	
	IC1	48	3	—	—	2	9	80	—	0	1	—	—	0	4	—	—	0	31	—	—	0	30	—	—	
	IC2	36	1	—	—	0																				

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE	
NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY			
		1ST MAN	4TH MAN	1ST MAN	4TH MAN																								
0	0	—	—	1	8	72	—	5	49	106	70	0	16	—	—	1	12	71	—	0	13	—	—	0	6	—	—	SH1	
0	0	—	—	0	8	—	—	3	49	70	—	4	16	78	55	0	12	—	—	0	13	—	—	0	6	—	—	SH2	
1	0	53	—	4	8	51	44	1	49	47	—	2	16	64	—	0	12	45	—	1	13	46	—	0	0	—	—	SH3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SH5N	
1	7	23	—	0	4	—	—	2	10	76	—	2	4	74	—	0	3	—	—	0	3	—	—	0	X	—	—	SH1	
0	7	67	—	1	4	80	—	0	10	—	—	2	4	—	—	0	3	—	—	0	3	—	—	0	X	—	—	SH2	
0	7	—	—	0	4	—	—	0	10	—	—	0	4	58	—	1	3	—	—	0	3	—	—	0	X	—	—	SH3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SH5N	
0	4	—	—	0	2	2	—	1	3	96	—	1	5	64	—	1	2	93	—	0	6	—	—	0	0	—	—	SH1	
0	4	—	—	0	2	—	—	1	3	100	—	0	5	—	—	0	2	—	—	0	6	—	—	0	0	—	—	SH2	
0	4	—	—	1	2	44	—	0	3	—	—	0	5	—	—	0	2	—	—	0	6	—	—	0	0	—	—	SH3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SH5N	
4	17	91	72	5	5	120	77	13	54	88	74	6	17	130	75	9	7	83	78	0	9	—	—	1	8	97	—	SH1	
2	17	114	—	1	5	74	—	2	54	76	—	1	17	—	—	0	7	—	—	0	9	—	—	0	8	—	—	SH2	
0	17	—	—	0	5	—	—	0	54	—	—	1	17	52	—	0	7	—	—	0	9	—	—	0	8	—	—	SH3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	SH5N	
0	8	—	—	0	X	1	—	3	16	52	—	2	8	49	—	0	3	—	—	0	5	—	—	0	1	—	—	SHC	
—	2	—	—	—	0	—	—	—	4	—	—	—	2	—	—	—	1	—	—	—	0	—	—	—	0	—	—	JOC	
—	3	—	—	—	4	—	—	—	6	—	—	—	4	—	—	—	1	—	—	—	3	—	—	—	2	—	—	JO1	
—	3	—	—	—	7	—	—	—	5	—	—	—	2	—	—	—	2	—	—	—	1	—	—	—	1	—	—	JO2	
—	3	—	—	—	10	—	—	—	7	—	—	—	2	—	—	—	1	—	—	—	1	—	—	—	0	—	—	JO3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	JOSN	
0	0	—	—	2	0	37	—	0	0	—	—	3	3	47	—	0	0	—	—	0	3	—	—	0	0	—	—	LIC/PIC	
0	0	—	—	0	0	31	—	1	6	—	—	1	3	45	—	0	0	—	—	2	2	59	—	0	0	—	—	L1/P11	
0	0	—	—	1	0	68	—	0	0	—	—	0	4	—	—	0	0	—	—	1	3	75	—	0	0	—	—	L2/P12	
0	0	—	—	0	0	—	—	0	0	—	—	0	4	—	—	0	0	—	—	1	4	57	—	0	0	—	—	L3/P13	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	LISN/PISN	
—	1	—	—	—	0	—	—	—	7	—	—	—	0	—	—	—	1	—	—	—	8	—	—	—	0	—	—	DMC	
—	2	—	—	—	1	—	—	—	9	—	—	—	3	—	—	—	0	—	—	—	10	—	—	—	0	—	—	DM1	
—	3	—	—	—	5	—	—	—	6	—	—	—	6	—	—	—	0	—	—	—	12	—	—	—	0	—	—	DM2	
—	5	—	—	—	6	—	—	—	7	—	—	—	2	—	—	—	0	—	—	—	—	—	—	—	0	—	—	DM3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	DMSN	
3	34	62	—	4	27	212	54	4	71	60	53	4	42	94	65	10	19	101	64	2	19	70	—	0	3	—	—	MMC	
14	41	96	93	36	37	117	98	41	81	125	101	10	41	99	92	8	11	181	87	5	10	181	56	3	1	108	—	MM1	
0	79	—	—	1	53	142	—	0	156	—	—	1	61	65	—	0	12	—	—	0	26	—	—	0	0	—	—	MM2	
0	6	—	—	0	4	—	—	0	14	—	—	0	0	—	—	1	3	101	—	0	4	—	—	0	0	—	—	MM3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	MMFN	
1	14	54	—	3	12	63	—	2	30	52	—	3	16	56	—	5	11	86	52	0	16	—	—	0	7	—	—	ENC	
7	27	115	60	13	17	138	69	11	80	107	71	6	40	146	56	11	29	—	63	4	24	74	54	6	22	90	62	EN1	
4	19	64	49	9	16	76	61	7	86	98	47	2	56	55	—	1	49	43	—	0	27	—	—	1	9	41	—	EN2	
4	4	62	47	5	5	52	40	3	50	68	—	3	14	48	—	2	23	48	—	1	22	52	—	0	16	—	—	EN3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	ENFN	
0	1	—	—	0	4	—	—	2	5	60	—	0	3	—	—	0	0	—	—	0	5	—	—	0	0	—	—	MRC	
1	7	66	—	1	7	92	—	0	15	—	—	0	0	—	—	0	0	—	—	0	2	—	—	0	1	—	—	MR1	
0	14	—	—	0	24	—	—	0	21	—	—	0	19	—	—	0	5	—	—	0	10	—	—	0	0	—	—	MR2	
0	1	—	—	0	2	—	—	0	6	—	—	0	4	—	—	0	0	—	—	0	1	—	—	0	0	—	—	MR3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	MRFN	
3	8	87	—	1	8	54	—	8	25	71	58	9	11	209	108	3	5	109	—	0	7	—	—	0	1	—	—	BTC	
20	49	113	100	28	21	130	14	44	33	189	119	15	15	114	104	14	3	141	101	7	20	101	91	5	0	89	64	BT1	
3	58	66	—	4	39	78	54	2	119	62	—	2	58	101	—	3	12	103	—	1	26	57	—	0	0	—	—	BT2	
5	7	91	61	5	0	89	67	2	1	66	—	5	1	94	56	4	4	67	52	3	6	86	—	0	0	—	—	BT3	
0	X	—	—	2	X	69	—	0	X	—	—	1	X	72	—	1	X	76	—	0	X	—	—	0	X	—	—	BTFN	
0	32	—	—	2	22	121	—	1	48	55	—	0	29	—	—	2	12	67	—	0	21	—	—	0	3	—	—	EMC	
1	26	62	—	4	25	98	57	3	45	95	—	2	25	76	—	3	12	98	—	1	15	75	—	0	7	—	—	EM1	
0	10	—	—	0	15	—	—	2	76	46	—	0	28	—	—	1	25	41	—	0	20	—	—	0	9	—	—	EM2	
0	3	—	—	4	6	102	44	0	17	—	—	0	14	—	—	0	12	—	—	0	16	—	—	0	3	—	—	EM3	
0	X	—	—	1	X	38	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	EMFN	
0	0	—	—	0	2	—	—	0	3	—	—	—	1	3	58	—	0	0	—	—	0	0	—	—	0	0	—	—	ICC
0	23	—	—	0	15	—	—	0	24	—	—	1	13	110	—	0	6	—	—	0	4	—	—	0	1	—	—	IC1	
0	11	—	—	0	9	—	—	0	16	—	—	0	9	—	—	0	5	—	—	0	6	—	—	0	0	—	—	IC2	
0	5	—	—	0	1	—	—	0	2	—	—	0	0	—	—	0	2	—	—	0	0	—	—	0	0	—	—	IC3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	ICFN	
1	7	48	—	0	5	—	—	0	23	—	—	1	6	58	—	2	2	70											

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U. S. MOS. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND				
				1ST MAN	4TH MAN	NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN	NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	1ST MAN	4TH MAN
							NO. OF BILLETS	4TH MAN						NO. OF BILLETS	4TH MAN						NO. OF BILLETS	4TH MAN				
Damage Controlman 	DCC	36	21	71	—	0	2	—	—	0	3	—	—	1	2	45	—	—	0	6	—	—	5	10	172	51
	DC1	36	71	106	69	8	2	96	61	4	2	69	—	4	2	87	—	—	4	6	50	46	9	22	143	64
	DC2	36	51	123	58	6	8	86	50	5	3	73	47	4	2	84	54	—	1	10	52	—	5	28	123	47
	DC3	24	17	56	—	2	1	63	—	2	0	56	—	3	3	52	—	—	2	3	47	—	4	31	59	40
	DCFN	24	5	50	—	1	X	38	—	0	X	—	—	0	X	—	—	—	1	X	38	—	0	X	—	—
Patternmaker 	PMC	48	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	—	0	1	—	—	0	0	—	—
	PM1	48	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	—	0	0	—	—	0	0	—	—
	PM2	36	1	—	—	1	0	62	—	0	0	—	—	0	0	—	—	—	0	1	—	—	0	1	—	—
	PM3	36	1	—	—	0	0	—	—	1	0	46	—	0	0	—	—	—	0	0	—	—	0	0	—	—
	PMFN	36	1	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	0	X	—	—	0	X	—	—
Molder 	MLC	48	2	—	—	0	0	—	—	0	0	—	—	0	0	—	—	—	0	0	—	—	0	0	—	—
	ML1	48	1	—	—	1	0	170	—	0	0	—	—	0	0	—	—	—	0	0	—	—	0	0	—	—
	ML2	36	3	—	—	1	1	46	—	1	0	52	—	0	0	—	—	—	0	0	—	—	1	0	0	48
	ML3	36	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	—	0	0	—	—	0	0	—	—
	MLFN	36	0	—	—	0	X	—	—	0	X	—	—	0	X	—	—	—	0	X	—	—	0	X	—	—
Surveyor 	SVC	18	1	—	—	—	0	—	—	—	—	—	—	0	—	—	—	—	2	—	—	—	0	—	—	—
	SV1	18	0	—	—	—	2	—	—	—	0	—	—	0	—	—	—	—	3	—	—	—	2	—	—	—
	SV2	18	0	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	2	—	—	—
	SV3	18	0	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	4	—	—	—
	SVCN	18	1	—	—	—	X	—	—	—	X	—	—	1	X	35	—	—	X	—	—	—	X	—	—	—
Construction Electrician's Mate 	CEC	18	0	—	—	—	2	—	—	—	0	—	—	—	0	—	—	—	7	—	—	—	7	—	—	—
	CE1	18	0	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	10	—	—	—	3	—	—	—
	CE2	18	1	—	—	1	2	50	—	—	1	—	—	—	0	—	—	—	11	—	—	—	4	—	—	—
	CE3	18	12	40	32	6	1	42	37	1	0	32	—	1	0	20	—	—	1	1	25	—	2	6	27	—
	CECN	18	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—
Driver 	CDC	24	3	43	—	1	4	43	—	1	64	—	—	3	—	—	—	—	14	—	—	—	8	—	—	—
	CD1	24	28	48	45	4	3	116	38	2	0	85	—	—	1	—	—	4	11	48	34	—	8	13	54	49
	CD2	24	5	67	—	—	5	—	—	—	1	0	39	—	—	1	—	—	1	7	87	—	1	21	45	—
	CD3	24	23	43	30	3	7	119	—	1	0	30	—	—	2	2	43	—	3	6	95	—	9	23	43	31
	CDCN	24	4	31	—	1	X	28	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—
Mechanic 	CMC	24	4	—	—	—	2	—	—	1	0	70	—	—	0	—	—	2	8	28	—	1	4	70	—	—
	CM1	24	5	62	—	2	2	62	—	2	0	66	—	—	0	—	—	1	13	27	—	—	4	—	—	—
	CM2	24	6	—	—	3	3	47	—	—	0	—	—	—	0	—	—	—	9	—	—	2	6	50	—	—
	CM3	24	9	38	—	1	4	35	—	—	0	—	—	1	0	48	—	—	12	—	—	2	6	33	—	—
	CMCN	24	0	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—
Builder 	BUC	24	19	61	43	3	3	60	—	—	—	—	2	0	59	—	—	2	11	39	—	6	8	16	38	—
	BU1	24	3	—	—	2	7	47	—	—	0	—	—	3	—	—	—	—	21	—	—	—	14	—	—	—
	BU2	24	8	43	29	1	3	43	—	2	0	63	—	—	0	—	—	—	33	—	—	2	11	29	—	—
	BU3	24	25	62	35	9	4	74	35	2	0	62	—	1	0	29	—	—	3	10	35	27	4	6	29	—
	BUCN	24	1	33	—	—	X	—	—	—	X	—	—	—	X	—	—	—	1	X	33	—	X	—	—	—
Steel Worker 	SWC	24	14	161	52	2	2	43	—	—	0	—	—	0	—	—	—	2	0	38	—	4	1	63	—	—
	SW1	24	6	67	—	1	1	48	—	—	0	—	—	—	0	—	—	—	1	—	—	2	3	45	—	—
	SW2	24	6	42	38	1	2	69	—	—	0	—	—	—	0	—	—	—	1	3	38	—	—	8	—	—
	SW3	24	2	41	—	—	1	—	—	—	0	—	—	—	0	—	—	—	—	4	—	—	1	2	41	—
	SWCN	24	2	56	—	1	X	56	—	—	X	—	—	—	X	—	—	—	X	—	—	—	1	X	46	—
Utilities Man 	UTC	18	6	75	26	1	1	23	—	—	0	—	—	1	—	—	—	—	7	—	—	1	6	75	—	—
	UT1	18	5	79	—	—	2	—	—	—	0	—	—	—	0	—	—	—	3	—	—	—	1	5	87	—
	UT2	18	8	94	40	1	2	65	—	—	0	—	—	—	0	—	—	2	3	31	—	2	6	40	—	
	UT3	18	17	32	31	4	1	46	24	—	0	—	—	—	0	—	—	—	1	3	31	—	6	8	32	30
	UTCN	18	1	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	—	X	—	—	1	X	50	—
Steward 	SDC	36	31	211	—	—	13	—	—	5	—	—	—	10	—	—	—	—	20	—	—	—	39	—	—	—
	SD1	36	142	128	—	3	20	48	—	15	8	107	76	16	15	92	79	16	17	74	67	—	1	65	49	—
	SD2	36	97	121	64	6	18	123	43	18	4	124	97	12	14	101	70	2	27	117	—	—	91	—	—	—
	SD3	36	82	65	44	12	22	61	57	26	5	124	108	22	15	109	78	—	30	—	—	3	117	65	—	—
	TN	24	20	44	32	1	101	36	—	3	27	120	—	—	49	—	—	—	3	91	86	—	4	385	35	24
Aviation Machinist's Mate 	ADC	24	189	51	42	27	19	165	91	7	3	98	49	13	27	112	55	8	22	111	69	32	184	141	102	—
	AD1	24	132	71	31	13	43	70	56	6	6	52	46	16	48	62	55	3	45	37	32	43	347	163	93	—
	AD2	24	31	—	—	1	60	67	—	4	5</															

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE	
NO. MEN ON LIST	NO. OF BILLETTS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETTS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETTS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETTS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETTS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETTS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETTS	MOS. SEA DUTY			
		1ST MAN	4TH MAN	1ST MAN	4TH MAN																								
2	4	50	—	0	9	—	—	7	8	76	53	0	9	69	—	4	2	86	44	0	9	—	—	0	4	—	—	DCC	
3	7	82	51	3	10	51	44	14	8	106	74	3	8	53	—	1	6	72	—	4	6	58	54	3	8	69	—	DC1	
9	12	55	—	7	13	72	55	7	15	64	52	6	5	57	47	2	7	53	—	1	12	106	—	2	10	48	—	DC2	
0	9	—	—	2	4	40	—	0	19	—	—	0	10	—	—	0	2	—	—	1	14	35	—	2	8	—	—	DC3	
1	X	46	—	2	X	50	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	DCFN	
0	0	—	—	0	0	—	—	0	4	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	PMC	
0	0	—	—	0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	PM1	
0	1	—	—	0	0	—	—	0	3	—	—	0	1	—	—	0	1	—	—	0	0	—	—	0	0	—	—	PM2	
0	3	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	PM3	
0	X	—	—	1	X	52	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	PMFN	
0	0	—	—	0	7	—	—	2	1	98	—	0	2	—	—	0	0	—	—	0	0	—	—	0	0	—	—	MLC	
0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	ML1	
0	0	—	—	0	0	—	—	0	2	—	—	0	4	—	—	0	0	—	—	0	0	—	—	0	0	—	—	ML2	
0	0	—	—	0	0	—	—	0	2	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	ML3	
0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	0	X	—	—	MLFN	
1	0	64	—	0	—	—	—	4	—	—	—	1	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—	SVC	
—	1	—	—	0	—	—	—	5	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	SV1	
—	2	—	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	SV2	
—	1	—	—	—	—	—	—	—	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	SV3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	SVCN	
—	4	—	—	—	8	—	—	10	—	—	—	2	—	—	—	0	—	—	—	1	—	—	—	0	—	—	—	CEC	
—	3	—	—	—	6	—	—	12	—	—	—	—	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	CE1	
—	3	—	—	—	1	—	—	13	—	—	—	—	—	—	—	0	—	—	—	0	—	—	—	0	—	—	—	CE2	
—	4	—	—	—	1	—	—	28	—	—	—	2	—	—	—	1	—	—	—	0	—	—	—	0	—	—	—	CE3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	CECN	
—	9	—	—	2	—	—	—	1	19	29	—	—	4	—	—	3	—	—	—	1	—	—	—	0	—	—	—	CDC	
2	12	37	—	6	2	58	43	—	22	—	—	2	3	76	—	—	3	—	—	2	—	—	—	0	—	—	—	CD1	
1	18	67	—	4	4	—	—	—	31	—	—	1	6	61	—	—	4	—	—	3	—	—	—	0	—	—	—	CD2	
—	22	—	—	3	5	34	—	—	45	—	—	—	7	—	—	2	5	28	—	13	—	—	—	0	—	—	—	CD3	
—	1	X	24	1	X	27	—	—	X	—	—	—	X	—	—	—	1	—	—	X	31	—	—	X	—	—	—	CDCN	
—	5	—	—	—	7	—	—	—	9	—	—	—	2	—	—	—	0	—	—	—	—	—	—	0	—	—	—	CMC	
—	5	—	—	—	1	—	—	—	16	—	—	—	2	—	—	—	1	—	—	—	—	—	—	0	—	—	—	CM1	
—	8	—	—	—	2	—	—	—	25	—	—	—	3	—	—	—	0	—	—	—	—	—	—	0	—	—	—	CM2	
—	12	—	—	2	2	63	—	—	31	30	—	1	3	38	—	—	1	30	—	—	—	—	1	0	—	37	—	CM3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	X	—	—	—	CMCN	
—	4	—	—	—	4	34	—	2	13	61	—	1	3	30	—	1	1	43	—	—	—	—	0	—	—	—	—	BUC	
—	8	—	—	—	7	—	—	—	21	—	—	—	9	—	—	—	1	—	—	—	—	—	—	0	—	—	—	BU1	
—	9	—	—	2	10	33	—	1	32	27	—	—	10	—	—	—	2	40	—	—	—	—	0	—	—	—	BU2		
—	7	—	—	2	1	29	—	1	58	22	—	—	2	—	—	—	0	—	—	—	—	3	0	—	—	—	—	BU3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	35	—	—	X	—	—	BUCN	
—	0	—	—	—	0	—	—	4	3	115	36	2	1	161	—	—	0	—	—	—	—	—	—	0	—	—	—	SWC	
1	1	67	—	—	10	—	—	2	11	59	—	—	1	—	—	—	0	—	—	—	—	—	0	—	—	—	—	SW1	
1	2	38	—	2	4	38	—	1	17	42	—	—	2	—	—	—	0	—	—	—	—	—	0	—	—	—	—	SW2	
—	2	—	—	—	2	—	—	—	31	—	—	—	—	—	—	—	0	—	—	—	—	—	0	—	—	—	—	SW3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	X	—	—	—	SWCN	
—	2	—	—	1	2	26	—	2	8	30	—	—	5	—	—	—	1	—	—	—	—	—	0	—	—	—	—	UTC	
1	4	26	—	1	5	28	—	2	8	79	—	—	1	—	—	—	0	—	—	—	—	—	0	—	—	—	—	UT1	
—	4	—	—	1	2	94	—	1	10	38	—	—	1	—	—	—	0	—	—	—	—	—	0	—	—	—	—	UT2	
2	6	30	—	3	3	30	—	—	18	—	—	—	1	—	—	—	1	—	—	—	—	—	0	—	—	—	—	UT3	
—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	—	X	—	—	X	—	—	—	UTCN	
—	14	—	—	—	9	—	—	30	17	211	93	1	15	70	—	—	7	—	—	—	—	—	—	8	—	—	—	SDC	
1	26	54	—	3	14	54	—	48	31	212	81	26	20	217	94	4	10	128	44	4	16	53	44	2	11	47	—	SD1	
—	35	—	—	7	23	61	56	20	44	120	81	16	23	188	79	9	8	168	57	5	15	125	43	3	6	66	—	SD2	
—	43	—	—	3	25	75	—	3	51	119	—	—	9	24	120	49	5	7	124	60	3	18	117	1	5	62	—	SD3	
2	144	35	—	1	99	40	—	4	156	44	29	1	96	28	—	—	29	—	—	—	—	—	1	345	28	—	—	TN	
3	136	74	—	6	83	115	37	34	52	150	84	38	31	157	91	15	2	226	88	0	84	—	—	3	7	91	—	ADC	
1	270	34	—	4	159	171	34	10	96	90	39	24	54	119	74	9	5	80	56	2	144	26	—	2	6	131	—	AD1	
0	406	—	—	7	233	63	43	0	127	—	—	8	66	88	58	1	8	44	—	0	185	—	—	0	10	—	—	AD2	
0	541	—	—	6	312	47	27	1	187	45	—	—	1	86	29	—	4	6	30	25	1	260	38	—	1	13	49	—	AD3
0	X	—	—	0	X	—	—	0	X	—	—	—	2	X	90	—	1	X	25	—	0	X	—	—	0	X	—	—	ADAN
—	34	—	—	1	20	165	—	6	44	55	49	7	6	112	67	8	1	94	68	1	40	62	—	1	1	89	—	ALC/ATC	
3	69	94	—	0	46	55	—	3	55	55	—	8	13	141	87	7	2	143	76	2	46	89	—	1	2	81	—	AL1/AT1	
2	103	31	—	0	62	—	—	0	76	—	—	0	17	—	—	1	3	54	—										

BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY NEEDED TO APPLY SDEL	TOTAL NUMBER MEN ON SDEL	ANYWHERE U. S. SEA DUTY		1ST ND				3RD ND				4TH ND				5TH ND				6TH ND			
				1ST MAN	4TH MAN	NO. MEN ON LIST	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		
							1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN			1ST MAN	4TH MAN	
Aviation Boatswain's Mate 	ABC	24	14	54	—	1	3	33	—	0	0	—	—	6	14	57	48	0	7	—	—	4	18	50	27
	AB1	24	45	67	49	4	2	68	42	3	0	66	—	6	25	60	46	1	12	45	—	10	31	90	60
	AB2	24	17	102	67	1	3	31	—	0	1	—	—	4	39	92	42	1	14	102	—	1	42	56	—
	AB3	18	24	96	25	1	4	33	—	1	0	31	—	5	58	56	23	0	21	—	—	4	62	91	44
	ABAN	18	2	—	—	2	X	34	—	1	X	—	—	7	X	—	—	0	0	X	—	2	X	33	—
Aviation Electrician's Mate 	AEC	24	19	51	—	2	3	140	—	1	0	118	—	4	4	79	47	0	6	—	—	2	39	45	—
	AE1	24	24	39	—	2	8	83	—	1	0	36	—	6	8	91	51	1	6	98	—	2	78	52	—
	AE2	18	7	28	—	2	11	38	—	1	2	34	—	1	11	34	—	0	10	—	—	1	108	25	—
	AE3	18	12	24	—	1	14	25	—	1	1	25	—	1	12	25	—	1	14	25	—	2	145	23	—
	AEAN	18	4	—	—	0	0	—	—	0	0	24	—	2	0	—	—	0	0	—	—	0	0	—	—
Aviation Structural Mechanic 	AMC	24	52	30	—	3	4	88	—	1	1	167	—	4	10	83	28	3	6	107	—	3	103	72	—
	AM1	24	50	27	—	10	11	92	61	2	1	56	—	10	16	99	55	2	15	46	—	8	197	90	62
	AM2	18	13	—	—	4	18	82	46	0	1	—	—	2	22	41	—	0	19	—	—	0	303	—	—
	AM3	18	20	42	22	2	25	43	—	0	0	—	—	3	33	52	—	0	24	—	—	2	395	52	—
	AMAN	18	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—
Parachute Rigger 	PRC	24	0	—	—	0	3	—	—	0	0	—	—	0	5	—	—	0	3	—	—	0	19	—	—
	PR1	24	9	45	—	0	2	—	—	1	0	71	—	1	3	64	—	0	3	—	—	0	29	—	—
	PR2	18	8	88	—	0	2	—	—	1	0	27	—	0	1	—	—	1	2	33	—	0	39	—	—
	PR3	18	3	—	—	1	5	62	—	2	0	91	—	0	10	—	—	0	4	—	—	0	68	—	—
	PRAN	18	2	—	—	0	0	—	—	0	0	—	—	1	0	26	—	0	0	—	—	0	0	—	—
Aviation Storekeeper 	AKC	24	5	—	—	0	5	—	—	1	1	113	—	0	9	—	—	0	9	—	—	0	26	—	—
	AK1	24	11	49	—	1	10	82	—	0	1	—	—	2	17	60	—	0	15	—	—	0	46	—	—
	AK2	18	5	—	—	1	15	24	—	0	1	—	—	0	21	—	—	0	24	—	—	0	62	—	—
	AK3	18	7	45	—	0	16	—	—	0	2	—	—	1	35	21	—	1	30	27	—	0	87	—	—
	AKAN	18	2	26	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—
Photographer's Mate 	PHC	24	0	—	—	0	3	—	—	0	2	—	—	0	6	—	—	0	6	—	—	0	10	—	—
	PH1	24	8	—	—	0	4	—	—	2	3	69	—	1	12	39	—	1	16	31	—	2	23	94	—
	PH2	18	1	—	—	0	4	—	—	0	3	—	—	0	8	—	—	0	17	—	—	0	37	—	—
	PH3	18	10	32	22	2	4	25	—	1	4	23	—	1	17	23	—	0	21	—	—	0	49	—	—
	PHAN	18	1	—	—	1	0	43	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—
Airman	AN	24	8	37	—	1	438	47	—	1	17	30	—	0	396	—	—	0	558	—	—	1	3614	37	—
Hospital Corpsman 	HMC	18	206	30	26	10	82	30	27	3	77	21	—	1	86	23	—	2	157	24	—	38	172	39	31
	HM1	18	220	31	28	23	91	38	31	5	76	26	25	14	67	40	27	4	203	26	20	33	187	34	31
	HM2	18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	HM3	18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	HN	18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	HA	18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 6—Announces effective date of certain price lists.

No. 7—Is concerned with the issuance and entitlement of flight rations.

No. 8—Stated that ComServPac

would assume Pacific Fleet enlisted distribution function for a limited trial period.

No. 9—Stated that the Navy would no longer be able to renew individual National Service Life Insurance Policies.

Instructions

No. 1080.14A—Establishes a military obligation designator for enlisted personnel under certain conditions and promulgates effective branch and class of service abbreviations for administrative purposes.

No. 1120.25—Invites applications for flight training as Aviation Officer Candidates from eligible active duty enlisted personnel and publishes procedure for submission of applications.

No. 1326.2—Institutes procedures in connection with straight-line transfers whereby enlisted personnel en route from overseas to new duty stations in continental United States may by-pass coastal and other inter-

mediate reporting stations.

No. 1520.5C—States that ensigns and lieutenants (junior grade) commissioned as line officers from NROTC units, but not yet selected for retention in a career status, are eligible for courses of instruction and change in designator from line to restricted line or staff.

No. 1520.6G—Provides information concerning applications from USN and USNR line officers on active duty for the submarine school classes convening semi-annually during the first week in January and June.

No. 1742.2A—Outlines the duty and obligation of all commands to provide personnel of the Armed Forces with assistance in the exercise of their voting privilege as provided by the Federal Voting Assistance Act of 1955 (Public Law 296, 84th Congress).

No. 1820.1A—Provides information concerning nondisability retire-

8TH ND				9TH ND				11TH ND				12TH ND				13TH ND				PRNC				SRNC				RATE
NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		NO. MEN ON LIST	NO. OF BILLETS	MOS. SEA DUTY		
		1ST MAN	4TH MAN	1ST MAN																								
0	10	—	—	0	3	—	—	1	10	43	—	1	6	30	—	1	1	121	—	0	11	—	—	0	1	—	—	ABC
3	19	38	—	4	4	102	33	5	15	67	46	3	11	56	—	1	0	51	—	0	27	—	—	0	1	0	—	AB1
0	27	—	—	3	6	96	—	2	16	54	—	3	19	67	—	1	0	68	—	0	26	—	—	0	1	1	—	AB2
0	39	—	—	7	13	57	35	2	28	28	—	2	24	96	—	0	0	—	—	0	31	—	—	0	1	1	66	AB3
0	X	—	—	1	X	—	—	2	X	—	—	7	X	—	—	2	X	—	—	0	X	—	—	0	X	—	—	ABAN
0	29	—	—	1	12	53	—	2	12	63	—	5	6	68	58	2	0	58	—	0	14	—	—	0	1	—	—	AEC
2	60	38	—	2	28	37	—	1	24	49	—	2	7	51	—	2	1	53	—	3	23	91	—	0	1	—	—	AE1
2	88	34	—	0	37	—	—	0	36	—	—	0	12	—	—	0	0	—	—	0	37	—	—	0	1	—	—	AE2
1	115	24	—	3	51	25	—	1	36	45	—	0	17	—	—	0	1	—	—	1	35	24	—	0	1	24	—	AE3
0	0	24	—	0	0	—	—	0	0	—	—	0	0	32	—	1	0	—	—	0	0	—	—	0	0	—	—	AEAN
0	75	—	—	2	33	57	—	11	25	87	49	18	13	215	107	4	1	100	30	1	19	28	—	1	2	65	—	AMC
0	152	—	—	3	66	53	—	4	62	83	30	8	24	49	44	6	1	116	80	1	38	42	—	0	4	—	—	AM1
1	229	49	—	1	96	35	—	0	77	—	—	3	42	45	—	2	1	48	—	0	51	—	—	0	5	—	—	AM2
1	309	22	—	7	128	54	30	0	110	—	—	3	49	56	—	2	1	89	—	1	63	22	—	0	7	—	—	AM3
0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	AMAN
0	9	—	—	0	3	—	—	0	8	—	—	0	4	—	—	0	1	—	—	0	4	—	—	0	1	—	—	PRC
0	18	—	—	1	5	42	—	1	10	78	—	4	1	53	47	0	0	—	—	1	9	45	—	0	1	—	—	PR1
0	25	—	—	1	9	43	—	2	14	88	—	2	2	68	—	0	0	—	—	0	10	—	—	0	1	157	—	PR2
0	32	—	—	0	13	—	—	0	20	—	—	0	7	—	—	0	1	—	—	0	15	—	—	0	2	—	—	PR3
0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	1	0	62	—	0	0	—	—	0	0	—	—	PRAN
0	12	—	—	0	3	—	—	0	15	—	—	2	7	77	—	2	1	51	—	0	14	—	—	0	1	—	—	AKC
0	22	—	—	4	6	52	33	2	26	36	—	2	16	49	—	0	1	—	—	0	17	—	—	0	1	—	—	AK1
0	32	—	—	2	9	74	—	0	39	—	—	2	23	43	—	0	2	—	—	0	21	—	—	0	2	—	—	AK2
1	39	45	—	2	13	22	—	2	51	53	—	0	31	—	—	0	3	—	—	0	25	—	—	0	2	—	—	AK3
0	0	—	—	0	0	—	—	1	0	26	—	0	0	—	—	1	0	55	—	0	0	—	—	0	0	—	—	AKAN
0	5	—	—	0	2	—	—	0	8	—	—	0	3	—	—	0	1	—	—	0	47	—	—	0	2	—	—	PHC
1	11	31	—	1	4	34	—	0	20	—	—	0	8	—	—	0	4	—	—	0	83	—	—	0	1	—	—	PH1
0	12	—	—	1	3	41	—	0	28	—	—	0	7	—	—	0	2	—	—	0	114	—	—	0	1	—	—	PH2
0	12	—	—	1	6	51	—	1	41	26	—	1	12	53	—	1	0	32	—	2	165	29	—	0	2	—	—	PH3
0	0	—	—	0	1	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	0	0	—	—	PHAN
2	1946	53	—	0	779	—	—	1	1242	29	—	2	698	46	—	0	51	—	—	0	1066	—	—	0	74	—	—	AN
12	61	60	29	7	133	31	24	66	173	41	40	30	103	42	37	17	42	32	31	4	129	24	20	0	11	—	—	HMC
12	48	33	29	16	84	43	26	25	252	31	29	16	125	33	30	16	40	47	37	7	141	37	23	1	15	18	—	HM1
NO WAITING LIST																												
NO WAITING LIST																												
NO WAITING LIST																												
NO WAITING LIST																												

ment of Naval Reserve officers and enlisted personnel.

Notices

No. 1213 (28 Feb)—Stated that inclusion of qualification codes on officers' change of duty orders have been discontinued.

No. 1440 (28 Feb) — Announced change in rating structure affecting Naval Reserve and Fleet Reserve personnel on active duty in the ratings of Aviation Machinist's Mate E, Aviation Machinist's Mate G and Aviation Machinist's Mate F.

No. 1210 (12 Mar)—Invited applications from permanently commissioned USN line officers not above the grade of lieutenant, who have completed a minimum of one year of active duty, for transfer to the Civil Engineer Corps, USN.

No. 1321 (14 Mar) — Reminded commands that requests for renewal of orders to duty involving flying as

naval aviation observers and technical observers must be received at the Bureau in sufficient time for processing, reissuance and receipt of orders before the next fiscal year commences.

No. 1430 (14 Mar) — Changed BuPers Inst. 1430.7A in order to provide for the issuance of permanent appointment to chief petty officers, acting appointment, who have completed three years' satisfactory service and for issuing permanent appointments to chief petty officers, acting appointment, who have completed one year's satisfactory service at the time of their transfer to inactive duty in the Fleet Reserve.

No. 1531 (14 Mar) — Requested nomination of candidates for assignment to the Naval Preparatory School, Bainbridge, Md.

No. 1223 (20 Mar)—Announced certain approved changes to the enlisted rating structure.

Kansas Goes Navy By the Battalion

When the Navy recruiters in Kansas went out to recruit a "Kansas Company," they were hardly prepared for what would happen. In less than two weeks' time after the announcement was made, the single company had grown to battalion size.

In one day, 150 young men from Kansas were sworn in by the Officer-in-Charge, Kansas Recruiting District. On the basis of four-year enlistments, this Kansas group represents a total of 600 volunteer "man years" of naval service.

After final goodbyes to their relatives and friends who witnessed the swearing-in ceremonies, the battalion of embryo sailors boarded four airplanes for the air trip to San Diego and the never-to-be-forgotten recruit training.

BOOKS: PAST AND FUTURE MEET IN THIS MONTH'S SELECTIONS

YOU'LL FIND A SKILLFUL blending of the past and future in this month's choice of titles selected by the Bureau of Naval Personnel library staff. In your ship or station library you'll find new subject matter ranging from guided missiles and current research problems to the early development of sailing vessels by the Phoenicians and Egyptians and their predecessors.

In *Guided Missiles in War and Peace*, by Nels A. Parson, Jr., you'll find a "technical briefing" which covers the importance of this latest of weapons and explains its purpose as well as its construction. A short history of guided missiles takes in the advances in World War II. There is an explanation of air to surface, air to air, surface to air and surface to surface missiles together with the anti-missile guided missile developments. The aerodynamics, guidance and propulsion are de-

scribed, and warfare use by Navy, Air Force and Army is discussed. Also, non-military applications of current research for faster, safer travel and space exploration are projected. This survey of "bullets with brains" makes it possible for any Navyman to learn how they work—and why.

The Mighty Force of Research by the editors of *Fortune* is based upon a series of questionnaires and surveys by that magazine, and examines the various objects of present day research. An introductory chapter points out the lags in fundamental, basic research, the areas in which government, industry and education have made advances, and the prospect of research for its own sake. There is a cross section on the young scientists and a review of the long-range planners. The reasons for fewer and fewer independent inventors are reviewed.

Man Under the Sea, by James Dugan, may be more to your taste. It's an enormous package deal on all underwater exploits and activities. From mythology and primitive man right up to the atomic age, this follows "hydronauts" and their developments in all techniques. Salvage and treasure hunting, submarines and television, engineering, geology and archeology, moving pictures and cave diving, biology and photography, dynamiting and demolition, oil and underseas farming—all these subjects, illustrated with photographs and line drawings, are combined to make an almost encyclopedic coverage of the field.

With Jean de la Varende in *Cherish the Sea* you may travel with the Vikings and join in the Norman conquest, embark for the Crusades, hoist the Jolly Roger with Arab pirates as they trade cunningly with cargo and captives, participate in the rivalry between Venice and Genoa and voyage with the great explorers of Portugal. If that isn't enough, the author tells you of the vessels of the Hindus and the Chinese and describes in detail five major naval engagements of history—Salamis, Actium, Lepanto, the Spanish Armada and Trafalgar. He also discusses personalities such as

Barbarossa, Nelson and Columbus.

Zero, by Masatake Okumiya and Jiro Horikoshi is something else again. It's straight World War II history described through the medium of Japanese air power, especially the *Zero*. It was this plane, cocky, flimsy, and essential to the whole Japanese war effort that was the principal instrument of Japan's conquest, and which provided the best flying force in the Pacific until a U. S. plane caught up to it. The authors, both leaders in Japanese aviation, follow the history of the plane from factory to battle and finally, to the last desperate production of Kamikaze weapons.

Another phase of history is covered by Fletcher Pratt's *Civil War on Western Waters*. By "Western Waters" the author refers to the Mississippi and its tributaries in the reaches below Kentucky and, to a lesser extent, the Red River. This is the story of the struggle to gain control of that area. The outcome depended on Union strategy—the concept that the rivers were highways and must be defended by amphibious operations and cooperation between shore and naval forces. The Confederate view that river forts held the answer and that defense was the strategy, compounded with shortages, lack of a sense of urgency, and conflict in command, combined to bring defeat.

Nevertheless, the Confederacy had its moments of victory. The book tells of the costly victory of Shiloh, how Vicksburg held the siege longer than expected, how guerrillas on land and river took their toll, and how the "small" war of the tributaries revived and collapsed again. However, Grant with the aid of the gunboats, won the war of the Western Waters.

In the field of fiction, John Hersey has chosen a new locale as the scene for his latest book. In *A Single Pebble* he tells of a young American engineer who has but one goal in mind—the harnessing of the Yangtze River. He ships upriver to see for himself where a dam could best be placed. This is the story of that journey and how he came to realize the vast gulf between himself and the crew of the junk on which he traveled. He is left with the realization that time would perhaps supply the answer and that superstition and dedication to the traditional ways of the past would slowly change.

SONGS OF THE SEA



A Sailor's Life for Me

I am a brisk and sprightly lad,
But just come home from sea, sir.
Of all the lives I ever led,
A sailor's life for me, sir.
Yeo, yeo, yeo,
Whilst the boatswain pipes all hands,
With a yeo, yeo, yeo!
What girl but loves the merry tar,
We o'er the ocean roam, sir.
In every clime we find a port,
In every port a home, sir.
Yeo, yeo, yeo,
Whilst the boatswain pipes all hands,
With a yeo, yeo, yeo!



Taking up the Mines

Even before the end of World War I was clearly in sight, it was recognized that one of the most seriously urgent duties of reconstruction would be to clear the seas of mines. Few dangers more treacherous jeopardize the safety of ships and the lives of mariners in time of peace, for, aside from the actual areas in which mines had been laid, there was the additional danger from thousands breaking adrift and, carried by the wind and currents, infesting the neighboring waters for miles around.

The North Sea barrage was a major problem, for here alone were concentrated over 70,000 American and British mines. Of these over 80 per cent had been laid by the United States Navy, and, aside from the huge number, the American mine presented almost insurmountable difficulties from a standpoint of sweeping on account of its novel type and sensitive firing device.

THERE WAS NO KNOWN METHOD of sweeping the mines which the United States had laid. Built on an entirely new principle, these had made the construction of the North Sea barrage possible, for a long antenna stretching up above the mine enabled it to do the work for which three or four had previously been required. Now this same feature became our greatest problem.

With the uppermost end of the antenna at an average of 8 to 10 feet below the surface of the water, it was impossible for a steel vessel to pass over and strike the mines without exploding them. A piece of iron or steel no larger than a nail was sufficient to operate the deli-

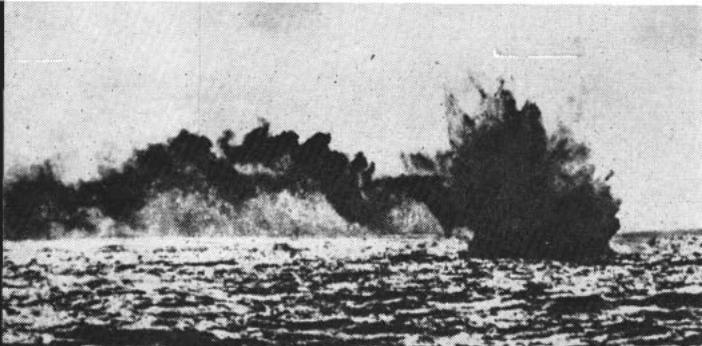
cate firing mechanism. None but wooden vessels would be safe in such a mine field, and then only provided that no metal projections, however small, were exposed on the hull of the ship. Another handicap to be considered was the distance (3,000 miles) of the operating base from our coast.

A possible solution for protecting vessels in the mine fields had been suggested by Ensign D. A. Nichols, USNRF [Force] who had acted as the staff assistant communication officer during the minelaying operations. The suggestion consisted of an electrical scheme for blowing up the mines as they came within a given radius of a vessel. If the radius could be made sufficiently large, it would be possible to explode all mines before the sweeping vessels approached close enough to be damaged by the explosion.

Tests showed that although the scheme was sound in principle, the distance at which the mines could be exploded was far too small to enable it to be used without constructing a large elaborate electrical installation for the ships, which rendered the scheme prohibitive.

No sooner had this experiment been carried out when the solution, which later became the salvation of the ships which did the work, automatically suggested itself.

From The Northern Barrage (Taking Up the Mines), prepared by the Historical Section, Office of Naval Records and Library, Navy Department. Published by the Government Printing Office, Washington, D. C. 1920.



SMOKE TRAIL follows *USS Bobolink* as she makes sweep. Her CO was killed by explosion of fouled mine.

It consisted merely in reversing the principle of exploding the mines at a distance so that when they were struck by a ship, they would be prevented from exploding. [So far as is known, this was the first application of the principle of "degaussing."—Ed.]

During the early part of December [1918] every conceivable test was carried out in order to prove conclusively that no false assumption had been made, but every test proved the application was fundamentally sound and thoroughly effective. Not only did the scheme prevent the mines from firing which were actually struck by a ship, but also a partial effect was produced on the mines within a radius of many feet around the vessel's hull, which rendered them less susceptible to firing.

Not only did this solution make it possible to use powerful steel vessels, but it enabled us to use our own craft instead of calling upon the British Government to furnish vessels to do the work which we had promised to perform. The new American minesweepers which had been placed under construction during the war were now being completed in rapidly increasing numbers and were of a type admirably suited for the work which we had to undertake.

THE NORTH SEA WEATHER is notoriously bad throughout the year, but particularly so in the winter months. This, coupled with the few short hours of daylight, makes operations such as sweeping nearly impossible for seven months of the year. If the barrage were to be completely cleared during the coming summer of 1919—and it was most important that it should be—every possible moment must be utilized. Five months had been required to lay the mines, but the task of removing them was, by its very nature, infinitely more exacting.

While the electric protective device was being developed, preparations were under way for an experiment of a totally different nature. Ever since the first mines had been laid, there had been no means of telling the effectiveness of the barrage nor how well the mines had survived the frequent storms.

Many had exploded shortly after having been laid; others had broken adrift and been discovered on the coast of Norway. There was also a possibility that the batteries which fired the mines had not survived as was intended. It was now more essential than ever to determine the actual condition of the mines before sweeping operations began. Arrangements were made to borrow two wooden sailing vessels, man them with volunteers, and cross the mine field with a sweep wire between them to find out what percentage of the mines were still in place and effective.

THE TWO FISHING SMACKS *Red Fern* and *Red Rose* arrived at Inverness the latter part of November. They

were hauled out upon the ways, the seams calked, nail heads driven in, the metal parts sheathed with wood, and then a heavy coating of tar applied—all to prevent mines from exploding when in contact with the hull.

Additional billets were fitted to accommodate a crew of 10 men on each vessel, the rigging was overhauled and on December 22, 1918, these tiny craft, in tow of *USS Patapsco* and *Patuxent*, set out for the barrage. Lieutenant Noel Davis, USN, was in command of the expedition and *Red Rose*; Lieutenant (junior grade) Olaf Maatson, USNRF commanded *Red Fern*.

Patapsco and *Patuxent*, after reaching the southern edge of the mine field, were to stand by while experiments were being undertaken, then render assistance if necessary when the vessels again were off the field.

The next morning found them a few miles to the southward of the first line of mines in the central portion of the barrage. Shortly after sunrise the smacks spread sail, stood up to each other, passed sweep and set course to cross the field of mines.

It was a pretty sight to see these little craft sailing back and forth across the mine field, wearing and tacking in unison, and keeping station on each other by furling topsails or streaming sea anchors.

A few minutes before noon, as the vessels crossed the first line of invisible mines, a giant column of discolored water sprang high into the air close astern of *Red Rose*. The first mine in the North Sea barrage had been swept. Separated as it was from that vessel by only a short length of manila rope, which insulated the sweep wire from her stern, the tremendous shock of the explosion all but crushed the wooden hull of the vessel; water spurted in between the timbers in countless places; the pump was started at once, but was barely sufficient to keep her dry.

In all, the lines of mines were crossed four times; six of the upper level mines were exploded, a negligible number, of course, when compared with the 56,000 mines which had been laid, but it had proved conclusively that the mines were still there, ready to explode upon the slightest contact, and that every possible precaution must be used in the forthcoming operations to guard the lives of the men who would be required to sweep the mines.

ON THE 20TH of March *Patapsco* and *Patuxent*, with Capt. R. C. Bulmer, USN, in command, set out for the barrage to make the first real experiments with the actual gear which was intended to be used in the sweeping operations to follow. Two days later the two vessels passed sweep at the western end of a group of mines and commenced to zigzag to the eastward along this group. The sweep was regulated to cut the upper and middle level mines adrift and to explode the lower level mines by touching their antennae.

No sooner had the vessels, entered the mine field than the first mine was exploded. The sweeping continued without interruption or serious casualty for several hours. The weather was rough and observations were difficult, but nevertheless mines could be seen rising to the surface astern of the sweep after they had been sawed from their moorings.

Just before reaching the eastern end of the group one mine was exploded in the center of the sweep and almost simultaneously several others exploded in the near vicinity. One was an upper level mine fairly close aboard on the port quarter of *Patapsco*; two others were

lower level mines whose position at the instant could not be determined.

Almost immediately following this series of explosions clouds of black smoke began to pour from the funnels of *Patuxent* as a widening slick of brown water, marking the explosion of a lower level mine, spread out around her.

The mine exploded by the sweep wire had countermined these others, one of which had been directly underneath *Patuxent*.

Lights throughout the vessel were broken by the shock of the explosion, the floor plates in the firerooms thrown from the deck, and other minor casualties throughout the ship occurred.

With the firerooms dark, the floor plates topsy-turvy, it seemed for a moment to the men on board as if the ship was sinking, but not a man left his station. The men confined below decks in the firerooms were later commended for their action by the Secretary of the Navy.

We had experienced a danger which later was to become one of the most serious which had to be faced. No conceivable effort could eliminate the possibility of one mine countermining others. Against this condition the electric protective device was useless. A mine planted at the lowest level had caused considerable damage aboard *Patuxent*.

It seemed most probable that had it been an upper level mine the ship would have been sunk.

A few moments after *Patuxent's* shock another mine was exploded by the sweep, which fractured the sweep wire and necessitated leaving the field, so that it might be repaired in safety. Before this could be done, however, a blinding snowstorm had overtaken the two vessels.

In the two days' sweeping, 21 American mines had been exploded and 17 more were definitely known to have been cut adrift. It was probable that on the first day, when the weather was rough, considerably more were cut adrift but could not be observed on account of the waves and the whitecaps. Several floating mines were sighted during the operations and sunk by rifle fire.

BY THE 28TH OF APRIL everything was in readiness to commence the first regular operation, but sailing was delayed for 24 hours on account of the heaviest snowstorm of the year.

Since the first operation was to be purely experimental, no definite area was to be cleared. Several important appliances were still to be tested, and because of the scant experiments which had been possible to perform before the arrival of the sweepers, it was necessary to gain more definite information of the behavior of the mines. We had to know more definitely the danger of countermining; what percentage of the mines were still in place; and if the mines were still in the positions in which they had originally been laid.

There was a possibility that the storms and currents had scattered them from the straight lines in which they had been dropped, in which case the safety reasons for adopting the methods of sweeping which had been chosen for this first operation were groundless.

Each pair of sweepers were directed to stand over to a point on the southern side of the barrage opposite a buoy, form line abreast, well separated, so that the mines which were countermined by one pair would not be likely to damage adjacent pairs, then sweep across

the barrage toward the buoy. After completing the first crossing they were to turn and recross back and forth for two days to gain the information required.

On May 2 the sweepers and sub chasers completed the first operation and proceeded to Kirkwall. Some 221 American mines had been destroyed, which represented approximately 25 per cent of the total mines which were laid in the areas over which they had swept.

The percentage at the time seemed much too small, and in the light of later operations this was attributed to the difficulty which the sweepers had in telling when their sweep was broken. It sometimes occurred that a pair of vessels would continue operating for hours before they became aware that their sweep had been severed by the explosion of a mine. In this manner they assumed that there were no mines in the areas which they had passed over, while in reality the mines were still there but could not be caught with a broken sweep.

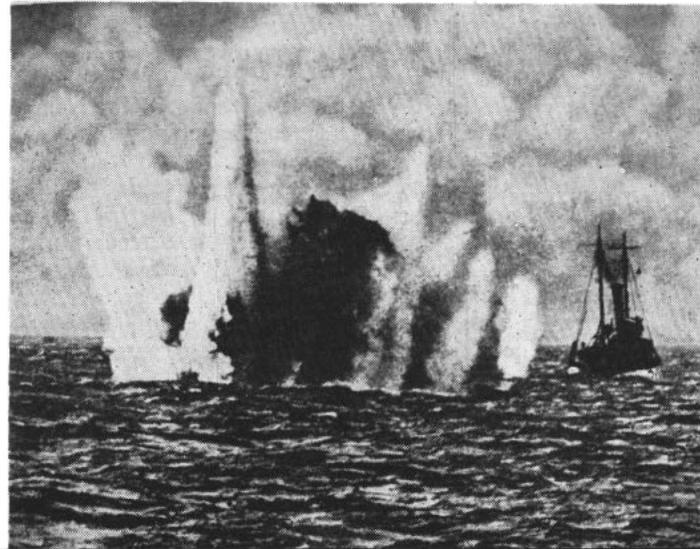
During the two days there had been observed seven separate instances of countermining, none of which had resulted in any damage to the vessels engaged. The thing learned which was of greatest importance in later operations was that the countermines were apt to occur at any time without relation to the initial explosions which caused them.

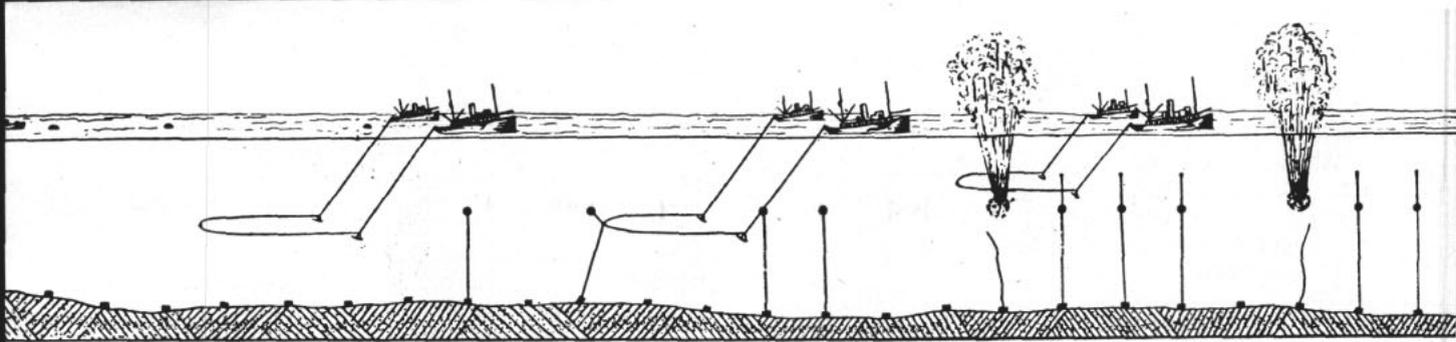
The cause of these "hang fires" was not entirely apparent. It might be due to leaks started in the antenna floats which, after reaching a certain point, were sufficient to explode the mines. Observations at night on the hydrophones showed that the mines continued exploding throughout the night at irregular intervals.

Admiral Strauss therefore decided that since mines were apt to explode at any moment without relation to other mines, the safest method of sweeping the barrage would be to cross the field the minimum number of times that was actually necessary; or, in other words, to use the largest sweep it was possible to employ instead of endeavoring to use a sweep, as had been done on the first operation, sufficiently small to allow the sweepers to be between the lines of mine when there was a possibility of exploding a mine by contact with the sweep wire. The longer sweep would allow a field to be cleared in about one-third as many crossings over the mines as would be necessary with the shorter one.

By the early part of May, some 20 trawlers were ready to begin operations. Although no one was quite sure

CLOSE ABOARD, mine blast almost completely hides USS *Patapsco*, as USS *Patuxent* steams past.





LEADING PAIR of sweepers have sweep set to cut antennas and detonate mines. Explosion ahead was caused by shock waves from first mine detonated. Two following sweeps cut cables of unexploded mines. Sub-chaser follows sweepers.

just what the mines would do, all hands felt it was best to go ahead and learn the hard way. It had been decided to clear each of the 13 groups of mines separately and one specific area, designated as Group 12, selected as the first serious operation because it seemed to be safest.

Uss *Patuxent* was the first victim. On May 12 the sweep had been severed by an explosion and had to be hauled on board to be repaired. When the kite was within sight a mine could be seen hanging by its mooring cable.

The commanding officer immediately sent all hands forward to a place of safety, going aft himself to clear it with the assistance of his chief boatswain's mate.

The mine was on the surface about 10 feet from the side of the ship when suddenly, without apparent cause, it exploded.

Several men were blown overboard by the mass of flying water, but all were rescued. The commanding officer, who at the time of the explosion was only a few feet from the mine, escaped with the loss of his thumb.

Since the force of the explosion had been largely spent in the air, the damage to the ship was not serious, and a few days in dry dock were sufficient to repair her.

Up to this time several mines which had fouled the sweep had been hauled on board as souvenirs; for, according to design, they should be safe when within approximately 30 feet of the surface. This practice now was discontinued voluntarily.

No one trusted the mines under any circumstances, and one ship even went so far as to double the risk by throwing one, which was then on board, back over the side.

Precaution, however, could not entirely eliminate the danger of mines fouled in the sweep. They could not be seen until they were dangerously close to the ship, then the action taken might or might not prove the proper one. It was impossible to tell.

Two days after *Patuxent's* accident the same casualty befell *Bobolink*, but with far more serious results.

Again the commanding officer went aft to clear the mine in person. Almost before anything could be done it exploded, killing the commanding officer, and blowing the boatswain and three other men into the water. All four were rescued, although the boatswain had been knocked unconscious by the shock.

The ship was seriously damaged. The after hull plating had been driven in places as much as two and three feet; the rudder and rudder post were gone; the propeller distorted and shaft bent; the engine had been thrown out of line; the towing engine, capstan, search lights, and many other fixtures had been broken or disabled. The boilers fortunately, were not damaged, which

enabled the wrecking pumps to handle the water which poured into the after part of the ship.

(One indication of the success of the barrage occurred the second day after the sweepers had begun work. In the western part of the barrage the water is more shoal than elsewhere, and while crossing the lines of mines two trawlers were suddenly brought almost to a standstill by an obstruction which fouled their sweep. A few minutes later a large patch of oil rose to the surface and spread out astern of them. Evidently a German submarine which had been sunk in the barrage had been encountered. From the records of the Admiralty, it was presumed that the obstruction was the wreck of the German submarine UB-127.)

AS WE RESUMED A FLOOD of catastrophies was in store for us, more than we should have to face any other period during the entire operations.

- The first victim was *Curlew*, which was damaged by the explosion of a mine fouled in her kite and was forced to return to Kirkwall for repairs.

- Shortly afterwards three mines were countermined beneath *Patapsco*. Fortunately the damage was not serious.

- *Penguin* followed with numerous minor damages from an explosion in her kite, and almost at the same time *William Darnold* was similarly disabled. Both ships succeeded in making temporary repairs upon the mine field and continued operations.

- *Lapwing* was next; she was seriously countermined and had to return to port.

- Sub chaser 46, while sinking a floating mine, exploded it and also had to return.

- Then, to cap the climax, six mines were countermined beneath or close aboard *Pelican*. One directly beneath her was an upper level mine and the ship was practically deluged in the mass of water thrown up by the explosion. When the water had subsided, *Pelican* was sinking.

The explosion had badly ruptured the forward part of the ship and she was rapidly filling with water.

Just 17 minutes after the accident Capt. R. C. Bulmer, who had come out to direct the operations, had placed his flagship, *Auk*, alongside *Pelican*, the wrecking hose connected with the forward compartments of the damaged vessel, and the pumps were working at their maximum capacity to keep the ship afloat. A few minutes later *Eider* had secured on *Pelican's* other side and her pumps were doing likewise. *Teal* then took the three ships in tow and the four vessels lashed together, headed slowly for port, with the bow of *Pelican* barely above water.

All went well for the first few hours. The pumps of the two vessels were sufficient to maintain *Pelican* in

her present condition. Her own boilers had been disabled by the explosion, so that she was entirely dependent upon the assistance of *Auk* and *Eider*. But they had not gone far before difficulties began to arise. A head sea sprang up which made it difficult for the vessels to remain alongside of *Pelican* without excessive strain being thrown on the moorings and hose lines as the ships were tossed about by the seas.

As the ships proceeded conditions grew worse. The pump lines carried away and the water gained rapidly until *Pelican's* bow was awash. The forward fireroom bulkhead, which alone kept *Pelican* afloat, was buckled and distorted by the pressure of the water on the forward side and in danger of bursting at any moment. Since under such conditions it was not safe to leave unnecessary men aboard the damaged ship, 12 volunteers to remain on *Pelican* to do the necessary work were asked for, but every member of her crew stepped forward. After choosing the 12 strongest men, the remainder had to be ordered from their ship against their will.

In the meantime, the crews on *Auk* and *Eider* worked desperately to get the pump lines repaired and again operating. There were still 50 miles of open sea to be traversed before shelter could be reached, and to add to the difficulties darkness had overtaken them. Men stood by with axes to cut the mooring lines on *Auk* and *Eider* in case *Pelican* should sink.

This struggle continued throughout the night, and although it seemed at times as if there was little hope of reaching shelter where the pumps would have a better chance and where some leaks might be plugged, the ceaseless and determined efforts were finally rewarded when, the following day, the ships reached the shelter of Tresness Bay with *Pelican* still afloat. Such holes as could be plugged with the vessel in her present conditions were stopped, and the same afternoon she was towed to Scapa Flow, where she was docked and temporary repairs made to enable her to be towed to Newcastle-on-Tyne, where complete repairs could be undertaken.

So the sweeping progressed throughout the summer. All hands became more skilled and experienced, avoiding with relative ease circumstances which a few months earlier would have been fatal. In improvised ships which already showed the effects of one war, the crews worked from one group of mines to the next, struggling against storms and fog, the unpredictability of the mines, exasperating delays, the calendar and lack of supplies. This was the situation by August:

PERHAPS THE MOST REMARKABLE part of the entire sweeping operations was the magnificent spirit exhibited by the men who manned the ships. A large portion of the crews consisted of men in the Reserve Force or who had enlisted for the duration of the war. They were now due and entitled to be released from service.

Orders had been issued by the Secretary of the Navy in May and June directing their release, but we could not let them go. Every man on board ship was needed, and more, too; reliefs for them could not be obtained on account of the rapidly increasing shortage of personnel in the Navy. The Secretary therefore authorized the suspension of his orders until the clearing of the barrage had been completed.

The men, as well as the officers, realized the necessity of completing the clearance of the barrage during

the summer of 1919; they also realized that the quicker it was cleared the sooner they would be released from service, and they plugged along from 4 o'clock in the morning until 9 and 10 and sometimes even later at night.

It is an interesting fact that the dangers involved in an undertaking never seem to receive consideration by the average man who is required to do the work. Mine-sweeping was continually dangerous. Mines exploded when least expected; one ship had been sunk; on others men had been blown overboard and lost. A catastrophe was apt to happen at any moment, but by now mine-sweeping to all hands was merely the "day's work."

The days in port were even more busy than those at sea. Every moment had to be utilized to complete the repairs and the overhaul at the earliest possible moment. After each trip, besides refueling and taking on water, the boilers had to be cleaned, provisions obtained, new sweep gear provided, and the old overhauled and repaired.

Many repairs which ordinarily would have required the assistance of repair ships or Navy yards had been completed while at sea.

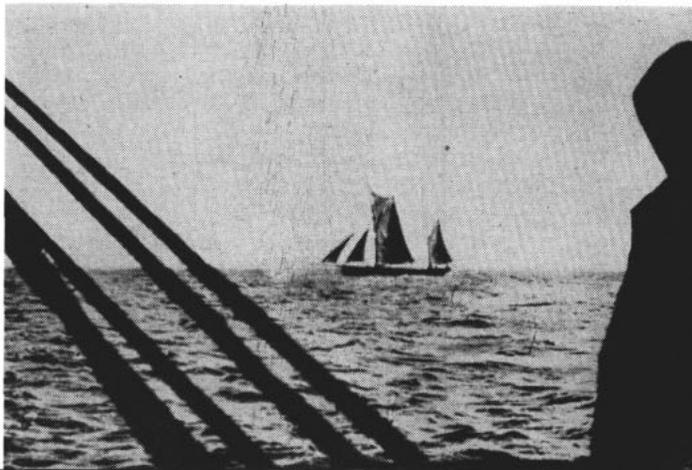
One sweeper had made new piston rings from a stove lid.

Another had dismantled her condenser overnight and replaced leaking tubes with new ones and was ready to resume operations by daylight the next morning.

A third ship found it necessary to replace tubes in one of the boilers, but instead of returning to port, where she might be dismantled, she managed, by running at slightly reduced speed, to cut out that boiler, cool it down, and replace the tubes while the vessel was actually engaged in sweeping. While this was being done the ship was rolling so heavily in the seaway that her top mast had been carried away.

The days of ceaseless effort and the lack of comforts and diversions were easily forgotten in the hour of triumph. And it was indeed a triumphant force that placed the final buoy marking the last mile of what had once been the barrage. As the sweepers, two by two, steamed by the buoy, slipped sweep, and set their course the last time for Kirkwall, cheers burst forth spontaneously from every officer and man in the detachment, while the sirens and the whistles shrieked loudly. A mammoth task had been performed; a barrier that had menaced the German submarines and later barred the commerce of the seas had finally been conquered; and the Navy's obligation to mankind to remove the mines which she had laid had been fulfilled.

FISHING SMACKS—Red Rose and Red Fern were specially fitted out to do experimental sweep of Northern Barrage.



TAFFRAIL TALK

What with all this talk about shore duty, a stranger might get the idea that no one in his right mind would deliberately request sea duty. Not so. The lure of "far away places with strange sounding names" has prompted E. E. Synigal, Jr., YNSN, to turn down the opportunity to serve in his home town, New Orleans, upon graduation from NTC San Diego, Calif.

Synigal, by virtue of his outstanding marks at Yeoman School, was given his choice of duty upon graduation. There were 26 shore billets available, including one in New Orleans, but Synigal said "No thanks" to the opportunity and explained he'd rather have sea duty.

"One of the main reasons I joined the Navy was to travel," he said as he awaited orders. "I like to travel and this will be a good chance to go places I've never seen before."

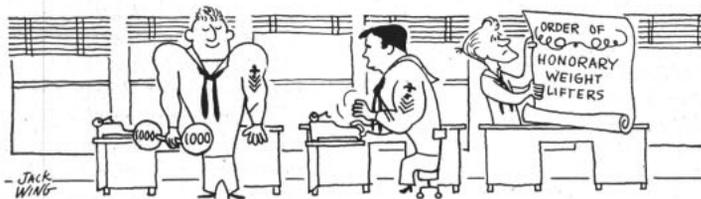
★ ★ ★

Some day this christening business is going to go too far, but we can't visualize when or where. We read a while back, for example, about an occasion in which a 50-foot midsection was grafted into the hull of USS *Ulua* (SS 428). It was quite a job and the Portsmouth Naval Yard was justifiably proud of its work.

With due respect to Navy custom which calls for the christening of almost everything that floats, employees gathered round as the section was placed in the river. A Navy Yard employee, with utmost appropriateness, wielded a cup of coffee, with cream and no sugar, against the steel hull. Then all hands turned to for the next phase of the operation.

★ ★ ★

Honest, fellows, the "Old Navy" really *is* passing. We noticed the other day a statement to the effect that one and one-half tons of strawberries are consumed aboard ship to every ton of beans. Wonder what our rough, tough old timers would make of that? (They'd probably sneer, but we'll wager a month's pay against an extra duty watch, that they'd eat the strawberries.)



Boatswain's mates, utilities men and cargo handlers can now respectfully doff their hats to the yeoman as one of the Navy's hardest workers according to our old friend, the anonymous statistician.

Figure it out for yourself. It is estimated that the average typewriter key requires a pressure of 14 ounces. The length of a line averages six inches. That means 60 impressions for one line, or 840 ounces. If the average letter runs 15 lines, that's 12,600 ounces. Thirty letters are regarded as a fairly good day's work for a typist. That means 378,000 ounces a day, or 23,625 pounds, or nigh unto 11½ tons.

No wonder the ALL HANDS staff is tired after each issue. We have to do our own typing.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, 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.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

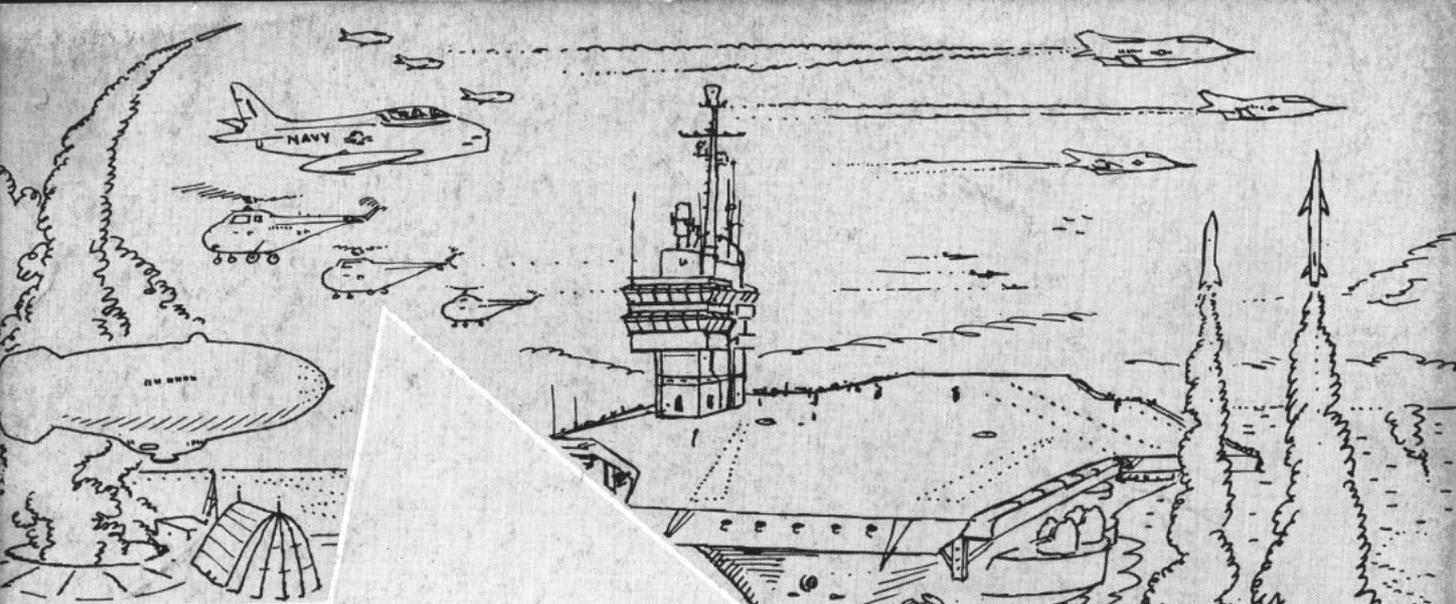
Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps Activities should be addressed to the Commandant.

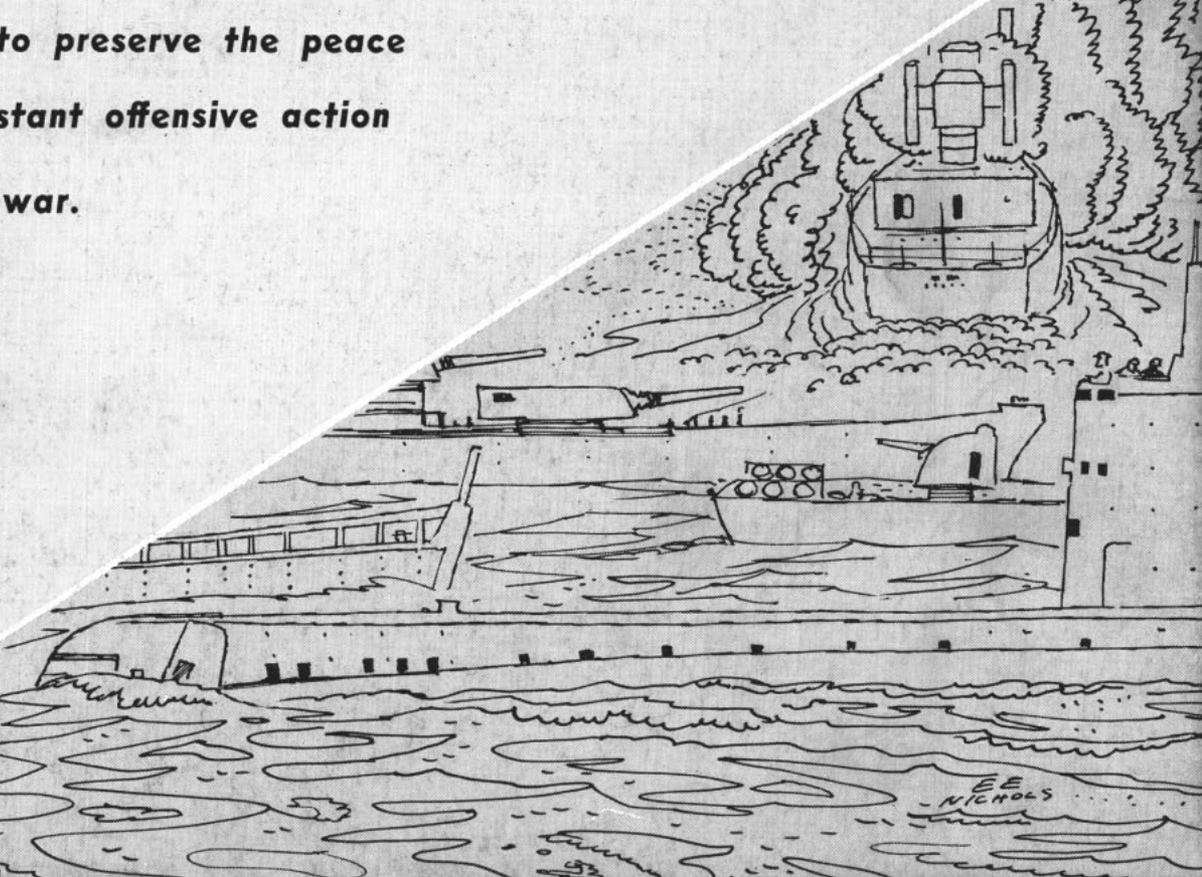
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• AT RIGHT: FORECASTLE of USS New Jersey (BB 62) offers ideal vantage point to view domain of Neptune and of USS Iowa (BB61) during cruise.





THE UNITED STATES NAVY
is responsible for maintaining
control of the sea and is a
ready force on watch at home
and overseas, capable of strong
action to preserve the peace
or of instant offensive action
to win in war.



EE
NICHOLS