

ALL HANDS



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MARCH 1962





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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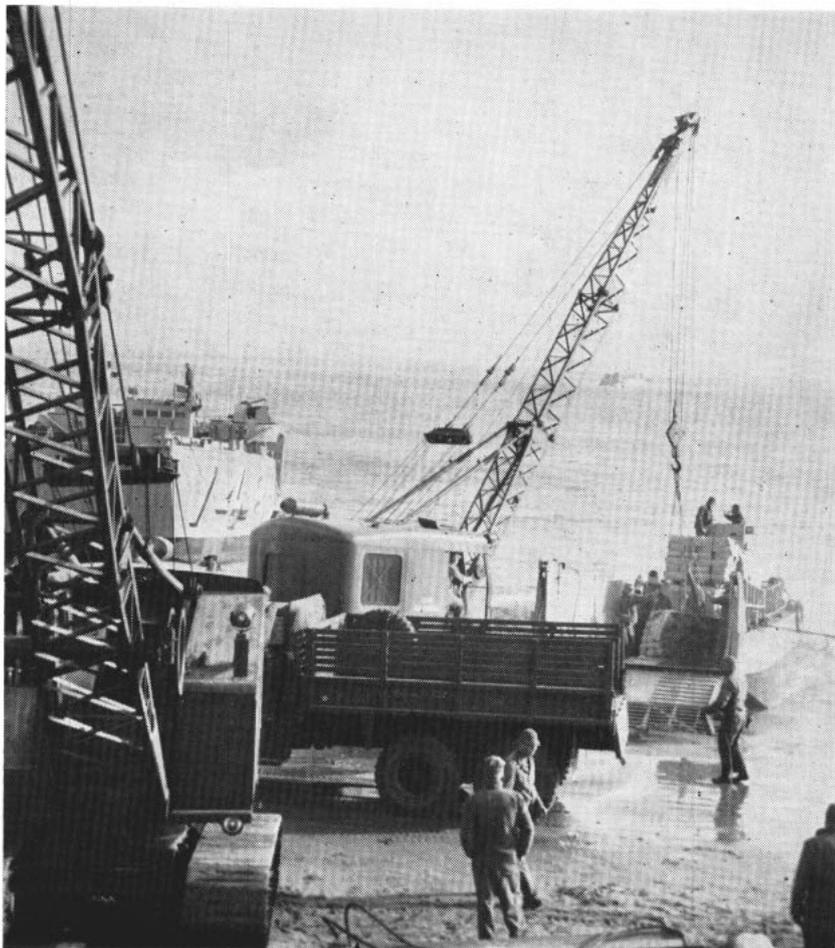
● **FRONT COVER: MAN IT'S THE MOST** — Pilot's-eye view shows the expanse of flight deck of the world's largest ship, the nuclear-powered *USS Enterprise* (CVAN 65), as she readies to head out to sea.

● **AT LEFT: SALT-WATER SHOWER** — A task group destroyer refuels in heavy seas alongside antisubmarine carrier *USS Bennington* (CVS 20) during Operation Sea Shell, showing seamanship is still important in today's Navy.

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



CB D-DAY — Seabees offload equipment on beach. Below: Crane hoists supplies at San Clemente, Calif.



'CAN DO'

The Seabees are celebrating their 20th anniversary this month. And, as usual, the "Can Do" battalions have been very busy on construction projects and training programs. Here's a typical example of what one unit has been doing to keep in top-notch condition.

REMEMBER THOSE WORLD WAR II scenes of men and equipment pouring from the ramps of landing craft and scrambling onto the beach during large scale amphibious operations? And remember the Navy's famous Seabees, who were usually among the first to land? Well, they're still doing it.

Seabees of U.S. Naval Mobile Construction Battalion Five (MCB-5) gave a good example of how it is done, in a large scale land and amphibious operation on the Pacific coast. The purpose of the exercise was to train elements of the U.S. Pacific Fleet in planning and executing a wide variety of the operations required in a general or limited war.

The Seabees were assigned two primary jobs during the training exercise. The first was to determine



BEACH PARTY—Earth scraper rolls ashore from landing craft as MCB-5 demonstrates amphibious 'Can Do'.

BATTALIONS DO IT AGAIN

how well a Naval Mobile Construction Battalion could support a U.S. Marine Corps Air Group in the field under advanced base conditions. The second was to test supplies and equipment.

The Seabee battalion was assigned the job of supporting Marine Aircraft Group 33 (MAG-33) on San Clemente Island, Calif., during Phase III of the operation. A special detachment from MCB-5 was formed to undertake the job.

The support group assisted in an amphibious landing, laid 120,000 square feet of pierced steel plank (PSP) matting, maintained and constructed beach access roads, tested three functional components (pre-packaged parts of an advanced base construction camp designed for wartime use) and provided other miscellaneous construction support.

The equipment and component parts for the test operation were assembled, prepared for use and delivered to the staging area at dockside at the U.S. Naval Construction Battalion Center, Port Hueneme, Calif. — home port of the Seabees.

Most of the Seabee rolling stock

(bulldozers, cranes, trucks, etc.) was pre-loaded aboard three LCUs (landing craft, utility) and then hoisted into the well deck of the landing ship dock *uss Tortuga* (LSD 26). The remainder of the rolling stock, plus the component gear and about 100 tons of PSP matting, was loaded on the superdeck of the LSD. The detachment's construction schedule was based on a plan that called for *Tortuga* to be the first ship to arrive and off-load at San Clemente Island. On the Seabees' "D" day

the three LCUs and their pre-loaded cargo hit the beach in the early afternoon and were off-loaded in less than an hour.

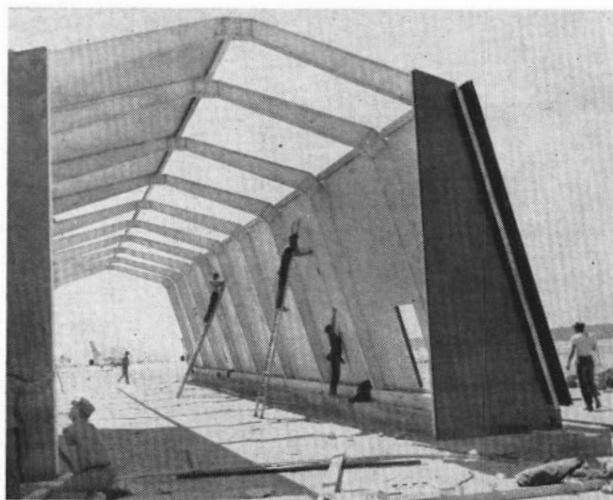
Fighting rough seas, another LCU brought the remainder of the rolling stock ashore three hours later.

The task group commander determined that higher priority cargo should be off-loaded next.

The result was that the detachment found itself ashore with no tools, no slings to unload cargo — and — no rations for two days. Here

'INSTANT AIRFIELD'—Landing strip is set up to handle MarCorps jets.





ROAD WORK—Seabees built pioneer road in spare time. *Rt:* Thor missile shelter was used for garage.

was a situation the Seabees could conceivably have to face in an actual operation, and Seabee ingenuity worked overtime to establish a camp despite the lack of tools. Tents went up first. Work on camp lighting facilities followed, then sanitation work began. The camp was in reasonable operating condition a few days later.

Meanwhile, the Seabees continued to unload their equipment and assist the shore party in unloading MAG-33 gear and troops. Three cranes, three forklifts, three crawler tractors, five floodlight units, equipment operators and stevedores were supplied to augment the shore party. All work on the beach was completed by late evening of the third day.

High priority was also placed on several other projects during the first days on the island. Crews were busy laying some 120,000 square feet of pierced steel plank matting, to provide for a stable landing surface for

Marine Corps jets, preparing a site for aircraft approach control vans and setting up an anchor for aircraft engine testing.

Work was then started on testing the functional components. A 12-by-16-foot magazine was erected. It proved to be a versatile, easily erected unit. Next a 40-by-100-foot Butler building was erected to be used for aircraft electronic equipment maintenance. Two water distillation units were installed and tested.

During their spare time on San Clemente, the Seabees built a huge vehicle shelter from a surplus missile shelter. They also built 4400 feet of pioneer road to connect ordnance installations on the island.

With the test over, preparations were started for pack-up — dismantling the camp, closing out jobs, repackaging equipment and back-loading.

Seven ships were used for back-loading; three LSDs and four LSTs.

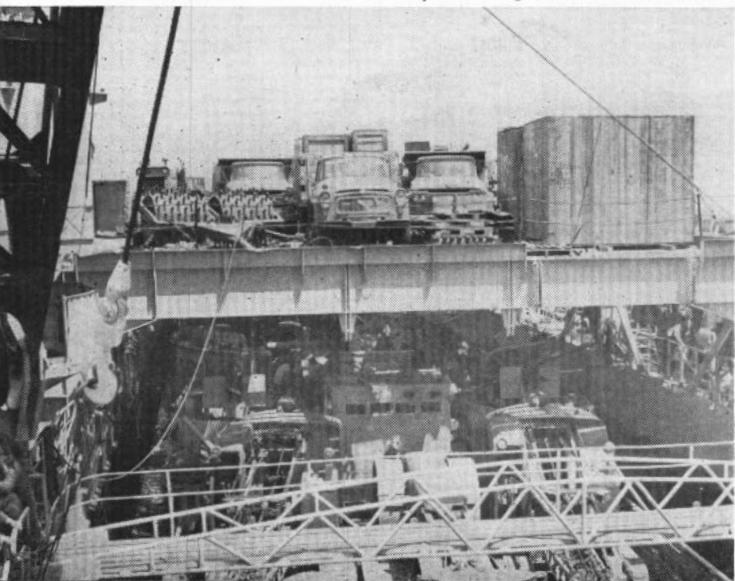
Weather conditions were ideal, and bulk cargo loading proceeded rapidly. Seabees and their equipment once again helped load the ships. The same men and equipment involved in landing the cargo were used to load it back aboard the ships, but this time floodlights were added.

The Seabees used some 56 pieces of construction equipment and spent 2750 man-days of construction time in support of MAG-33 during Operation Greenlight. Although only a unit of the battalion participated in the exercise, all Seabee battalions benefited from the Seabees' participation, since a detailed report of the operation was compiled upon completion of the exercise. It has since been distributed to all battalions.

Thus the Seabees continue their training to be ready to support the Fleet whenever and wherever they're needed.

— Fred W. Doby, JO1, USN.

FULL 'HOUSE' — Careful planning went into loading of LSD. *Rt:* MCB-5 Navymen offload through the surf.



ALL HANDS



Missile Destroyer

AIR CONDITIONING, foam-rubber mattresses and milk shakes. And on a fighting ship o' the line, yet.

First reports of such frills, you might well imagine, would be enough to set many a horny-handed inhabitant of Fiddler's Green — veteran of long watches stood at the business end of a splice bar and long nights in a hammock — to rotating fiercely on his fleecy white cloud.

Give most of those old-time sailormen a day or two aboard the guided missile destroyer *USS Towers* (DDG 9), however, and they'd be won over, but quick.

It would be obvious to all but the most barnacle-encrusted of them that *Towersmen* — and all present-day seagoing sailors — operate at a pace far exceeding the one they were called upon to set. It would be obvious, too, that modern innovations in shipboard livability make *Towers* crew members a happier, more comfortable, more alert and more efficient group than the crews which manned the coal-burners of that earlier age.

Towers, a brand-new member of Cruiser-Destroyer Force, Pacific Fleet (she was commissioned at Bremerton, Wash., in June 1961) is, pound-for-pound, one of the most potentially deadly ships ever put in the water.

She weighs a "mere" 4500 tons but, armed with such modern firepower as the *Tartar* surface-to-air missile and *Asroc*, she's equipped to take on just about anything an enemy can throw her way.

Global commitments and the continuing need for extensive and exhaustive training exercises keep

Towers at sea a good share of the time. Her designers went all-out to provide for the comfort, well-being and morale of the 320 Navymen who sail her.

Take the air conditioning, for example. It's installed in all berthing, office and operational spaces throughout the ship. *Towersmen* call it a lifesaver in tropical water.

Television and nightly movies (with matinees on weekends and holidays) are other *Towers* features.

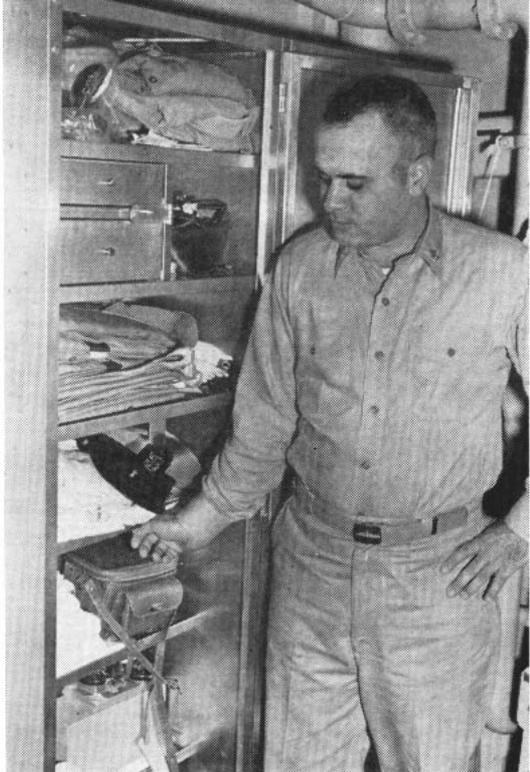
Off-duty readers can take advantage of one of the largest destroyer-type libraries afloat (more than 500 volumes, plus a raft of Navy training publications) — and if a *Towersman* feels like doing a little reading in his airfoam pad before corking off, he can do so by the light of his own individual reading lamp.

"My compliments to the chef" could be an oft-used expression aboard *Towers*, and small wonder.

Commissaryman First Class Tom Klutz, USN, the major-domo of *Towers'* galley, and his helpers literally knock themselves out giving fellow shipmates the best meals available — and display a lot of imagination in the bargain.

Besides producing steak (always a big favorite) at least twice a week, the *Towers* cooks spice up the menu by whomping up such exotic offerings as Hungarian goulash, spaghetti and pizza, chili and chow mein — and frequently serve chocolate, vanilla or banana milk shakes.

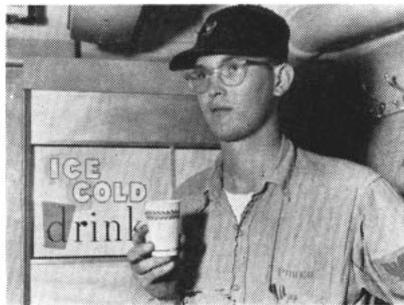
San Diego-based, *Towers* is the fourth of the *Charles F. Adams* (DDG 2) class of DDGs. Some 437 feet long, and with a beam of 47 feet, her main propulsion turbines produce 70,000 shaft horsepower. A



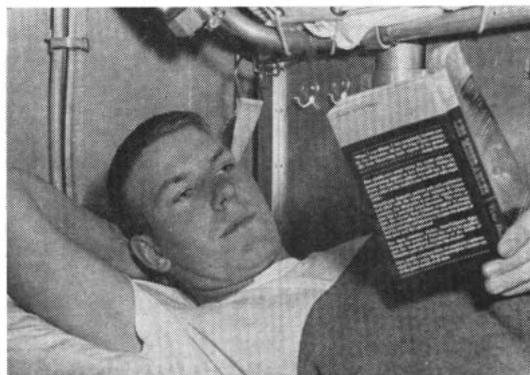
ROOMY — W. C. Cathcart, RDC, enjoys spaciousness of the new lockers of *USS Towers* (DDG 9).

great deal of aluminum has been used in her superstructure, providing greater flexibility of design and the necessary balance for new and heavier weapons.

Besides the already-mentioned *Tartar* and *Asroc*, *Towers* carries two 5-inch/.54 caliber guns, two antisubmarine torpedo launchers, and an intricate electronic system coupled with radar and sonar detecting and tracking equipment.



OFF DUTY — T.B. Power, EM3, (Top) enjoys cool drink. Below: W. H. Gaff, SN, uses bunk light.



Seabees on Target

HOW'S YOUR "TARGET EYE?" How'd you like to draw a bead on a ringed bull's-eye target with a diameter of 1200 feet and a bull's-eye center of 20 feet? Or maybe you'd like to fire on a target some 30 feet wide and about 15 feet high. You can pick your target color, too. They come in red, yellow and white.

And if that doesn't appeal to you, how about trying to pinpoint a row of cars, strung out in a line a half-mile long, or — if that's too small — an airstrip 100 feet wide and 2900 feet long?

Sound like a giant-size shooting gallery? It is. This particular shooting gallery is located on the hard-to-pronounce Hawaiian island of Kahoolawe. Just completed by the Pacific Seabees, these and other targets were built for the U.S. Navy ships and aircraft operating out of the complex of naval and air bases located in the vicinity of Pearl Harbor, Hawaii. They're shore and aerial bombardment targets, and are part of the Multi-Purpose Live Ordnance Impact Target, Kahoolawe Island, Hawaii. A detachment of 43 enlisted men and an officer of U.S. Naval Mobile Construction Battalion Nine have completed another "Can Do" project to build the targets.

Uninhabited Kahoolawe Island is an ideal target area. Located some 100 miles south and west of Pearl Harbor, near the islands of Maui and Lanai, the island is about six



HEAVE HO—Seabee shovels concrete onto 10-foot-high shore bombardment target. Conical pile of lava was painted white.

miles wide and 12 miles long. It rises from a narrow coastal plain to cliffs nearly 1500 feet high that fall almost vertically into the ocean. The island's proximity to the Navy and Marine Corps bases on nearby Oahu makes it an ideal target practice area. Ships and planes can complete firing exercises and return to Oahu the same day.

Seabees are not strangers to the island. They built targets on Kahoolawe three years ago. Since that time, however, the targets have been virtually destroyed. So the Seabees

were again asked to build new targets. MCB-9 was assigned the project.

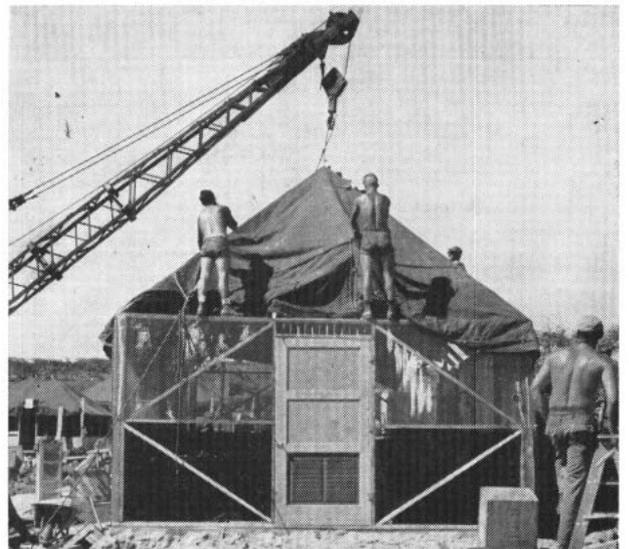
Since Kahoolawe is virtually isolated, Seabees working on the project had to take everything with them that they would need to complete the project. And they had to take enough food, supplies, repair parts, etc., to last them through the four-month construction period. Furthermore, they had to construct a small "tent city" to house them, as there are no military installations there.

Before the Seabees started work on their camp, they had to bulldoze a road from the beach up the hill to the campsite — the first of some 35 miles of roads they built while on the island.

While leveling the campsite, the Seabees ran into a hazard they were to encounter during their entire stay at Kahoolawe — unexploded ammunition. This had been provided for in advanced planning. Demolition experts from Explosive Ordnance Disposal Unit One (EODU-1) took care of these problems.

One incident demonstrated the constant need for caution. Bulldozers working near the campsite unearthed a 500-pound bomb. EODU personnel suggested that the Seabees evacuate the area until the bomb was exploded. Their foresight probably prevented an accident. A piece of shrapnel slammed through

HOUSING—Reinforced blockhouse was built as observation post. *Rt:* Mess tent is erected at campsite.



the side of one tent and was found embedded in a plywood panel where a Seabee had been working a short time before.

As the Seabees went about their work, heavy traffic soon reduced the dirt roads to such a state that vehicles could travel only a few miles per hour between the construction sites. Some of them were six miles apart, and the trip took over two hours.

A thick layer of red dust covered the roads after they had been in use a short time. The dust clung to the body and clothing and created maintenance problems with equipment. Men would return from a day in the field, completely covered with a thick coating of dust. Many wore water-soaked handkerchiefs over their mouths to help filter out the heavy dust.

But the Seabees went on with their work of building targets. The shipboard shore bombardment targets were huge piles of volcanic rock held together with cement. About 275 sacks of cement were used to build each conical target. They were about 30 feet in diameter and 12 to 16 feet high. Six of these targets were built.

The stones were washed to remove dirt and mud, then painted yellow, blue or white. This increased their visibility from the sea. In addition, glass beads were sprinkled over the freshly painted surface of each target to increase its reflective quality.

Next, seven air bombardment targets were built to resemble huge bull's-eyes. The center of each target was a pile of rock 30 feet wide and about two feet thick. The outer ring of stones was 70 feet in diameter.

Another target project was the construction of a simulated airstrip. Primarily a fill-in project at the beginning, the airfield developed into a major project.

The strip was about 2900 feet long and 100 feet wide. A large rise in the middle of the strip, which would have created hazards to low-flying strafing planes utilizing the target, had to be removed. It meant cutting a 100-foot wide path some 700 feet long, and seven feet deep at some points. They lined the runway with old clothes lockers and oil drums. These were painted with white reflector paint.

One of the easiest targets to build



TENTING TONIGHT—Seabees lived in this tent town on Smugglers' Cove while building target for planes and ships on Kahoolawe Island.

was the "vehicle convoy." Old cars were brought to the island by barge. They were hauled to the target site some seven miles from the Seabee camp. Then they were placed in a row to resemble a convoy. As a final touch they were painted a dazzling white.

Among the other projects built by the Seabees were a "saturation bombardment" target, observation posts and new landing pads for helicopter pilots. Still another project was a

missile target, and finally a series of pylon clusters to guide planes approaching the target areas.

When the four-month project was finished, most of the detachment flew to Midway to rejoin the main body of MCB-9, while a small group remained behind to supervise the crating and shipping of supplies and material back to Port Hueneme and Midway. They had completed another Seabee "Can Do" assignment.

— Fred W. Doby, JO1, USN.

ELECTRICAL conduit is installed at island's blockhouse observation post.



This Is Where to

The fundamental laws which govern the Navy are taken from the Constitution, the treaties into which the U. S. enters, and laws passed by Congress. These, however, give only broad outlines. For express directions Navymen must rely on manuals and other printed directives.

UNLESS YOU'RE A YEOMAN, or in some other administrative or clerical rating, you probably don't have much contact with Navy manuals. But they can be invaluable when you need the right answers to the many questions which crop up in the course of your Navy hitch. Your queries may concern promotion, change of duty, retirement, change of rate, or a wide variety of other subjects. Maybe you're uncertain about uniform or medal requirements.

In any case, when questions do come up, you want an answer quickly. And, thanks to the printed word, usually to be found in manuals, chances are you'll be able to get the right answers with a trip or telephone call to your ship or station personnel office, which should have publications that spell out what you should do and how to do it.

There are manuals on safety, leadership, officer billet classification, survival, knots and photography; manuals for editors, chaplains, engineers, nuclear physicists, parachutists and seamen. There are special books on special services, flags and pennants, training and communications facilities, and even manuals about manuals.

IF ANY ONE OFFICIAL NAVY publication could be pinpointed as foremost in general importance, it would probably be *United States Navy Regulations*, or *Navy Regs* for short.

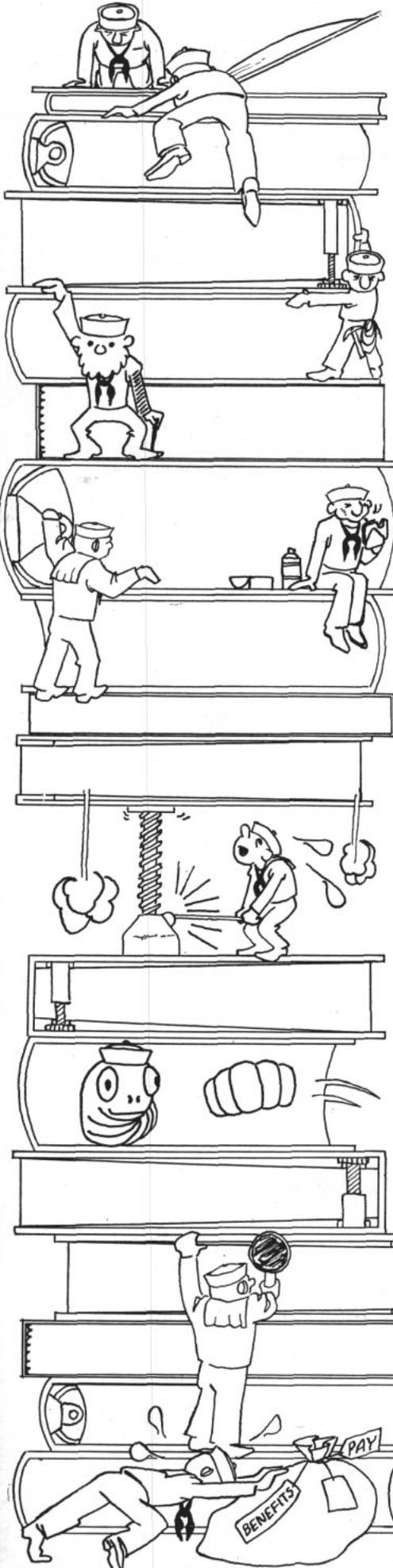
In 21 chapters, *Navy Regs* outlines the organizational structure of the Department of the Navy and the principles and policies by which the Navy is governed.

When the first Navy regulations were compiled in 1775, they were known as *Rules for the Regulation of the Navy of the United Colonies of North America*. This represented one of the earliest printed documents relating to the U. S. Navy. It was also the basis of the rules by which the Navy has been governed for its 186 years of existence, although times have indeed changed. Sample *Navy Reg*, 1775 vintage: "All ships furnished with fishing tackle, being in such places where fish is to be had, the Captain is to employ some of the company in fishing, the fish to be distributed daily to such persons as are sick . . ."

The original *Navy Regs* consisted of 44 articles which take about seven minutes to read (if you're an average reader). They were primarily concerned with the feeding, care, rights, duties and punishments of the Navymen.

Today's *Navy Regs* (21 chapters, more than 300 pages) sets forth, among other things, the responsibility, purpose and authority of each bureau and office of the Navy Department and the more important officer billets. It is published in loose-leaf form and kept in an adjustable binder so that changes may be inserted as necessary. *Navy Regs* is issued by the Secretary of the Navy and approved by the President. The Chief of Naval Operations is responsible for changes to *Navy Regs*, but such changes must ultimately be approved by SecNav.

The current *Navy Regs* was issued in 1948, but numerous changes have been made since that date. It has a



Go for the Right Answers

table of contents and an alphabetical index which help considerably in pinpointing information.

ASIDE FROM *Navy Regs*, the principal general regulations, orders and instructions issued for the guidance of all Navymen (and women) can be found in *General Orders* and the various manuals issued by the chiefs of bureaus and offices, the Judge Advocate General and the Commandant of the Marine Corps.

Navy Department General Orders, customarily kept in the same binder as *Navy Regs*, covers special ceremonies, commendations, organization, budget and appropriations.

Bureau Manuals contain administrative and technical instructions which relate to matters under the jurisdiction of the various bureaus. All bureau manuals are issued in loose-leaf form, which makes it easy to insert corrections and generally keep them up to date. Orders and instructions contained in the manuals are binding upon all naval personnel, but they do not alter or amend any provisions of *Navy Regs* or *General Orders*.

In the day-to-day functions of your personnel office, perhaps the manual used most frequently is the *BuPers Manual*, which details the instructions governing the administration of all naval personnel. It is divided into five parts:

- A - Organization, Plans and Control.
- B - Correspondence, Post Offices, Records and Reports.
- C - Administrative Regulations and Procedures.
- D - Training and Education.
- H - Instructions Relating to the Naval Reserve.

The missing parts - E, F, and G - have been cancelled or included

in other parts of the *Manual*. There's also an index which helps you find what you want quickly. The *BuPers Manual* now in use was compiled in 1959, but frequent changes make parts of it even more recent.

The *Manual's* article numbering system is quite simple, and very efficient. Each of the five parts is divided into chapters; the chapters into articles. Every subdivision of each part of the *Manual* is identified by a number. Article numbers less than 10 are preceded by a zero; 01, 02, etc. The first digit indicates the chapter, the second refers to the section of the chapter (if it's sectioned), and the last two digits indicate the article. For example, if you want the *Manual* word on physical examinations for enlisted men before transfer, the quickest way to check would be to look in the index under "physical examinations," go down the listings of various check-up subjects until you come to "on transfer." There you see that article C-5403 has the scoop. You turn to part C, chapter 5, section 4, article 03:

Part C—"Administrative Regulations and Procedures."

Chapter 5—"Distribution and Transfer of Personnel."

Section 4—"Detachment and Receipt Procedures."

Article 03—"Physical Examination of Enlisted Personnel Prior to Transfer."

When you refer to instructions contained in the *Manual*, however, only the article (C-5403) need be stated when quoting authority. You can see that part, chapter, and section are included.

UNLESS YOU'RE a storekeeper, or work in a supply billet, you may never have occasion to use the

Bureau of Supplies and Accounts Manual, which is issued in seven volumes. But, anytime you want to check the regulations and instructions for procurement, storage, and issue of equipment and supplies, the *BuSandA Manual* is the authoritative guide.

The *Navy Comptroller Manual* is a handy publication if you wish to check the printed word on disbursing and accounting matters. The *Comptroller Manual* is issued by the Office of the Comptroller, and is similar in organization to the *BuSandA Manual*. (Actually, the *Comptroller Manual* contains information that used to be included in disbursing and accounting volumes of the *BuSandA Manual*.) Volume 4 of the *Comptroller Manual*, often bound separately, covers Navy pay.

The *Manual of the Medical Department*, Bureau of Medicine and Surgery, details instructions for your medical care; directions for procurement, storage, issue and accounting of medical supplies; regulations on training medical and dental technicians; information regarding physical requirements and examinations; procedures for stowing health records and submitting reports and special instructions on procedures and reports in cases of death.

These, and other manuals of the Navy Bureaus (Ships, Naval Weapons, Yards and Docks), are technical and are of interest mainly to those whose duties are concerned with their subject matter. But if you're ever in a position to need the straight scoop on some technical bureau function or policy, the best source is the publication concerned.

THE NAVY'S WORD SUPPLY doesn't end with bureau manuals. There are many others with which you





should be acquainted and which you should consult for authoritative information on specific subjects. Your personnel office, depending on its size, will have all or some of the following:

United States Navy Uniform Regulations contains precisely what its title implies. This manual describes the various uniforms for men and women in all categories, lists the uniforms required, and contains a listing of articles worn or used together. It describes occasions when the various uniforms should be worn, methods of wearing medals, decorations, ribbons, rating badges and special markings, and gives notes on the over-all care of your uniforms. The current edition of *Uniform Regs* was published in 1959, and changes, as they occur, are issued by the Chief of Naval Personnel.

The *Navy Correspondence Manual*, published by the Navy Management Office, and issued as a SecNav Instruction, contains instructions for preparing all types of naval letters, endorsements, memorandums and messages. Instructions cover all parts of correspondence such as the address, subject, references, paragraphing and signature; and directions for assembling correspondence for signature and mailing. It also specifies standards to be followed when typing instructions and notices, and one chapter is dedicated to writing letters in civilian form.

GETTING TRANSFERRED? The *Enlisted Transfer Manual*, a BuPers publication, is a quick, easy-to-read reference which covers all facets of enlisted distribution. Seavey, Shorvey, Enlisted Personnel Distribution Office procedures, special programs and all types of duty are spelled out.

Joint Travel Regulations interprets the laws and regulations which concern travel, the manner in which

transportation is furnished, provisions for dependents' travel, transportation of household goods, reimbursement for travel expenses, and other travel regulations and special money problems connected with travel and transfers. *JTR* applies not only to Navymen, but to all servicemen.

Navy Travel Instructions amplifies the rules laid down in *JTR* as they apply to the Navy (and Marine Corps). This is issued jointly by the Chief of Naval Personnel, the Comptroller of the Navy and the Commandant of the Marine Corps. In cases where *NTI* and *JTR* conflict, *Joint Travel Regulations* takes precedence.

If it's supplies you want, the *Federal Supply Catalog* contains a listing of all the supplies ordinarily issued by or for the various departments and government establishments. It also shows how to procure, store and issue supply items.

The *Navy Stock List of General Stores* is an adaption of the *Federal Catalog*. It is prepared under the supervision of BuSandA and is distributed by the Naval Aviation Supply Depot in Philadelphia. The *Catalog* is extensive and fills many thick volumes.

NEEED SOME BACKGROUND on an officer? The *Navy Register* (full title: *Register of Commissioned and Warrant Officers of the U. S. Navy and Marine Corps and Reserve Officers on Active Duty*), published each January by BuPers and issued to all ships and stations, contains, in addition to an alphabetical listing of all officers, a complete lineal list. (Most officers on active duty are assigned lineal numbers effective from 1 July of the year of publication of the *Register*. The purpose of lineal numbers is to establish an officer's seniority within his grade and corps. A lineal number consists

of a whole number and a sub-number. Using sub-numbers makes it possible to add or take away names without renumbering the whole list. The system works inversely—the lower the lineal number, the higher the seniority. For example, an officer with a lineal number of 08939-40 is senior to an officer with a lineal number of 08939-82; the former has a lower sub-number. An officer with a lineal number of 08936-95, though, would be senior to both; he has a lower whole number.)

The *Department of the Navy Security Manual for Classified Information*, issued by the Chief of Naval Operations, is the basic Navy security directive. Its instructions apply to everyone in the Naval Establishment—military or civilian. The *Security Manual* contains detailed instructions for classifying, marking, and handling classified information, and for access to and authorized disclosure of information.

Although the *Security Manual* is the Navy's basic security directive, the *Guide for the Handling and Control of Classified Matter* serves as a command model for a uniform classified matter control system. It in no way supersedes the *Security Manual*. It mainly provides a standard interpretation of security rules for all commands.

FOR THE WORD on decorations, medals and awards, with the exception of the uniform manner of wearing them, the *Navy and Marine Corps Awards Manual*, issued by the Chief of Naval Personnel, is the authoritative guide. *Uniform Regs* (see above) describes the correct manner of wearing them.

The Law of the Land, so far as the Navyman is concerned, is the *Uniform Code of Military Justice*, with which Congress in 1950 established a single set of laws for ad-



ministering justice to all the armed forces. As a result, the *Manual for Courts-Martial* came out in 1951 to describe the types of courts-martial established by UCMJ, define their jurisdiction, and prescribe their membership and procedures. It also covers such matters as non-judicial punishment, review of court-martial proceedings, new trials and limitations on punishments. The *Manual for Courts-Martial* is a bound volume issued to the Navy through the Office of the Judge Advocate General. The UCMJ appears in the *Manual for Courts-Martial*, in the front of *Navy Regs*, and is issued as a separate volume (CNO 2090).

The *Manual of the Judge Advocate General*, a JAG Instruction, covers legal and judicial matters that apply only to the Navy. For example, the Manual includes instructions regarding Navy boards of investigation and examination, their composition, authority and procedure.

Court-Martial Reports, issued from time to time by JAG and distributed Navywide, contains excerpts from the records of various court-martial cases, with comments to illustrate points of law or procedure or to indicate decisions that may affect future cases. It is usually of interest only to legal officers and their assistants.

YOU KNOW YOUR JOB, but how about your code number? The *Manual of Navy Enlisted Classifications* is the official word. The *NEC Manual* aligns the coding structures with the enlisted rating structure concepts for general ratings, service ratings and emergency ratings. The purpose of enlisted coding is to show job specialization not indicated by rate alone, for use in distribution, detailing and expression of special training requirements.

How to advance? The *Manual of Qualifications for Advancement in Rating* is the official guide. It lists the minimum qualifications for advancement in all enlisted ratings of the Navy.

If it's an education you're seeking, the *Information and Education Manual* is must reading—mighty interesting, too—even though it is designed for the use of I & E officers. The Navy's official I & E program received its start shortly after the U. S. entered World War II. In September 1942 the Bureau of Naval Personnel sent an officer and a ton of educational material to Guantanamo Bay, Cuba, on an exploratory basis to establish classes and offer educational counseling to Navymen. It was so successful that in January 1943, the Chief of Naval Personnel authorized an Educational Service Section within BuPers to administer the now official I & E Program.

Today the mission of I & E is to provide Navymen on active duty with opportunities designed to increase their efficiency, broaden their academic and technical background and build and maintain morale. The objectives of I & E are fulfilled

through individual programs at all ships and stations. Educational material and services are made available to each command through the I & E section of BuPers. Correspondence courses through USAFI (U. S. Armed Forces Institute), which works hand-in-hand with Navy I & E, may be accredited as the equivalent of the same type of courses offered by many civilian educational institutions. The *I & E Manual* is invaluable for information on the program, the job of the I & E Officer (every command has one), counseling, USAFI course offerings, group study, testing, accreditation and the like.

THERE ARE, OF COURSE, many other technical manuals and instruction books which are aimed at the specialist. The *Public Information Manual*, for example, issued by the Secretary of the Navy, provides policy and guidance for the conduct of Navy public information and is a must for any PIO or Navy newsroom. JOs, PIOs, and others who work in public information are all familiar with this manual.

Other specialty publications include such useful items as *Landing Party Manual*, which contains instructions on military drill, ship landing parties, emergency ground defense force units, etc.

And, there are manuals for almost every Navy rating, designed to aid you in advancement. These, the *Navy Training Course Manuals*, are usually studied in connection with written courses.

It would take a thick manual just to list all Navy publications. As a result, many have been overlooked in this description. But, they all have one thing in common: Each fulfills a distinct purpose and is priceless when you need it.

— Dan Kasperick, JO1, USN.

Guide to Manuals

Manual about manuals? The *Navy Stock List of Forms and Publications* is it. The *Requisitioning Guide and Index Section* of the *Stock List, Cognizance Symbol I* (NavSandA Publication 2002), provides the information required to obtain publications stocked by the Navy Supply System. Included are requisitioning procedures and sources of supply to assist in determining how and where the manuals covered above, and other forms and publications, may be obtained.

Sailing Ship Sailors

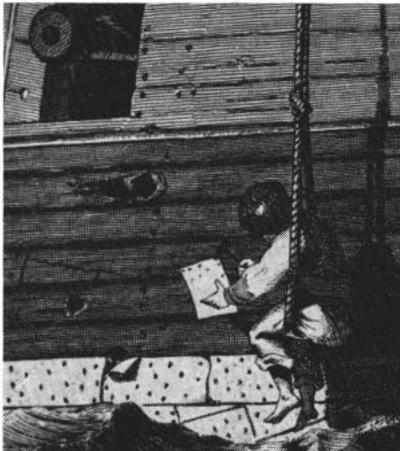
IN SPITE OF automation there are still men in the Navy, and Navy-men have jobs to do. It was ever thus. However, the jobs Navy-men did when jolly tars manned the sails and captains of the tops bawled orders to the men aloft are a far cry from the jobs done by modern sailors in a Navy which runs on oil and nuclear power; delivers punches measured in megatons; and fights with missiles which travel faster than sound.

It is in the story of the Navy's jobs, which are reflected in our present-day rating system, that changes in the Navy have been recorded. And what changes they have been—sails to coal, coal to oil, oil to atoms, hot shot to missiles. You name it, we have it.

For those who would like to know what they would be doing had they been born a hundred-or-so years sooner, here is a look at what the old Navy was like and some of the jobs the men did.

Any sailor who joined up between the Revolution and the Civil War era might not have enlisted as a Navyman but as a Navy boy. In an era when apprenticeships were served by most job hunters, the Navy was no exception.

In 1875, boys entered the Navy as second class. For their time, they



PATCH WORK—Member of ship's carpenter gang hangs over the side to repair damage to hull.

received the sum of \$10.50 per month plus one day's ration.

THE NAVY guaranteed its boys the elements of an education and taught them how to be sailors. Before they graduated into the Navy, these lads had to know the principal parts of a ship, the names and uses of all the sails, spars and rigging. They had to understand the bending, unbending, reefing and furling of sails and the handling of yards and spars.

In addition to these elemental bits

of knowledge, the boys had to learn to be good oarsmen, familiarize themselves with the compass, lead and helm and, as contemporary regulations put it, had to be "moderately skillful (and) much comprehended under the head of 'Marlin-spike seamanship.'"

From six to 12 boys from each crew were selected for signal training. They all learned gunnery and were given small-arm drill and broadsword exercises.

The Navy apparently recognized the fact that boys confined on board ship needed an opportunity to rid themselves of excess energy. It recommended they be put ashore whenever practical to engage in exercises. This, the regulations said, would cut down on endless requests for liberty.

To curb exuberance on board ship, captains of the mess were stationed at strategic points to keep the boys from throwing food at each other and stern warnings were issued against "skylarking" and loud talking on the boys' sleeping deck.

FRESH RECRUITS were brought on board, bathed, given a haircut and vaccinated. If, after having been afloat for a time, they were considered potential officer material, they were designated midshipmen, usually before reaching their twentieth birthday.

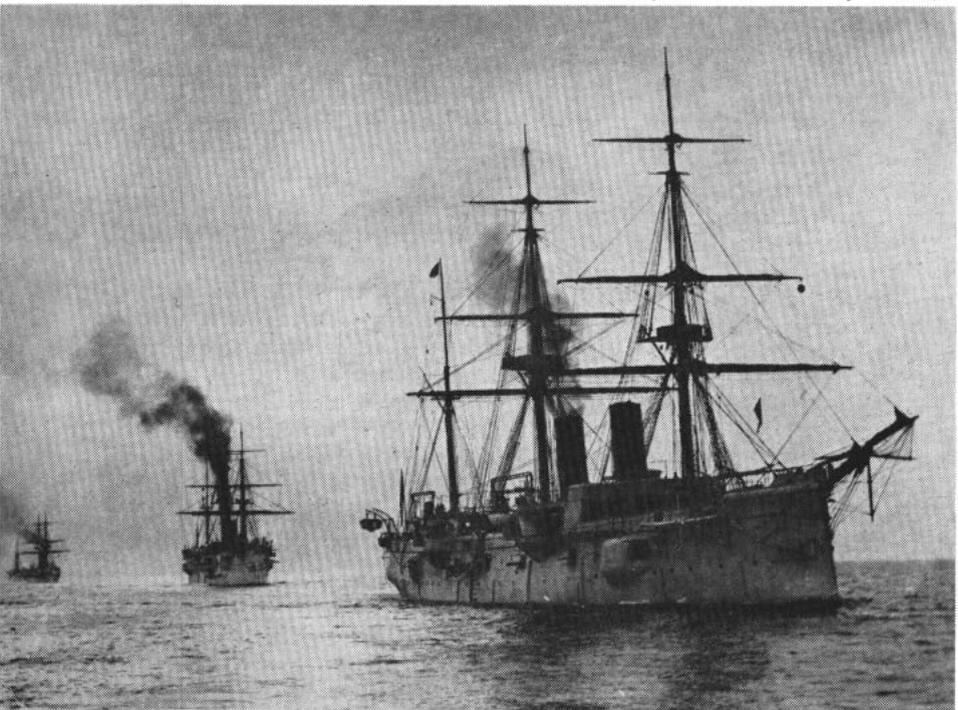
Navy Department Rules, 1832, stated: "Boys are sometimes, by special letter from the Department, to be treated as Midshipmen; but, in such cases, they receive only boys' pay."

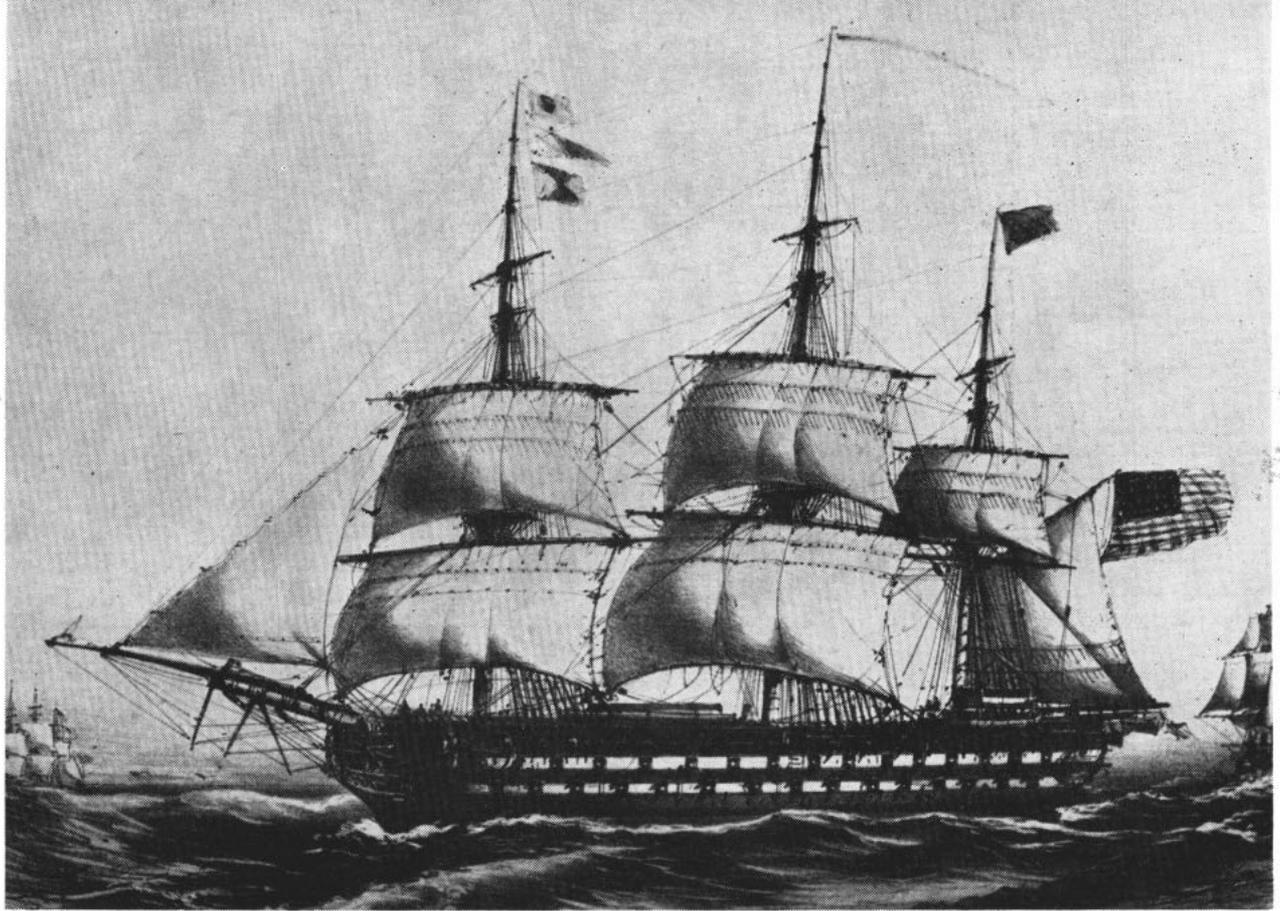
They slept in hammocks and lived mainly on salt pork and beef supplemented by fresh fish caught from the ship by a detail assigned for that purpose.

If they were deserving of the privilege, having studied hard and kept themselves out of trouble, they could ask their CO for pocket money and go ashore one afternoon a week in addition to Sunday afternoon, which seems to have been free time for most who kept out of trouble.

Navy boys usually grew up to be regular Navy-men, earning what we would now call a rating. Regular

NEW ERA—Change-over to coal-burning ships affected Navy ratings.





BIG DIFFERENCE—Many changes have taken place in ships and ratings since the days of the canvas fleet.

Navymen in the sailing days formed the hard corps which told the sailors with little or no experience what to do and when to do it.

These inexperienced seamen were called landsmen and there were quite a few on board early sailing vessels. In 1776, Congress issued instructions to commanders of privateers which advised, "one third at least of your whole company shall be landsmen." A reason for this was to discourage privateers from taking all of the qualified seamen needed by the Continental Navy.

LANDSMEN were erstwhile civilians taken on board without training who did jobs which could be done as well in a ship as on shore. They included men like tailors and cobblers who, by 1876, were dropped as landsmen in favor of the rating and pay of seamen. Barbers, however, didn't make it. After 1876, they were still rated and paid as landsmen. Oddly enough, the landsman rating was not abolished until the 1920s.

NAVY RATINGS were first defined in the "Rules and Regulations of the Navy of the United Colonies" which was largely the work of John Adams. These regulations were pub-

lished in 1775 and, despite the haste with which they were compiled, are the basis by which the Navy has been continuously governed since then, and the sense of almost all its articles is still a part of *United States Navy Regulations*.

The rules specifically mention ratings such as surgeon's mate, cook, armourer, gunsmith, master-at-arms and sailmaker.

Protection for the men's ratings was provided when the rules speci-

EARLY-DAY boatswain was usually a grizzled old salt who wasn't timid about giving out orders.



fied captains would not rate men "on the ship's books in a worse quality, or lower degree or station than they served in the ship they were removed from."

Captains were also cautioned to enter the name of a man in the ship's book when he was enlisted "in order to his being justly paid."

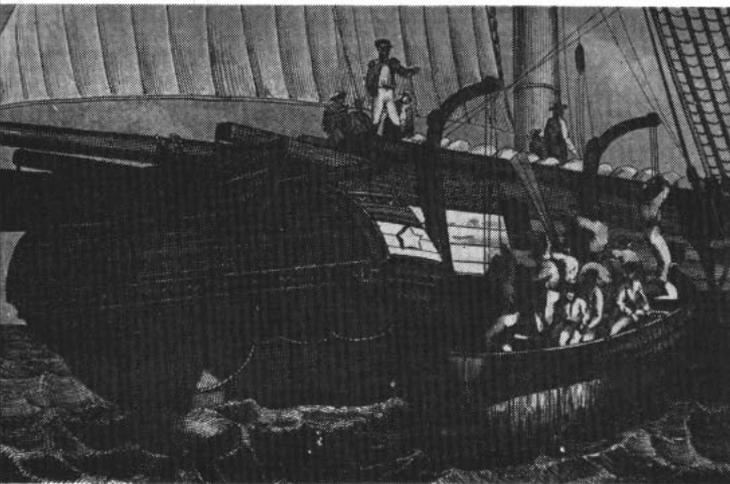
Some rated Navymen in the sailing days were considered officers of sorts. They were the forerunners of our present CPOs and WOs.

Several categories were referred to as being "civil officers." These included chaplains and surgeons who remained in the officer ranks.

EARLY DAY surgeons were assisted by the surgeon's mate. He was a medical man and, like the surgeon, was considered a non-combatant civil officer. He was a combination yeoman, corpsman and leading chief. He kept a journal of diseases and treatment, weighed and accounted for every article of medicine, dressed wounds and ulcers and performed bloodlettings.

He supervised the orderlies and loblolly boys (who kept the sickbay clean and brought the patients a thick gruel called loblolly).

Originally a surgeon's mate ranked in importance with a sailmaker



SAILING, SAILING—Boat returns after session with the oars. *Rt*: Sailing salts sit down at their mess.

or a midshipman. He was later advanced by Congress over all other warrant holders and placed on a level with the surgeon and chaplain.

The purser was also listed as a non-combatant civil officer. He was appointed by warrant. He usually had the coziest quarters on board ship and, although his pay wasn't much, his negotiations often brought him an income which exceeded that of the captain.

The purser was charged with supplying the ship with provisions. He was assisted by the purser's steward who was usually called "Jack of the bread-room" and later became "Jack-o'-the-dust." Coopers (who made buckets and barrels) were sometimes assigned to this duty.

Pursers kept the small stores on board ship and were authorized to

sell slops (clothing), tobacco and other small items sailors needed in those days, such as tin pots, spoons, pepper, mustard, knives, needles and thread. He was limited by law to a 15 per cent profit on all his business dealings which was later upped to 25 per cent.

Being a purser wasn't all gravy. He had to account minutely to the captain for everything he sold. If he couldn't prove his profit was limited to the amount prescribed by law, there was no profit at all. If there was any loss sustained with slops, he was the man who bore the loss. Nevertheless, being a purser was a good spot and the job was widely sought after.

THE EARLY DAY boatswain was a combatant officer who was appointed by warrant and was among

the top men on board ship. He was usually a grizzled old salt who wasn't timid about giving orders and never even dreamed they would not be obeyed. He was assisted by his mates and, in case he was unrecognizable in other respects, he carried a silver pipe and a rattan cane.

His pipe was the sailing ship's PA system. It could be heard up 120 feet in the top of the rigging and heard down in the farthest and darkest hold.

His cane was an instrument of persuasion which, it was said, "cured more scurvy than the doctor, made cripples take up their beds and walk and made the lame skip and run up the shrouds like a monkey."

He examined rigging, anchors and boats and saw that the crew engaged in no wasteful practices.

In addition to supervising the deck crew, the boatswain was responsible for administering severe punishments such as lashings with the cat-o'-nine-tails. This job was later given to the boatswain's mate, then abolished in the Navy as cruel and unusual punishment.

A boatswain had, in addition to his other mates, a yeoman; a petty officer, who accounted for the department's equipment; a rope maker, usually an experienced and able-bodied seaman; and a cockswain, who was in charge of the Cock (Cog) boat, which was the largest boat aboard ship.

ANOTHER OF THE BOATSWAIN'S men was the sailmaker. This worthy, who was also a power on board ship, worked in a large sail loft. He



HARD START—Seamanship used to be learned at sea from deck up.



SOME CHANGE—Navymen in 1800's practice with swords. (Rt.) Coal passers came with steam ships.

was responsible for the hundreds of yards of canvas which caught the power for his ship. He found and repaired defects in the sails, tallied and stored them. While they were stored, he inspected them to see they didn't become waterlogged or that vermin didn't eat holes in them.

The sailmaker wasn't only in charge of sails, he had the responsibility for all the canvas aboard ship, including hatch covers, screens, chutes, hammocks, clothing bags and what have you.

The ship's carpenter, a combatant officer appointed by warrant, supervised a group of shipwrights (shipworkers) who were kept on board to repair the ship's frame. The carpenter also had working for him other craftsmen who tended to the general upkeep of the ship and repaired it during and after a battle. Decay had to be prevented and, when seams began to open, they were caulked with pitch by the caulker.

The carpenter went aloft at least once a day to inspect the masts and yards in order to see if any had been sprung or were otherwise defective. He examined lower deck ports to see whether or not their alignment was proper and he kept the ship's pumps, boats, ladders and gratings in a good state of repair.

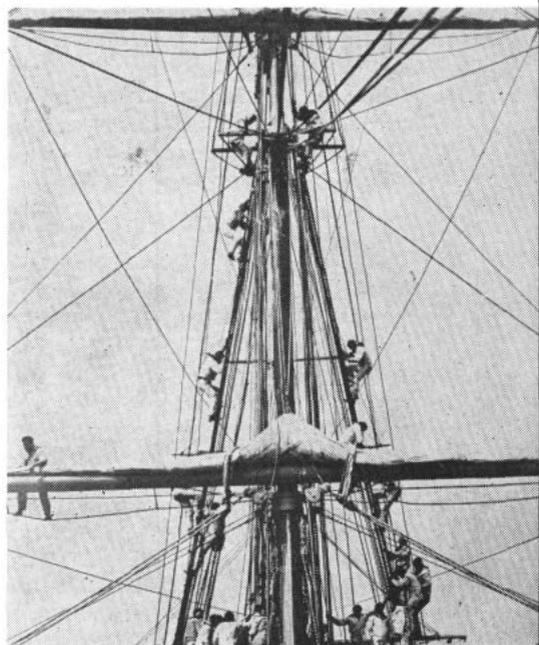
He kept a supply of shot plugs ready for use to repair damage done during battle, much in the same way damage control tackles the same problem today.

day seem so unusual and, if you'll pardon the expression, quaint, began to pass from the scene.

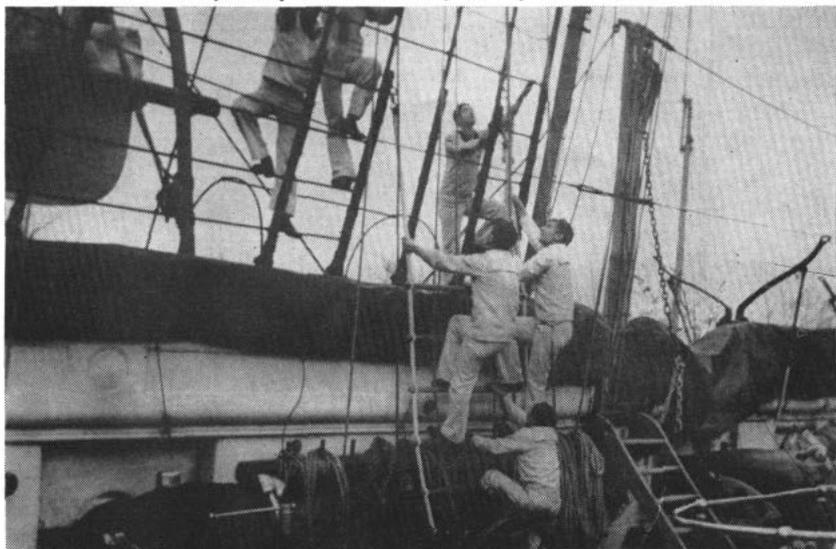
The Navy's big change to steam was reflected in the rating structure when coal heavers and coal passers joined the Navy. Changes in rating have been made since then to mirror the arming of ships with missiles; the use of sonar, radar, nuclear power and all the other advances which the Navy has made in the last 40-odd years.

Maybe the future will bring about such ratings as space pilot, space station keeper or moon crater inspector. This may be a little on the Buck Rogers side at the moment, but it would be sheer folly to say these, or some ratings like them won't show up in the Navy's rating structure before the end of the century.

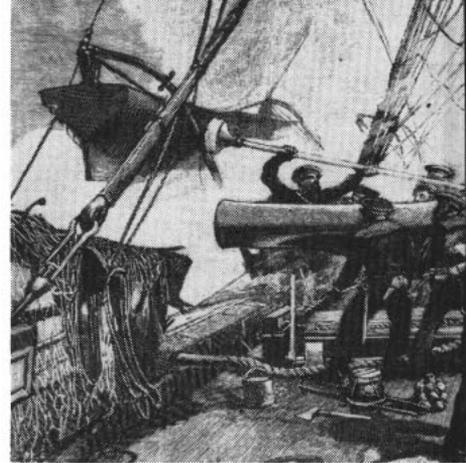
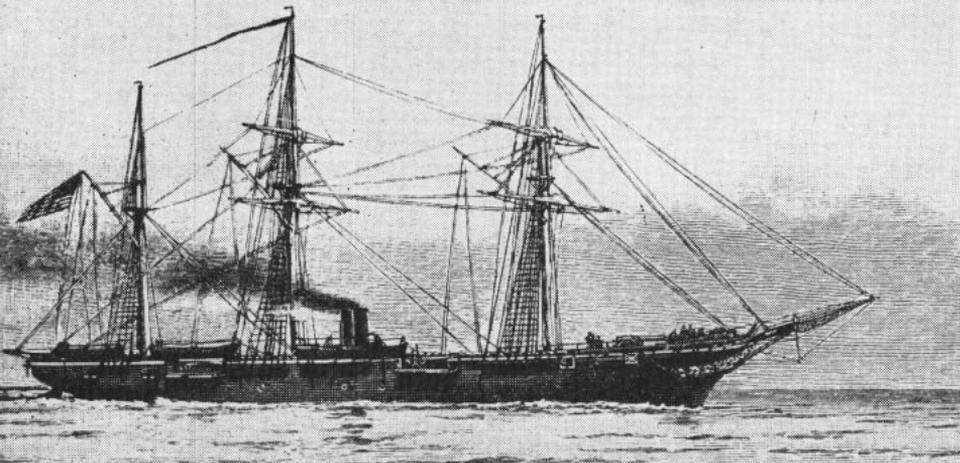
— Robert Neil.



GOING UP—In days of yore, 'Stand by to lay aloft' was a familiar call.



WITH THE ADVENT of steam and iron ships, the ratings that to-



SLOOP-OF-WAR *Kearsarge* was first U. S. ship to bear this name. Her armament included two 11-inch guns.

One Hundred Years with

ON A DAMP, WINDY DAY in Portsmouth, N. H., 101 years ago a seven-gun sloop-of-war was commissioned USS *Kearsarge*. This marked the beginning of ships named after Mt. Kearsarge, N. H. — ships which for more than a century have made the name *Kearsarge* synonymous with the Navy and naval history. There have been three of them: The sloop, a battleship, and today's aircraft carrier.

The first *Kearsarge* displaced 1550 tons, was 201 feet in length and measured 34 feet at the beam. She was armed with two 11-inch Dahlgren guns, four 32-pounder guns, and one 30-pounder rifle. Her crew consisted of 163 officers and enlisted men. She was commissioned on 5 Nov 1861.

The highlight of this ship's career occurred during Civil War action off Cherbourg, France, on 19 Jun 1864, when she sank the Confederate cruiser *Alabama*. *Alabama* had steamed out of Cherbourg harbor

to accept a *Kearsarge* challenge. The two ships met seven miles off the coast, and, after 65 minutes of broadside exchanges, *Alabama* was in a sinking condition. Twenty minutes later she went down. *Kearsarge* had fired only 175 shots, vs at least 370 by *Alabama*. Only three *Kearsarge* crewmen were wounded, as compared with 40 killed or wounded on board *Alabama*.

Later that year *Kearsarge* was taken out of commission for repairs and refitting, and was recommissioned on 1 Apr 1865. She operated with the European Squadron until June 1866, then returned to the U.S. and was again taken out of commission for repairs (at Boston). Recommissioned in January 1868, *Kearsarge* was attached to the South Pacific Station until 1870.

After another period of yard work, *Kearsarge* served for three years with the Asiatic Squadron, then cruised for four years on the North Atlantic Station. In 1883 she was

assigned to the European Station, and for three years cruised extensively in the Mediterranean, along the West African coast and between ports of northern Europe.

From 1889 to 1894 *Kearsarge* cruised in the West Indies and off the coasts of Venezuela and Central America. One of her West Indies cruises proved to be her last. On 30 Jan 1894 the ship steamed for Nicaragua from Port-au-Prince, Haiti, and was wrecked on 2 February on Roncador Reef off Central America. Her officers and crew were rescued, but *Kearsarge* was unsalvageable.

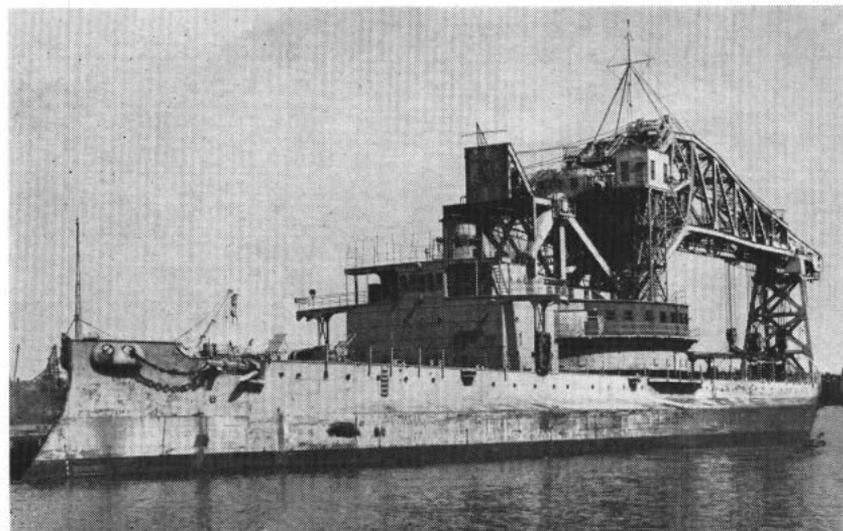
Her name was stricken from the Navy list in 1894.

The career of this first *Kearsarge* was so outstanding that Secretary of the Navy Hilary A. Herbert urged President Cleveland to allow a battleship to be designated *Kearsarge*. Although this violated the policy of naming battleships for states only, Congress in 1895 directed that it be done. To this day, the battleship *Kearsarge* was the only U. S. Navy BB not named for a state.

Commissioned in 1900, the second *Kearsarge* had a normal displacement of 11,540 tons, had four 13-inch guns, four 8-inch breech loading rifles, fourteen 5-inch/.40-cal. guns, twenty 6-pounders, four Gatling guns, four 18-inch torpedo tubes and one field piece. Her designed speed was 16 knots, and she was designed to carry 40 officers and 513 enlisted men.

One of the highlights of the BB's career was a cruise around the world with the Great White Fleet (1907-09). She also participated in

DOUBLE DUTY — USS *Kearsarge* (BB 5) was converted to a 250-ton-capacity crane ship (AB 1), and used in the Pacific during WW II.





FORWARD 11-inch gun is manned.

Kearsarge

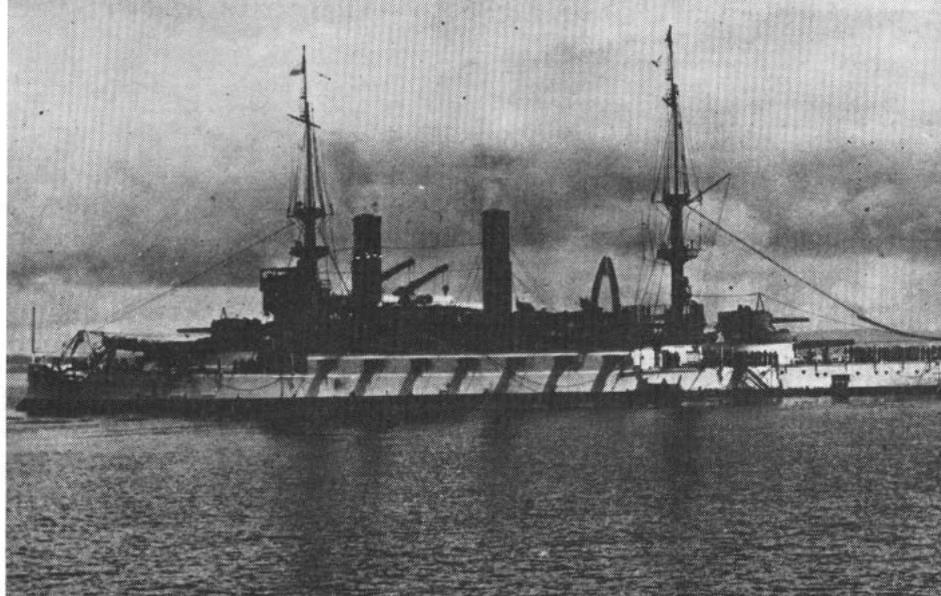
the search for German submarines in World War I.

Kearsarge was taken out of commission in 1920 and soon after was converted into a crane ship. She was carried on the lists of active service craft as Crane Ship No. 1 (AB-1 was her designation) until she was sold for scrapping on 9 Aug 1955.

Today's *Kearsarge* was commissioned an *Essex*-class CV on 2 Mar 1946 at New York. She is approximately 900 feet long, displaces 39,000 tons, and is capable of 32-plus knot speeds. She carries approximately 3000 officers and enlisted men.

Here are some highlights of the carrier's activities, as recorded in her history:

16 Jun 1950 — *Kearsarge* was taken out of commission and placed in the yards at Bremerton, Wash. After a 20-month conversion period, she was recommissioned on 15 Feb



NUMBER TWO — The second *Kearsarge* (BB 5) was only battleship in the history of the United States Navy not named after a state.

1952 as an *Oriskany* class carrier, and was able to handle the faster, modern jets which were rapidly replacing propeller-driven aircraft.

September 1952—*Kearsarge* tasted combat for the first time. Planes from Carrier Air Group 101, based aboard the carrier, flew sorties against North Korean supply facilities.

Fall 1954 — *Kearsarge* took part in the evacuation of the Tachen Islands, 200 miles northwest of Formosa. Her aircraft flew cover missions.

July 1956 — *Kearsarge* again went into the yards at Bremerton. The result: An angled flight deck, hurricane bow and other new features.

1 October 1958 — *Kearsarge* was redesignated as an antisubmarine aircraft carrier (CVS).

September 1959 — While cruising in the Far East 400 miles from

Yokosuka, *Kearsarge* received an order from Seventh Fleet headquarters to proceed to Nagoya, Japan, which had been hit by typhoon *Vera*. For six days *Kearsarge* helicopters carried Japanese people to safety and rendered whatever relief she could muster including donations from the crew.

6 Mar 1960 — En route to the U. S. after a Far East cruise, *Kearsarge* rescued four Soviet soldiers who had been adrift in a 50-foot landing craft for 49 days. (Winds of near-gale force had blown the Russians 1020 miles to sea from the site of maneuvers in the Kuril Islands). *Kearsarge* provided the men with medical care, after which they were returned to Soviet Embassy officials in the U. S.

At present, *Kearsarge* is in Bremerton, Wash., for a seven-month conversion period.

THIRD AND LATEST *Kearsarge* was commissioned an *Essex*-class CV in 1946 and redesignated a CVS in 1958.





EARLY START—Tugmen of USS *Paiute* (ATF 159) began their own physical fitness program last summer.

Getting Fit as a Fiddle

The physical fitness program for military men (see BuPers Inst. 6100.2 and ALL HANDS, November 1961) went into effect officially last fall. Herewith, some first reports from the front.

PHYSICAL FITNESS, if not entirely an accepted way of life for all of Uncle Sam's Navymen in years past,

FUN TOO—Navymen vie for prizes in physical fitness competition on USS *Newport News* (CA 148).



is now an integral part of our regular routine. And the reaction of most of the Navy to the edict to get in better shape has been highly favorable.

As expressed to ALL HANDS, opinions thus far have ranged from "We'll take this thing in stride," to "Let's go all-out."

There is, for example, the Fleet tug USS *Paiute* (ATF 159), which even went so far as to steal a march on the new program. Last summer, while performing towing services in Guantanamo Bay, Cuba, *Paiute's* crew assembled on the fantail for 15 minutes of calisthenics each morning after reveille. Crew members over the age of 40 were encouraged to participate according to their ability, and all did.

As a result, when the President's program for the armed forces was announced in late August, *Paiute's* entire crew (including the 40-and-more-year-olds) was ready and able to meet the required standards. *Paiute* thus claims the distinction of being the first ship 100 per cent qualified under the new program.

Paiute's activities might appear at first glance to be a trifle gung ho—but the truth is that a good many Navymen needed no order from on high to maintain good physical condition. They've been doing just that, either through a command-instituted

program or on their own, all along.

At Pacific Mine Force Headquarters, Long Beach, Calif., for instance one flag allowance Navyman greeted the announcement of a formal, three-workouts-a-week program for all hands with a dismayed "Whaddya mean, three. Why can't I keep up my usual five?"

Through its mandatory three-sessions-a-week-at-the-MINPAC-gym schedule, MINPAC intended to have all its headquarters personnel in top condition by the time the official starting date for the physical fitness program rolled around.

The NROTC Unit at the University of Michigan was still another Navy installation jumping the gun on the deadline. Since the unit planned to begin administering PF tests to its midshipmen in January, USN officers and enlisted men attached to the unit took the test themselves in early December.

They wanted to know if any Navy ROTC staff could top two records marked up by one of their members—namely, 41 push-ups and 72 sit-ups. (ALL HANDS received a report on sit-ups from the Fleet that far exceeded this record).

Many ships and commands are making the program more interesting by introducing the element of competition.

The heavy cruiser USS *Newport*

News (CA 148) staged a Physical Fitness Olympiad in connection with the program while anchored off the coast of Livorno, Italy, not so long ago.

Contestants were selected from the 29 divisions on board, and included two officers who represented department heads and division officers. Contenders were awarded two points for each push-up and sit-up, four points for each chin-up, one point per inch in the broad jump, and one point for every three steps in the running-in-place event.

Over-all champion was Seaman Gerald A. Marek, usn, with a total of 580 points. And, in addition to his "Physical Fitness Champion of uss *Newport News*" title, the Milwaukee, Wis., Navyman received a portable stereo phonograph for his efforts.

The attack aircraft carrier uss *Bon Homme Richard* (CVA 31), meanwhile, combined a push-up contest with a day-long charity carnival at sea. More than 20 division and squadron representatives battled it out, with *Bonnie Dick's* operations officer (age 40-plus) copping first place with a belly-ful of push-ups, 78 in all.

Back in the Med again, *Newport News* and Seaman Marek followed up their own Olympiad by entering a similar event involving the nine ships of the Sixth Fleet's Task Group Gold.

Besides *Newport News*, the attack aircraft carrier uss *Intrepid* (CVA 11); guided missile destroyers *Gyatt* (DDG 1) and *Dupont* (DD 941); radar picket destroyers *Bordelon* (DDR 881) and *Greene* (DDR 711); destroyer *Keith* (DD 775); Fleet oiler *Elokomín* (AO 55); and ammunition ship *Great Sitkin* (AE 17) competed.

Newport News, with the superbly conditioned Marek running away with individual scoring honors, nosed out *Intrepid* and *Keith* for the team trophy.

At MNPAC, the one officer and one enlisted man in each of several age groups (30 and under, 31 to 39 and 40 and over) who scores highest in the quarterly testing, based on a point system, is presented a COMMINFAC Certificate of Achievement award.

The above, as we've already pointed out, are just a few of the many reports which have reached us during the past several months, as the



ON THE RUN—Men of *Newport News* compete in run-in-place event.

Navy embarked on one of the most extensive mass-conditioning programs ever undertaken. And, if all of this strikes you as much ado about nothing, you might consider a couple of fairly recent events.

In the Pacific, near Hawaii, LTJG James F. Reed, usn, of the San Diego-based destroyer uss *Braine* (DD 630), swam more than 300 yards through heavy seas to rescue Seaman Louis J. Brindl, a fellow crew member who had been washed overboard by a mountainous wave.

Up in Greenland, five-foot-one, 135-pound Seaman Albert W. McKeown, of Underwater Demolition

Team 21, walked and ran some 12 miles over icy terrain in one hour and 45 minutes to bring help and rescue to 40 U. S. servicemen injured by a landslide.

McKeown and Reed furnish just two examples of how courage, combined with physical stamina, can pay off in the best possible way—saving lives.

★ ★ ★

A special issue of the BuPers *Special Services Newsletter*, devoted entirely to the men's physical fitness program, points out that many provisions of BuPers Inst. 6100.2 are being variously (and in many cases,

'FROG MAN'—Contender in Gold Group Olympiad does broadjump.





DAILY ROUTINE—Destroyermen on board USS Henry B. Wilson (DDG 7) keep in condition with calisthenics.

wrongly) interpreted by individual commands.

Here are some points to remember:

- Physical fitness programs (testing and/or organized, mandatory conditioning periods) should not necessarily be confined to non-working hours. The original DOD directive which instituted service-wide physical fitness programs authorized such programs to be established and maintained within existing working and training schedules. The decision is up to the individual CO.

- BuPers Inst. 6100.2 requires that a statement of performance be included in an officer's fitness report or in the enlisted performance evaluation sheet *only when such performance falls below the required minimums*. Grades for everyone, based on the graduated achievement standards found in the instruction, might place Navymen in the upper age limits at a disadvantage, particularly when not all commands include such grades in their respective evaluations.

- Graduated achievement standards listed in Enclosure One of BuPers Inst. 6100.2 are intended for use as a motivating device or a rough rule-of-thumb measure for COs, or as standards for self-evaluation. No attempt has been made to equate performances from a viewpoint of age differences. The lower

categories are lower than would normally be set for Navymen in the lower age groups, while the upper categories are higher than older men should be expected to achieve to attain a comparable high rating. Roughly, the Satisfactory category is set at the minimums for Navymen near the upper age limits; the Outstanding category is pegged near what the trained athlete would normally do.

In other words, if you're a 35-going-on-40 E-6 or E-7, do as well as you can, and slowly work toward improved performance. Don't make the mistake, however, of feeling that you must match the exploits of a person 10 years younger than yourself. You might do yourself more harm than good.

- While we're on the subject of possible harm—the Chief of the Bureau of Medicine and Surgery is on record as stating that squat-type exercises may be harmful, particularly to the ligament structure of the knee. Squat exercises, such as squat-jumps, squat-thrusts and duck waddles, therefore, are not included in the Navy's official program.

- In categories I and II (push-ups or pull-ups and sit-ups) performance must be continuous. Once testing is begun, no resting between counts is allowed.

Events in both of these categories are not timed. Performance of a

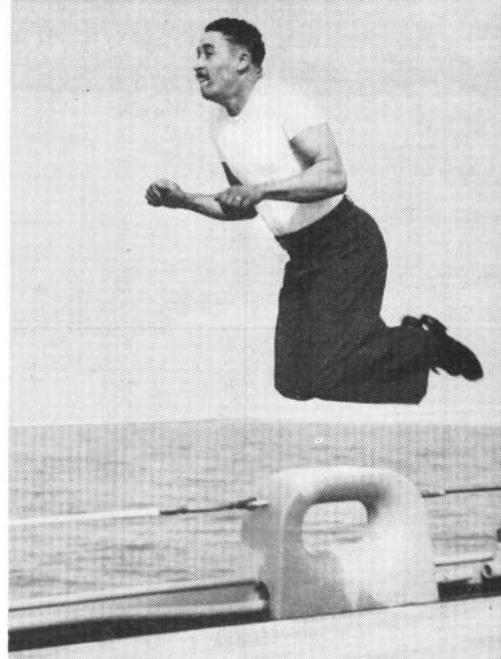
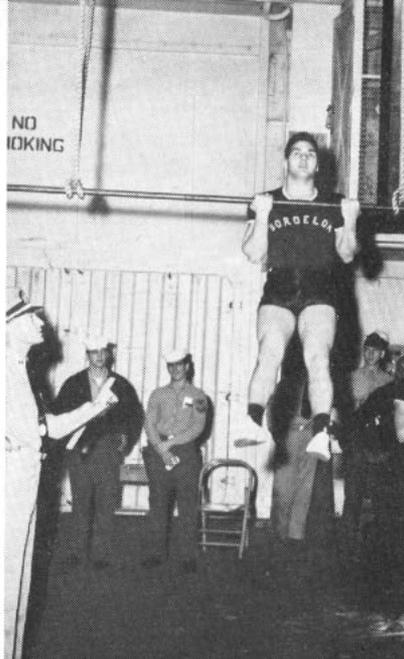
single event continues until the performer stops himself. Timed performance is found only in the conditioning program set forth in BuPers Inst. 6100.2.

- As for Category IV (300-yard shuttle run or three-minute stationary run) some initial reports from the field indicate that sailors are being given a choice between the two events. No such choice is authorized — *when space for the 300-yard shuttle run is available, it must be run unless medical excuse is authorized.*

In addition, reported times thus far for the shuttle run reveal wide discrepancies. In some instances a full 300 yards is not being run or the clock is being stopped between each leg of the shuttle. Once the clock is started, it should not be stopped until the performer has run all five of the 60-yard legs of the shuttle. The 300 yards is to be covered in one continuous run.

In the case of the stationary run, the clock should run continuously for three minutes. The astride jumps between each 100 counts should be made with the clock running. They are taken into account in the standards as they are set.

- To a large extent, failure to attain the required level of physical fitness is due primarily to overweight. Forty pounds of excess body tissue not being used or trained



IN THE MED—Sixth Fleet sailors take part in an olympiad as part of their physical fitness program.

properly is akin to 40 pounds of sand carried on your back while attempting to perform the various events.

Weight reduction is a medical problem. Stringent dieting programs should be carried out only under the supervision of a medical officer. Commands should recognize such programs as the key to effective physical conditioning, however, and make arrangements accordingly. Motivational gimmicks can be a big help here. NAS Alameda, Calif., for example, has started a contest, with cash prizes based on the percentage of weight lost.

- The intent of the physical fitness program is to bring all Navy-men to the desired level of physical fitness, and keep them there. This can be done only through continued programs of conditioning.

Along these lines, it might be well to reiterate that the Chief of Naval Personnel still emphasizes strong sports programs as the best method of maintaining over-all physical conditioning. These should include all levels of competition.

Opportunity for Good Sports

Are you an amateur athlete of potential Olympic Games caliber? If you are, you no doubt have your eyes fixed on 1964 and Tokyo. What you may not know, however, is that there are other international sports competitions slated before the 1964 Olympics — and, if you can cut the mustard, the Navy wants to hear from you.

A recently published directive

(BuPers Inst. 1710.2A) lists some of these events, and solicits applications.

Events include the Pan-American Games, tentatively set for Brazil in April 1963, and the regular yearly contests held under the auspices of CISM (Conseil International du Sport Militaire).

Both you and the Navy can benefit from your participation in competition of this type.

If, for example, your credentials and past performances warrant such a move, you might be temporarily assigned to a location where proper training facilities and instruction are available.

Many Navymen who wind up as U. S. team members for international play reveal themselves, of course, through All-Navy and interservice tournament competition in such sports as boxing, basketball and volleyball. There are many others, however, which appear on the Olympic agenda, but are not included in the All-Navy program. Track and field, archery, wrestling and swimming are some examples.

To be eligible for participation in international sports competition, you must be an officer or enlisted person of the Navy or Coast Guard ordered to active duty for a period of 90 days or more, must be found to be in excellent physical condition by a medical officer, and must be a bona fide amateur under the following conditions:

- Must not be, or knowingly have become, a professional in any sport.
- Must not have received re-

imbursement or compensation for loss of salary.

- Must not have been a teacher receiving pay for instruction in physical education or sports.

(Note: With the exception of boxing, these proofs of amateurism are not required for CISM competition).

Here's what you should do.

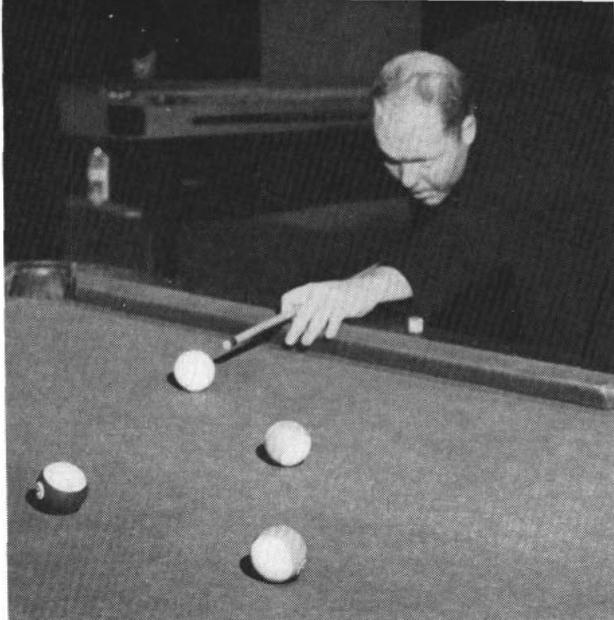
Address your application, via your commanding officer, to the Chief of Naval Personnel (Attn: Pers-G11) or the Commandant of the Coast Guard, as appropriate.

It should be in triplicate, should reference BuPers Inst. 1710.2A, and should include your name; rank/rate; serial/file number; present duty station; date reported; expiration date of your present enlistment or planned RAD; home town; height; weight; age; whether physically qualified; sport; past experience (include all pertinent data — AAU, NCAA, YMCA, etc., last date of competing, best times, distances, heights and other information); statement concerning the suitability of training facilities at the installation, or in a readily accessible community, for the sport in which you are making application.

You must also sign and have certified by your Special Services officer the following statement: I, the undersigned, declare on my honor that I am an amateur according to the Olympic Rules of amateurism and that I fulfill the conditions required by the Olympic Rules.

Here's your chance to demonstrate your athletic potential.

— Jerry McConnell, JO1, USN.



YOUR SHOT — 'Pigeons' fly at Yokosuka's skeet range. Rt: Pocket billiards is popular in 'rec' building.



Seventh Fleet Gets

SOONER OR LATER, just about every Pacific-based seagoing sailor hits Yokosuka, Japan. Many another Navyman can look forward to a tour of overseas shore duty at the largest U. S. naval installation in the Far East during some stage of his career.

Every day of the year the Yokosuka area is aswarm with U. S. Bluejackets, and — whether they're of the shipboard or shore-bound variety — they're usually looking for "something to do." Providing them with that something is the very special activity of the Fleet Activities Yokosuka Special Services Department.

In fulfilling its two-fold mission of serving personnel stationed in the Yokosuka-Yokohama sector and providing rest and relaxation for Seventh Fleet sailors, FLTACTS Special Services ranges from the mountains to the open seas; from the excitement of downtown Toyko to the

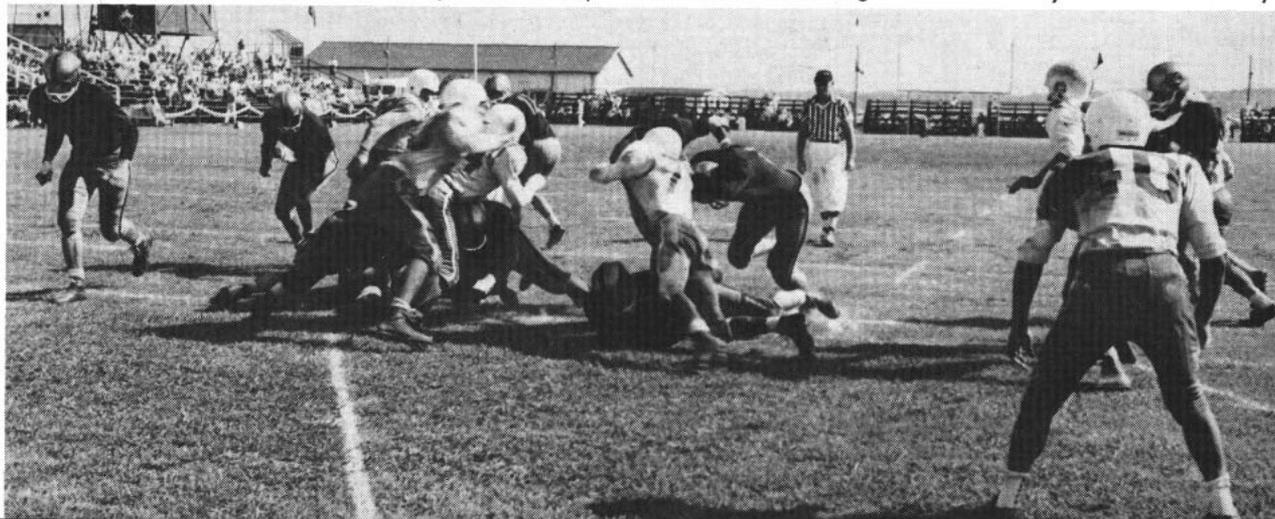
pastoral quiet of the station library. Its aim is to provide something for everybody, and from the looks of things, it comes mighty close to doing just that.

Last year, for example, its facilities were enjoyed by nearly one-and-one-third million people. Granted that there were a considerable number of repeaters in that total, it still adds up to a lot of fun in the sun, and indoors too, for a lot of Navy-men and their dependents.

FLTACTS Special Services offers all of the usual, and plenty of the not-so-usual, too.

If you're the athletic type, for instance, you'll be in seventh heaven. There are several gymnasiums, housing basketball courts, weight-lifting equipment, boxing rings and facilities for practice and instruction in judo, karate and other forms of physical fitness endeavor. The area

LOTS OF VARIETY — Yokosuka varsity teams compete in interservice league. Above: Navyman visits library.

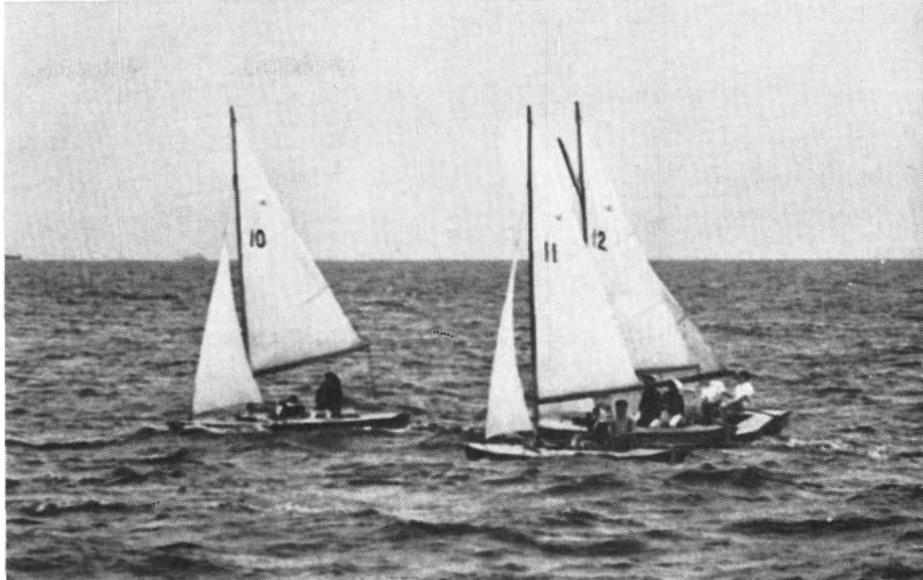


around Berkey Field House includes football fields, baseball diamonds, tennis courts and a Little League field.

A far-ranging intermural program encompasses baseball, softball, handball, football, pistol shooting, soccer and more than a dozen other sports. And the various SEAHAWK varsity clubs (football, baseball, boxing, etc.) provide a kettle-full of exciting spectator entertainment.

If, on the other hand, the hunting and/or fishing bit is more appealing to you, you've really got it made.

Quail, dove, boar, deer and bear abound in various sections of Japan, and lack of a gun is no problem,



BUSMAN'S HOLIDAY — Navymen compete in Special Services race at their boat club. Below: Recreation craft stands by for cruise.

Big Treat

for the Special Services Rod and Gun Club will check one out to you for a normal two-day period, or for the duration of your leave. Fishermen will find a full assortment of deep-sea rods and reels for the big ones, and fly rods and flies for trout from the mountain streams. The club also maintains its own skeet range.

If a busman's holiday is your desire, there are 39 motor and sail boats available for your enjoyment. By joining the Special Services Yacht Club, you become eligible to qualify as a race master of a boat in the many inter-club and international races staged each year. Or, you might consider a pleasure cruise around Tokyo Bay aboard *Miss Fay*, a 104-foot yacht which at one time was the personal craft of former Korean President Syngman Rhee.

Barracks C, FLTACTS Special Ser-

vices headquarters, is the hub of many of the department's most popular activities. Here a serviceman or members of his family can find the recreation hall, photo and wood hobby shops and many other facilities.

In this area, also, are the main motion picture theater, the EM club (one of the finest in the Navy), 28 bowling alleys in three separate locations and a large skating rink.

And to top it all off, if none of the above particularly sends you, you just may be an exploring and

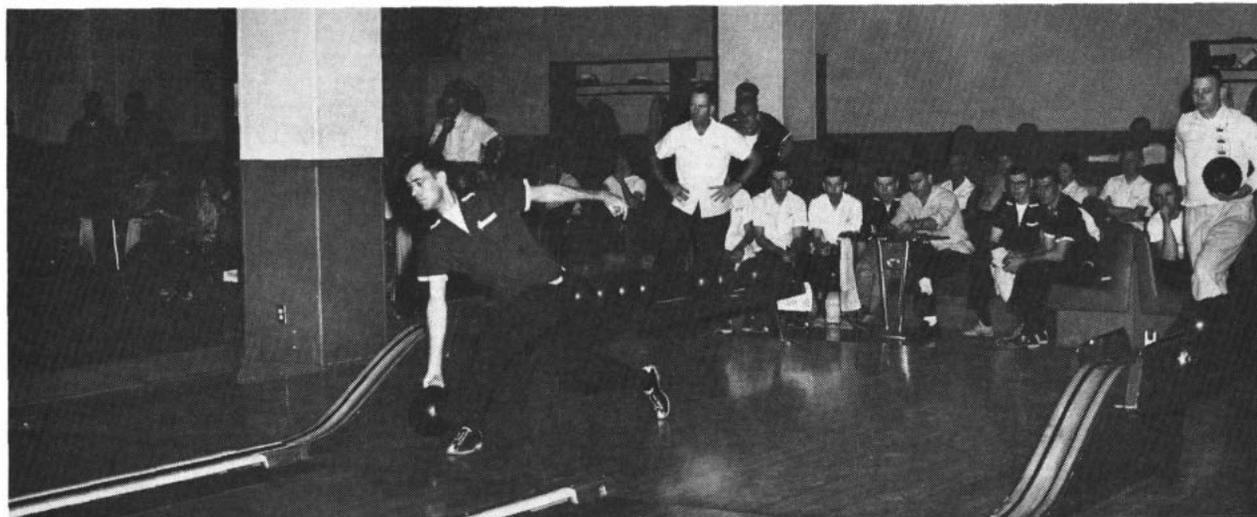
picture-taking bug. If so, there's something for you too. The Special Services Tours Office will arrange tours to famed Mount Fuji, around and about Tokyo or to any of the several beautiful sea or mountain resort areas.

These are just some of the items that help make a tour at Yokosuka an interesting and rewarding experience, and can make a port call there one to remember in a Seventh Fleet sailor's sea bag of memories of his WestPac cruise.

— Dave Carlson, JOSN, USN.



ROLLING ALONG — Bowlers at Yokosuka have 28 lanes at three locations on which to test their skill

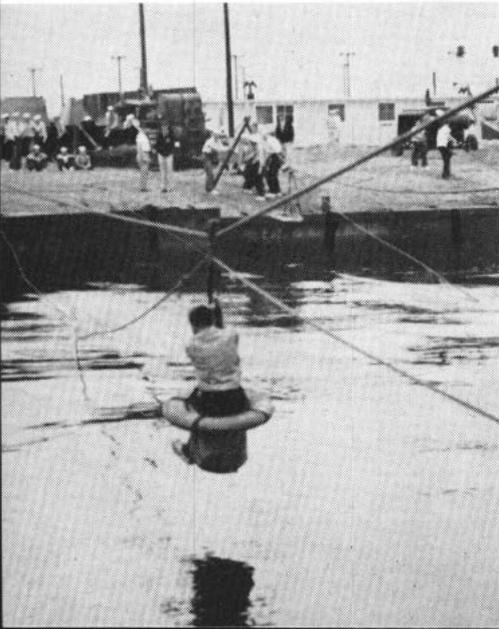




SEA SCOUT ties 'Navy' knot while others salute ensign at Navy base.



ON THE LINE — Sea Scouts man line to see how fast they can hoist a barrel filled with water.



Sea Scouts Join The Fleet

ONE THOUSAND BOY SCOUTS "joined the Navy" for three days to show what they know of boats and the sea.

To the surprise of curious and seasoned U. S. Navymen, the teenage Sea Explorer Scouts proved to be more than amateurs at pulling oars and rigging sails.

The 14- to 17-year old Scouts were guests at the U. S. Naval Amphibious Base Coronado, Calif., for their three-day annual rendezvous to show what they had learned in the past year of Scouting.

Coming from nine southern California councils, some of the fledgling sailors traveled from as far away as the San Francisco area, 600 miles distant.

After a welcome by their hosts, Vice Admiral Howard A. Yeager, Pacific Amphibious Force Com-

mander, and Capt. H. H. Kait, Amphibious Base Commander, the Scouts "turned to" in rugged contests to vie for Scouting trophies.

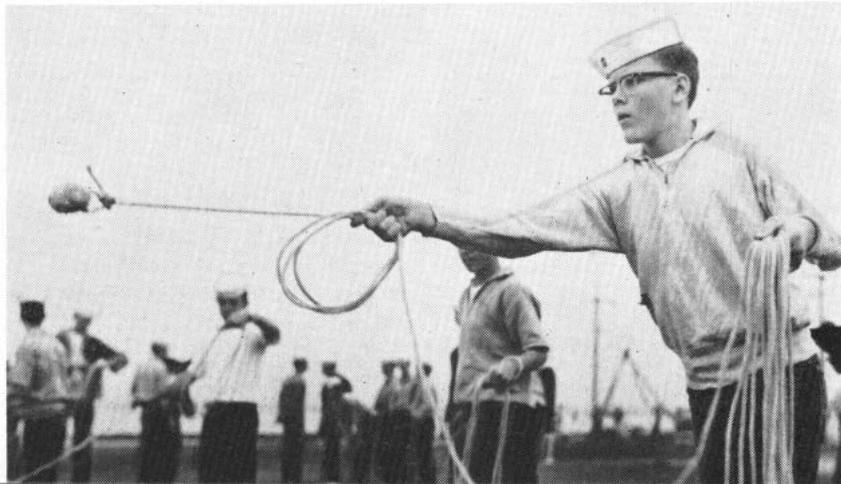
In crews ranging from five to 20 members, they competed in rowing, signaling, knot tying, canoeing, line handling and the like.

The young men relaxed and played at the base gym, bowling alley, recreation center or theater after each day's workout.

On Sunday, the third and last day of the meet, they attended religious services and toured ships and installations at the Amphibious Base, headquarters of the U. S. Pacific Fleet's Amphibious Force.

They enjoyed Navy chow, and they grumbled at being awakened at 0600 by the reveille bugle. In fact, the skilled Scouts came pretty close to becoming old salts.

HEAVE HO — Sea Scouts test their skill at heaving messenger line. Rt: Breeches buoy rescue is simulated during the three-day visit.



LETTERS TO THE EDITOR

Face the Music

SIR: What do you do with troops marching away from the colors when morning or evening colors are sounded? Do you halt them in the direction of march without turning them, with the leader turning and saluting for the group, or do you turn them to face the colors or music, leave them at attention or order arms, with the leader saluting for the group?

Navy Regs, Chapter 21, Art. 2106, Para. One, states: "Persons in formation are brought to order arms or called to attention as appropriate. The formation commander shall face in the direction of music or ensign and shall render the salute for his unit."

I find nothing that specifically states that they should face towards the music or ensign. Also, nothing that says they should remain in the direction of march. — R. D., BUCA, USN.

• Neither "Navy Regs" nor the "Landing Party Manual" mentions troops in formation marching away from the colors at evening or morning colors. Troops are halted and the formation commander faces the colors or music. This is because the angle may be such as to preclude using a standard command to turn the troops. In an evening or morning formation the troops may not all be directly facing the colors but they face in that general direction.

It would be impolite, to say the least, for a body of troops to stand with their backs to the colors or music while the commander faces them and salutes. So, troops marching away should be halted, turned to the direction most nearly facing the colors or music (company front, or in reverse of original line of march) and the commander should then face in the direction of the colors or music and salute. — Ed.

Navy Musicman

SIR: Who is CDR Charles Brendler and what does he do?

In a recent wardroom discussion concerning the Naval Register, we came upon CDR Brendler's name. He is the only person listed as "Not of the Line nor of the Staff Corps."

The Register also reveals that he has been in the Navy 48 of his 63 years. The listing is on page 666. Perhaps you can clarify this mystery for us. — H.B., ENS, USN.

• Gad, Sir. We are surprised that anyone with sufficient rank to engage in a wardroom discussion would not

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

recognize the name.

CDR Brendler, who retired last month, has been either the assistant director or the director of the Navy Band for so long that men who are now grandfathers were wearing knickerbockers when the band, under his direction, broadcast on Saturday mornings from the Sail Loft of what was then the Navy Yard at Washington, D. C.

With the exception of FADM Nimitz, he has the longest period of continuous duty of any officer currently on the active list of the Navy. He enlisted as a landsman in 1913 and served as an enlisted musician in the Navy Band. He moved to solo clarinetist and was serving as assistant leader of the band when he was appointed leader in 1942.

He is being succeeded by LT Anthony Mitchell, USN, who, like CDR Brendler, was formerly an enlisted musician. — Ed.

TAD Expenses

SIR: If, at his own request, a man is ordered TAD to a civilian school in a city where no government messing or berthing facilities are available, and his orders specify "no expense to the government," must he pay food and lodging bills from his own pocket?

In a case in question at our command, the disbursing officer says a man in this position cannot draw per diem because of the "no expense" clause, nor can he draw BAQ or commuted rations. Is this correct? — V.J.M., YNC, USN.

• Only partly correct. If your TAD scholar accepted an authorization which permitted him to perform travel at no expense to the government, he should not be reimbursed for travel or receive per diem allowances.

But, if a government mess is not available at his TAD station, he is entitled to basic allowance for subsistence, or commuted rations if the station authorizes separate messing. The Navy Comptroller Manual, Para. 044025-3, spells this out. — Ed.

Names Exchanged

SIR: As former Officer-in-Charge of the DD Transfer Team DD797 and the Mobile Training Team ex-Cushing (DD 797) I was interested in your story concerning the transfer of Cushing and Hailey to the Brazilian government in the December 1961 ALL HANDS.

The article was interesting and accurate except that the names were interchanged. Ex-Cushing was commissioned as CT Parana (D-29) while ex-Hailey was commissioned as CT Pernambuco (D-30).

The commissioning ceremony took place at Norfolk Naval Shipyard and, after an outfitting period and intensive underway training conducted by the Fleet Training Center, Norfolk, the two ships left for Brazil.

Incidentally, the opportunity to work with a foreign crew was very interesting and rewarding and led, I hope, to a better understanding of the similarities and differences of both navies as well as the problems faced by both. — LT Donald E. Prisby, USN

• Heads were about to roll at ALL HANDS until we traced our information back to the source to which we shall refer as usually reliable. If anyone has the straight scoop, it should be you.

Thank you for your interesting letter. We also feel there is nothing like first-hand contact to further international understanding. — Ed.

Right or Left Hand Hashmarks?

SIR: I would like to call your attention to the picture on the back cover of the November 1961, ALL HANDS. I think if the man painting the hashmark under the "E" checks regulations he will find he is putting it on backwards. The hashmark should extend from upper left to lower right, not upper right to lower left as he is making it.

On the front cover of that same issue you can plainly see the hashmarks are painted correctly on the bridge of the ship pictured there — upper left to lower right. — D.C.G., SMC, USN.

• We agree that one of the ships you mention has her hashmarks displayed incorrectly, but it's not the ship on the back cover. According to the "BuShips Manual," "When facing the 'E' the stripe should slant downward from the upper right to the lower left, regardless of the side (of the ship) on which displayed" (Article 19.154-5). This is the written word on displaying the "E" hashmark, which also holds true for uniforms. In any case, thanks for bringing this to our attention. — Ed.



IRON MEN—Navy men of the Civil War pose for photo on the deck of USS Monitor, famous for its battle with Merrimac in March 1862.

He Sailed on Board Monitor

SIR: My grandfather once told me that he was a crew member in the Federal ironclad Monitor during her engagement with the Merrimac in Hampton Roads, Va., during the Civil War. Can you verify this?

My grandfather's name at that time was either Peter Wilhelm or Peter Williams. — W. A. Gadd.

• According to the Naval History Division in the Office of the Chief of Naval Operations, no mention to date has been found of a Peter Wilhelm who served in the Navy during the Civil War. If, however, your ancestor was the Peter Williams, Quartermaster, who was on board USS Monitor when she left the New York Navy Yard 6 Mar 1862, you have every reason to be proud of grandpappy.

This Peter Williams was born in Norway in 1831, and immigrated to Pennsylvania, from whence he enlisted in the U. S. Navy. He became, it appears, quite a steersman — for it was he who piloted Monitor throughout the epic battle on 9 Mar 1862 in which Merrimac, after being damaged, finally retired from the scene.

For his part in Monitor's victorious stand, Peter Williams was promoted to Acting Master's Mate just 16 days later, on 25 Mar 1862, and was awarded the Medal of Honor under General Order No. 11, dated 3 Apr 1863.

Nor did the Williams exploits end there. Later, after the foundering of Monitor, Acting RADM S. P. Lee, Commander of the North Atlantic Blockading Squadron, in a report to the Secretary of the Navy dated 4 Jan 1863, stated: "Commander Bankhead, CO of Monitor, speaks warmly of the

good conduct of the officers and crew, with but few exceptions. He warmly praises the department of Acting Master's Mate Peter Williams."

Williams was subsequently promoted to Acting Ensign on 10 Jun 1863, and was honorably discharged from the Navy on 9 Nov 1867. — ED.

Seavey, Shorvey and You

SIR: I have received orders for this station in the 11th Naval District, which disappoints me greatly. I was not only disappointed, but I now have serious doubts in my mind concerning the effectiveness of the Seavey/Shorvey system. Here are some pertinent facts for background purposes:

1. Chief Radioman — Navy Enlisted Classification Code 2313
2. Active duty base date — October 1948
3. Sea duty commencement date — September 1951
4. Shore duty tours in CONUS — none

On my Seavey request I asked for the following:

1. Vallejo, Calif.
2. New Orleans, La.
3. San Francisco, Calif.
4. Washington, D. C.
5. Class "C" School, Advanced Crypto Repair
6. I also indicated a sincere desire to remain at sea.

It appears to me that a career man with over 10 years' continuous sea duty and over 13 years' active duty would get one of his shore duty requests. At the very least, the Seavey/Shorvey system could have assigned me to one of the naval districts of my choosing.

I realize the needs of the service are

paramount, but in the area of each of my Seavey requests, there is a large communication center or facility.

Perhaps my case is an isolated one. Nevertheless, I will be assigned to an undesirable duty station for three years. I now understand why people with ten or more years' active duty consider their wasted years and return to civilian life.

No attempt seems to be made to assign personnel as individuals. For better or worse, I would much rather see the old system back in effect.— [Name withheld.]

• Your disappointment at not being rotated to a shore station of your choosing is understandable but, Chief, when you start knocking the system for this reason, we are somewhat amazed.

We have been informed by the Seavey/Shorvey people that a review of the factors associated with your assignment completes the picture you only sketched in your letter.

As you stated, your sea tour commenced in September 1951. On the surface, this appeared excessive. Hence, a review of your past assignments was made.

Your sea duty began with the pre-commissioning crew of an APA. After spending 11 months on board, you were transferred, at your own request, to another APA. After 17 months of arduous sea duty, you were transferred ashore for six months of schooling, at your own request, thence to overseas shore duty in Japan. Again, at your own request, your tour in Japan was extended to 47 months in that area.

Your next move was to arduous sea duty on board an AVP and, while en route, Seavey was put into effect.

Your Seavey duty preferences indicated a first choice of Japan and a second choice of Formosa. Accordingly, you were ordered to Formosa, since re-assignment to Japan could not be justified under the limitations imposed by the "Enlisted Transfer Manual," Article 2.21e. Again, at your own request, your tour in Taiwan was extended for one year.

In brief — you've had 38 months on arduous sea duty out of the 10 years' (120 months) duty considered "at sea" for rotational purposes.

Since no further extension overseas could be justified, your name came up for shore duty in September of this year. True, your rotation data card indicated a sincere desire to remain at sea; however, it included the stipulation "on tenders."

If you were sincere in wanting to remain at sea, anytime prior to September you could have initiated a request, in accordance with Article 3.33a of the "Transfer Manual."

Since you did not, and it was time to move, your duty preferences were considered against existing service

needs. Unfortunately, there were no requirements for RMCs (based upon manning level) in your areas of choice; hence the assignment to your present station was made to meet a requirement that did exist.

As you acknowledge, Chief, the needs of the service are paramount. Accordingly, personal desires for particular areas cannot always be honored. Be assured, it is with sincere regret that a person is assigned out of an area of his choosing.

Although not perfect, the Seavey/Shorvey rotation system is the fairest system yet devised for the greatest number. Although your case is not an isolated one, it falls into a small minority predicated on service needs.

It's been fine for you up to now, so why knock it at all? You're still getting ashore on the same coast and in the same state you gave as first choice. The existing requirement could have been at some place more distant — Cutler, Maine, for instance. — Ed.

Takelma Tops Takelma

SIR: After reading the article on page 45 of the November 1960 issue of ALL HANDS — "Takelma Has Big Pull" — I must write my first letter to an editor.

I raise no question as to the pre-eminence of *Takelma* over any and all tugs in the U. S. Navy — or any other Navy. Since she was commissioned on 3 Aug 1944, she has occupied the number one spot in my book.

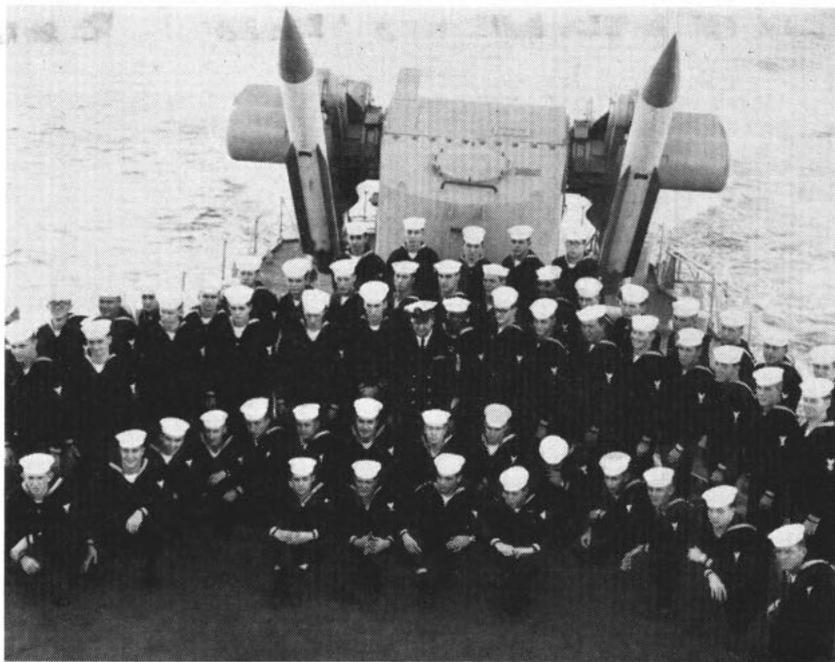
I do, however, take exception to the inference that a mere 5200-mile tow job first placed *Takelma* in the record books.

To the best of my recollection, on 15 Dec 1944 *Takelma* left Eureka, Calif., towing *uss YFD 64* — as large a floating dry dock, I believe, as has ever been towed. After touching base at Pearl Harbor, Eniwetok, Kwajalein and Ulithi, *Takelma* disposed of the tow at Leyte Gulf (off Manicani Island) on 15 Feb 1945. Had *Takelma* followed great circle routes, the distance would have been 6584 miles. The route actually taken was probably closer to 7000 miles.

Lest any other tugboat sailors claim any records over *Takelma*, it is suggested that this, *Takelma's* maiden trans-Pacific voyage, be taken as the mark to beat — not the one described in your November issue, which was merely the latest in the long line of her achievements. — W. J. Murphy, CAPT, USN (plankowner).

• We are always interested in unusual accomplishments of Navy ships, but we usually avoid verifying any claims as records. Towing is one of the categories we avoid.

Takelma's tow is, however, a good long one. You probably know the story well, but each time we hear towing



BIG DAY ON DDG — Newly advanced crew members of USS Charles F. Adams (DDG 2) pose for photo after 65 received promotions.

claims, our memories go back to 1905-1906 and to the six-month, 12,000-mile tow of the drydock Dewey (July 1961 ALL HANDS). Even this, we understand, is not now a record tow.

We aren't trying to belittle *Takelma's* claim by mentioning this 12,000 mile tow, because Dewey wasn't towed by one ship anyway. When Dewey left Chesapeake Bay for the Philippine Islands, a hemp-wrapped steel cable went from the bow of Dewey to the collier Brutus. Brutus in turn, had a line from her bow to the stern of another collier, Caesar. Still another line went to either the tug Potomac or to the supply ship Glacier. Maybe if you'd divide the total miles towed by three ships you'd still have them beat.—Ed.

Humanitarian Transfer

SIR: I have several questions concerning the problems a married Navyman could encounter when he's transferred to a temporary station for humanitarian reasons.

Let's say our man is on shore duty at station "A" and is ordered to station "B" for four months' temporary duty for humanitarian purposes. No-cost-to-the-government orders are issued. He moves himself, his dependents and his household effects to station "B" at his own expense.

At the end of the four-month period he is ordered back to station "A" to complete his normal tour of shore duty. During this transfer from "B" to "A," is he entitled to transportation, at government expense, for himself? For his family? Will the government move his household effects?

Now, let's suppose he was not re-

assigned back to "A" but, instead, received orders to a new station — "C." Would the government pay for this?

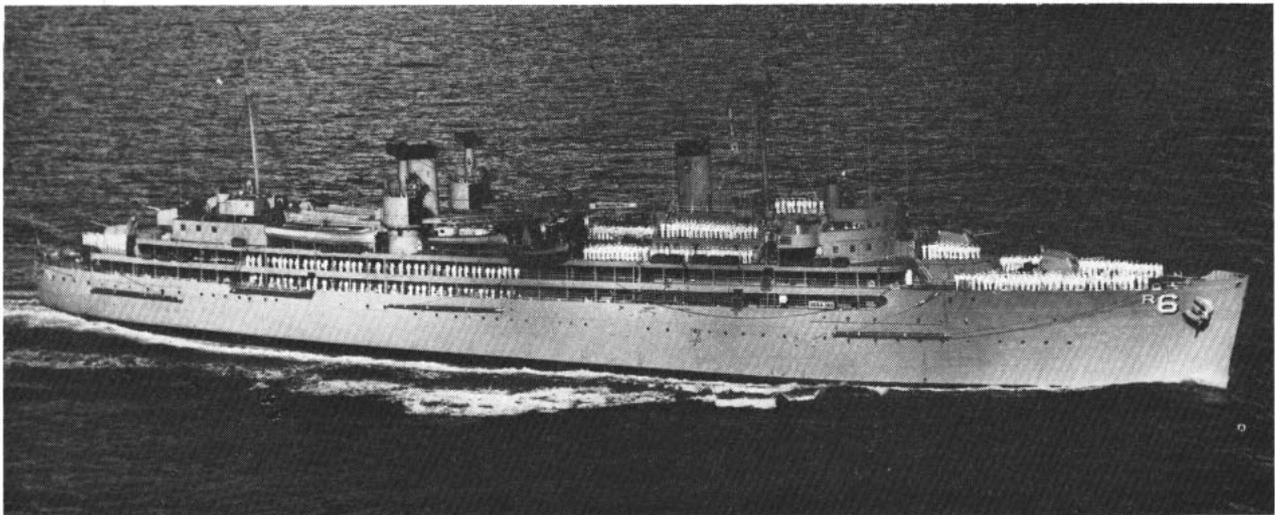
Here's another let's suppose. If, instead of being reassigned after four months, station "B" is made his permanent station, what then? — V.J.M., YNCA, USN.

• If your subject of many moves is reassigned to his original duty station after a four-month humanitarian assignment he is entitled to transportation (at government expense) for himself, but not for his dependents. The government would not pay the cost of shipping his household effects.

If he were reassigned to other than his original duty station, or "C" in this case, he would receive transportation, at government expense, for himself (from "B" to "C"). His dependents would be entitled to transportation from their location on receipt of orders ("B") to the new duty station ("C") not to exceed the cost that would have been involved in a move from the original duty station ("A") to the new duty station ("C"). The same holds true for his household effects. The government will foot the expenses that do not exceed those had the move been from "A" to "C."

If "B" is made his permanent duty station, he would not be reimbursed for his travel, or his dependents' travel, nor would he be reimbursed for his household effects shipment.

This information is contained in Comptroller General Decision B-139724, which is dated 14 Sep. 1959. Also, Chapter 18 of "The Enlisted Transfer Manual" contains the official word on humanitarian assignments.—Ed.



SIDE BY SIDE — USS Ajax (AR 6) sailors man the ship's rails while cruising off the coast of Okinawa.

Visit to Iraq

SIR: The inland port city of Basra, Iraq, has been visited by the U. S. Navy only twice. *uss Duxbury Bay* (AVP 38) claims the distinction of having made both visits, the most recent of which took place last 13 and 14 December. Here's the story.

Getting to Basra involves a pleasant trip up the palm- and date-tree-lined Shatt-al-Arab river — a merger of the Tigris and Euphrates — through 85 miles of picturesque countryside.

Our arrival at Basra was noted with a 21-gun salute and display of Iraq's national ensign. A large gathering of the town's citizens was on hand to welcome the ship. Native barges and cargo carriers that suggested Biblical times were all around us. Our big,

white ship made a striking contrast.

After mooring we held open house. I'm sure the many visitors were impressed with what they saw while touring the ship. Many official calls were made by Iraqi dignitaries, and by the time the visiting was over, 51 rounds of saluting empties had been neatly stacked on the O1 level.

I think the highlights of this goodwill cruise were the basketball and volleyball games between Iraqi and *Dux* teams. Our men wore uniforms of red, white and blue. The *Dux* representatives played hard, and they played well, but lost both contests by close margins. After the games the president of the Basra Sports Club presented our basketball team a silver cup trophy, and our volleyball squad a plaque fea-

turing the Iraqi national insigne.

Back at the ship, meanwhile, *Dux's* appearance was rapidly changing as the crew readied her for an official reception given in honor of Iraqi officials by the Commander, Middle East Forces (*Duxbury Bay* is COMDEASTFOR flagship). The foc'sle and quarterdeck received some unusual decorations. A variety of Navy flags and pennants were hung around the foc'sle in both horizontal and vertical displays. These were set off by plants which had been presented to the ship by Iraq's Director of Port Administration. In addition, a large, hand-painted Navy seal, bordered with two large Persian rugs, contrasted nicely with American and Iraqi national ensigns displayed on either side.

As the various VIPs boarded the ship they received, literally, a red-carpet quarterdeck welcome. We had laid a 45-foot-long red carpet from the step-off on the accommodation ladder to the midship area of the starboard passageway. This was "railed" with chromed 3-inch projectiles.

After we left Basra and returned to sea a crew's rehash of the visit turned up general agreement that the men had hurdled the barriers of strange customs and language and had made some friends for the U. S. — Douglas L. Murray, BOSN, W-1, USN.

• *Nice going, Dux. And thanks for the story, Bos'n.* — Ed.

Recording Special Abilities

SIR: I was raised in Honduras, and am fluent in Spanish. I would like to know how I can have this information entered in my service record and the records at the Bureau.

I'm sure there must be some assignments in which I can use my language ability. Can you tell me what they are and how I can go about applying for them? — A. B., BM3, USN.



HARBOR LIGHTS — USS Duxbury Bay (AVP 38) lies moored at Basra, Iraq, and claims to be only U. S. Navy ship ever to visit there.

• The Navy tries to record all the useful skills and knowledge a recruit brings to the Navy, before he leaves boot camp. There are, of course, instances in which, for one reason or another, this isn't done.

It is also the Navy's fond hope that Navymen will acquire skill and knowledge other than that which they carried through the boot camp gate.

When a man believes he has an unrecorded capability which will be useful to the Navy and hence to his career all he has to do is write about it to this Bureau.

If it is the type of information the Navy needs, it will be programmed into the Bureau's master personnel tape and will be included, along with the other information about him, each time he comes up for reassignment.

In your case, your language ability is now in the tape.

There are indeed jobs in the Navy in which it is an advantage to know a foreign language. Most of them are found in MAAGs, missions and the offices of Naval Attaches. The "Enlisted Transfer Manual", Chapter VI, covers this subject.

Section 6.31 of the manual shows the ratings used in these billets. According to the manual, there are billets for your rating in grades E-4 through E-7. (Except in unusual circumstances, only chief and first class petty officers are assigned to attache duty).

You will stand a better chance applying for an area, rather than a specific country, since any specific country you request might not have a billet available for your particular rating when you want it.

Other sections of Chapter VI give the requirements for these jobs, the lengths of duty tours and information on how to apply.



WHITE TOP — A lone crewman of USS Lake Champlain (CVS 39) makes his way aft on the flight deck after snowstorm off Norfolk, Va.

In the meantime, commanding officers sometimes have need for interpreters when their ships are in foreign ports.

If you are interested, the next time you are in a Spanish-speaking port, volunteer your services.

.Adios y buen suerte. — Ed.

E-8 Upon Reversion?

SIR: I served as an ATCA for two years before I was appointed as LDO ensign in July 1958. My status was later changed to permanent Chief Aviation Electronics Technician.

Since BuPers Inst. 1430.7D prohibits administrative advancement to pay grade E-8, is it possible for me to participate in the examination for E-8, and if selected, have my permanent status changed to senior chief? — LTJG H.L.M., USN.

• No. Temporary officers (or any other officers for that matter) are not eligible to compete for selection to E-8. This is covered in Change One to BuPers Inst. 1430.7D.

If you are ever involuntarily reverted to enlisted status, however, you would be considered by the Chief of Naval Personnel for the higher rate. — Ed.

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Ship Reunions

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

• *uss Oklahoma* (BB 37) — A reunion is scheduled for 5 and 6 May at the Dodge House, Washington, D. C. Further details may be obtained from Edward H. Lutz, 673 Lindley Rd., Glenside, Pa.

• *uss Pennsylvania* (BB 38) — A reunion is scheduled for 21 April at the Commodore Hotel, San Francisco, Calif. Further information is available from Ralph J. Hopkins, Canton, Mo.

• *uss Peiffer* (DE 588) — The fifth annual reunion will be held in Cleveland, Ohio, on 13, 14 and 15 July. For additional information, write to Charles M. McFarland, 1945 Westburn Rd., Cleveland 12, Ohio.

• *302d Seabee Battalion* — The 15th annual reunion will be held at the Sheraton-Biltmore Hotel, Providence, R. I., on 22, 23 and 24 June. For more details, write to Martin A. Lowe, 8441 Bayard St., Philadelphia 50, Pa.

• *uss Bowditch* (AG 30/AGS 4) — All who served on board from 1940

through 1946, who are interested in holding a reunion, are invited to write to H. F. B. Delamorton, RMCS-P2, USN, COMFAIRWING FIVE STAFF, NAS Norfolk, Va.

• *uss Fletcher* (DD 445) — A reunion is planned for those who served on board between 1942 and the end of World War II. For details, write to W. C. Ashley, 109 McDowell St., Greenwood, S. C.

• *uss Natoma Bay* (CVE 62) — A reunion is being planned next July in Tacoma, Wash. All who served on board during World War II may write to Jack W. Graham, 4313 North 36th St., Tacoma 7, Wash.

• *AIR GROUP 19, uss Lexington* (CV 16) — A 20th anniversary reunion is being planned for members of Air Group 19 personnel who served on board *Lexington*. For details, write to Max E. Gregg, 111 North Wacker Drive, Chicago 6, Ill.

• *5ND Intelligence Personnel* — A reunion is planned during Oyster Bowl week end at Norfolk, Va. All who served in the intelligence section during World War II, who are interested in attending, may write to C. Lee Spillers, Wheeling, W. Va.

• *Former LTA Personnel* — A reunion is being planned for June or July in Las Vegas, Nev. For more information, write to Jack E. Daseler, 2113 South 17th St., Las Vegas, Nev.

A First for Cimarron

SIR: Even though underway replenishment is a common occurrence in the Fleet these days, we believe *uss Cimarron* (AO 22) has a replenishment "first" to report.

In WESTPAC last December, *Cimarron* rendezvoused with *uss Current* (ARS 22) to replenish her with fuel and water. *Current* was two weeks out of Pearl Harbor, en route to Korea with five Army barges in tow. The total length of the tow was approximately 4650 feet.

Special preparations were necessary before the rendezvous could be made. It was necessary for *Current* to maintain a steady course and speed, and for *Cimarron* to make her approach well clear of the tow wire. This created an inverted condition, in that the receiving ship became guide and the delivery ship kept station.

The *Cimarron* fuel gang rigged the oiler's after station with a 4-inch hose for transferring fuel. Directly beneath this hose, special "saddles" of pipe were constructed to hold a water hose. By using only *Cimarron's* after station, *Current* remained to the port quarter with her tow well clear.

Station-keeping was the next step. The extreme difference in the ships'

lengths (*Cimarron*, 553 feet; *Current*, 213 feet) made it impossible for the oiler's conning officer to have a good reference point for speed changes, from his position on the bridge. We solved this problem by stationing a special officer at the fueling station, who recommended speed changes by telephone while course changes originated on the bridge.

The result: A difficult underway replenishment was carried out smoothly and efficiently without incident. The entire operation took about three hours. — Crew, *uss Cimarron*.

• *Until the men of other service ships provide ALL HANDS with details of similar accomplishments, we'll let it stand as a "first" in underway replenishment techniques. In the meantime, congratulations to Cimarron on her seamanship.* — ED.

Action in Nuclear Blasts

SIR: The December 1961 ALL HANDS contains an article, "Battle Training Test for Sara" in which one of the accompanying pictures illustrates a countermeasure being taken to lessen the possibility of injury from the shock wave produced by an underwater nuclear detonation. This countermeasure

is not correct and might possibly increase the number and severity of personnel injuries.

When an UNDERWATER nuclear detonation is anticipated, all topside and below-decks personnel should hang on to a solid ship structure, with their knees flexed to minimize shock injury. You should never lie prone, as more body area will be exposed to the shock forces transmitted through the deck. Standing with knees flexed will allow the ankles and legs to absorb greater shock forces without injury.

The countermeasures for AIR and SURFACE bursts, however, are different — but only for topside personnel. Men below decks should always remain standing and hang on.

The chart below outlines the recommended personnel evasions for the various types of nuclear weapon bursts.

The following letters A, B and C indicate the countermeasures to be taken as listed in the table:

A — Hands to Face Evasion. Upon receiving a light stimulus (you see the flash or the sky light up) close your eyes and immediately raise your hands to cover your face, dropping to the deck as quickly as possible. Do not use your hands to break the fall; use your legs, hip and shoulder.

B — Stand with knees flexed. Hold on to solid ship structure.

C — Hit the deck. Hold on to solid ship structure.

TOPSIDE — WARNING

If you're exposed topside and have been warned before the blast:

Burst Type	Countermeasure
Air	C
Surface	C
Underwater	B

TOPSIDE — NO WARNING

If you're exposed topside; have received no warning:

Burst Type	Countermeasure
Air	A
Surface	A
Underwater	B

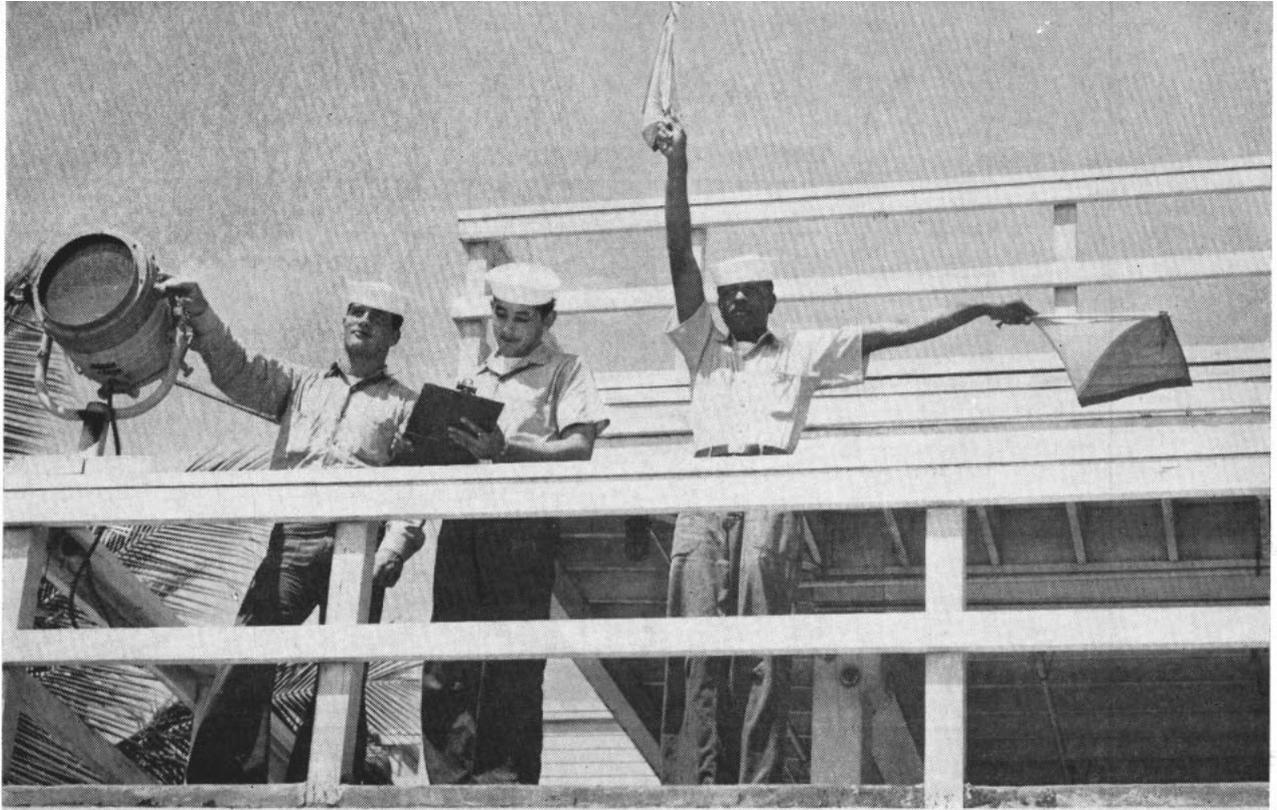
BELOW DECKS

If you're below decks; whether or not you have been warned:

Burst Type	Countermeasure
Air	B
Surface	B
Underwater	B

— CAPT E. B. Roth, USN, Commanding Officer, U.S. Naval Radiological Defense Laboratory, San Francisco.

• *The "hit the deck" procedure for underwater blasts reported in the December 1961 ALL HANDS (page 11) is not correct. As Captain Roth has pointed out, lying on deck will not lessen the possibility of injury from the shock of an underwater blast. The procedures shipboard personnel should follow for the various types of nuclear bursts are those the captain has outlined.* — ED.



SIGNALMAN students learn flashing light and semaphore. Below: Instructor helps repair teletypewriter.

PacFlt's Busiest School

FLEET TRAINING CENTER, Pearl Harbor, Hawaii, doesn't give out bachelors or masters degrees, but does annually graduate more students than any other school in the 50th state.

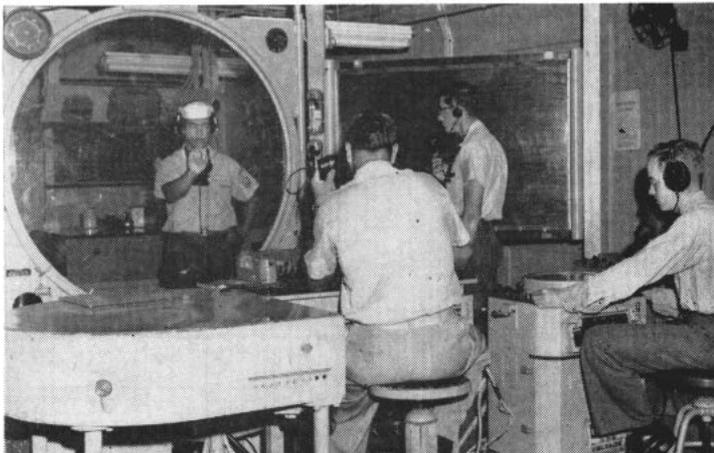
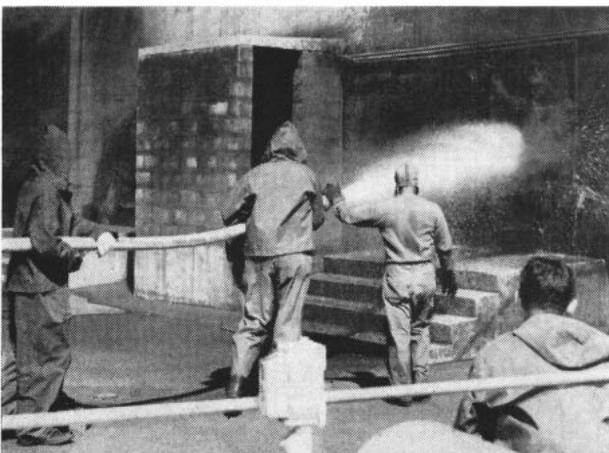
Housed in a small cluster of sunbleached buildings at Aiea, overlooking Pearl Harbor's East Loch, the Navy Training Center graduates some 14,000 officers and men each year—enough to man 40 destroyers.

The Center's schools offer technical training under simulated battle conditions, using replicas of shipboard equipment. This training is of immediate value because graduates are assigned as specialists to oversee the technical operations on many of the more than 400 ships and air squadrons in the U. S. Pacific Fleet.

The Fleet Training Center at Pearl Harbor offers 54 courses, varying in length from one-half day to seven and one-half weeks, and has given about 8,000,000 hours of instruction to more than 200,000 students during the last 13 years.



FIRE fighting trainees rush into simulated carrier's hangar deck while other students train in simulated CIC.



INSIGNIA OF THE UNITED STATES

pay grade

NAVY

MARINES

ARMY

AIR FORCE

ENLISTED

WARRANT OFFICERS

	E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	W-1	W-2	W-3
NAVY	 SEAMAN RECRUIT	 SEAMAN APPRENTICE	 SEAMAN	 PETTY OFFICER THIRD CLASS	 PETTY OFFICER SECOND CLASS	 PETTY OFFICER FIRST CLASS	 CHIEF PETTY OFFICER	 SENIOR CHIEF PETTY OFFICER	 MASTER CHIEF PETTY OFFICER	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3
MARINES	 PRIVATE	 PRIVATE FIRST CLASS	 LANCE CORPORAL	 CORPORAL	 SERGEANT	 STAFF SERGEANT	 GUNNERY SERGEANT	 1ST SGT	 SGT MAJOR	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3
ARMY	 PRIVATE	 PRIVATE FIRST CLASS	 LANCE CORPORAL	 CORPORAL	 SERGEANT	 STAFF SERGEANT	 SERGEANT FIRST CLASS	 MSGT	 SERGEANT MAJOR	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3
AIR FORCE	 AIRMAN	 AIRMAN THIRD CLASS	 AIRMAN SECOND CLASS	 AIRMAN FIRST CLASS	 STAFF SERGEANT	 TECHNICAL SERGEANT	 MASTER SERGEANT	 SENIOR MASTER SERGEANT	 CHIEF MASTER SERGEANT	 WARRANT OFFICER W 1	 CHIEF WARRANT OFFICER W 2	 CHIEF WARRANT OFFICER W 3

UNITED STATES ARMED FORCES

COMMISSIONED

W-4	O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-7 O-8	O-9	O-10	Special
<p>W-4</p> <p>SILVER BLUE</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>O-1</p> <p>GOLD</p> <p>ENSIGN</p>	<p>O-2</p> <p>SILVER</p> <p>LIEUTENANT JUNIOR GRADE</p>	<p>O-3</p> <p>SILVER</p> <p>LIEUTENANT</p>	<p>O-4</p> <p>GOLD</p> <p>LIEUTENANT COMMANDER</p>	<p>O-5</p> <p>SILVER</p> <p>COMMANDER</p>	<p>O-6</p> <p>SILVER</p> <p>CAPTAIN</p>	<p>O-7</p> <p>SILVER</p> <p>COMMODORE</p>	<p>O-7 O-8</p> <p>SILVER</p> <p>REAR ADMIRAL</p>	<p>O-9</p> <p>SILVER</p> <p>VICE ADMIRAL</p>	<p>O-10</p> <p>SILVER</p> <p>ADMIRAL</p>	<p>Special</p> <p>SILVER</p> <p>FLEET ADMIRAL</p>
<p>W-4</p> <p>SILVER SCARLET</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>O-1</p> <p>GOLD</p> <p>SECOND LIEUTENANT</p>	<p>O-2</p> <p>SILVER</p> <p>FIRST LIEUTENANT</p>	<p>O-3</p> <p>SILVER</p> <p>CAPTAIN</p>	<p>O-4</p> <p>GOLD</p> <p>MAJOR</p>	<p>O-5</p> <p>SILVER</p> <p>LIEUTENANT COLONEL</p>	<p>O-6</p> <p>SILVER</p> <p>COLONEL</p>	<p>O-7</p> <p>SILVER</p> <p>BRIGADIER GENERAL</p>	<p>O-8</p> <p>SILVER</p> <p>MAJOR GENERAL</p>	<p>O-9</p> <p>SILVER</p> <p>LIEUTENANT GENERAL</p>	<p>O-10</p> <p>SILVER</p> <p>GENERAL</p>	
<p>W-4</p> <p>SILVER BROWN</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>O-1</p> <p>GOLD</p> <p>SECOND LIEUTENANT</p>	<p>O-2</p> <p>SILVER</p> <p>FIRST LIEUTENANT</p>	<p>O-3</p> <p>SILVER</p> <p>CAPTAIN</p>	<p>O-4</p> <p>GOLD</p> <p>MAJOR</p>	<p>O-5</p> <p>SILVER</p> <p>LIEUTENANT COLONEL</p>	<p>O-6</p> <p>SILVER</p> <p>COLONEL</p>	<p>O-7</p> <p>SILVER</p> <p>BRIGADIER GENERAL</p>	<p>O-8</p> <p>SILVER</p> <p>MAJOR GENERAL</p>	<p>O-9</p> <p>SILVER</p> <p>LIEUTENANT GENERAL</p>	<p>O-10</p> <p>SILVER</p> <p>GENERAL</p>	<p>Special</p> <p>SILVER</p> <p>GENERAL OF THE ARMY</p>
<p>W-4</p> <p>SILVER SKY BLUE</p> <p>CHIEF WARRANT OFFICER W 4</p>	<p>O-1</p> <p>GOLD</p> <p>SECOND LIEUTENANT</p>	<p>O-2</p> <p>SILVER</p> <p>LIEUTENANT</p>	<p>O-3</p> <p>SILVER</p> <p>CAPTAIN</p>	<p>O-4</p> <p>GOLD</p> <p>MAJOR</p>	<p>O-5</p> <p>SILVER</p> <p>LIEUTENANT COLONEL</p>	<p>O-6</p> <p>SILVER</p> <p>COLONEL</p>	<p>O-7</p> <p>SILVER</p> <p>BRIGADIER GENERAL</p>	<p>O-8</p> <p>SILVER</p> <p>MAJOR GENERAL</p>	<p>O-9</p> <p>SILVER</p> <p>LIEUTENANT GENERAL</p>	<p>O-10</p> <p>SILVER</p> <p>GENERAL</p>	<p>Special</p> <p>SILVER</p> <p>GENERAL OF THE AIR FORCE</p>

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ACTIVE AGAIN — The dock landing ship *USS Ashland* (LSD 1) was recommissioned in November at Little Creek Naval Amphibious Base.

Missile Destroyer

A new addition to the Atlantic Fleet is *uss Sellers*, a 431-foot, 3370-ton guided missile destroyer (DDG 11). She is the first ship named in honor of ADM David Foote Sellers (1874-1949), a former Judge Advocate General, Superintendent of the Naval Academy and Commander in Chief, U. S. Fleet.

The new ship, constructed at Bath, Maine, employs an automatic combustion control system in her engineering plant, is capable of 30-knot-plus speeds, and can develop 70,000 horsepower.

Her manpower count is 20 officers and 330 enlisted men.

Sellers' main armament consists

of *Tartar* guided missiles and *Asroc*. These batteries are backed up with 5-inch guns and triple-tube torpedo launchers.

ADM Sellers, the man for whom the new ship was named, served on active duty for 48 years (1890-1938). He encouraged the development of a now popular method of battle training under realistic conditions. ADM Sellers served on board *uss Philadelphia* during the Spanish-American War and *New York* during the Samoan Campaign and Philippine Insurrection, and commanded *Wisconsin* and *Agamemnon* during World War I. The Admiral died at the Naval Hospital, Bethesda, Md., on 27 Jan 1949.

Returning to the Fleet

Last month ALL HANDS ran a list of ships being recommissioned. Here are reports on a few more:

- *uss Cheboygan County* (LST 533) — *Cheboygan County* was recommissioned at Jacksonville, Fla., last November. She now serves with the Atlantic Fleet Amphibious Force as a unit of Amphibious Squadron 12.

The LST's history notes that during the Normandy invasion of WW II she made 42 trips across the English Channel as a hospital ship, transporting casualties to England.

- *uss Sabine* (AO 25) — Another war veteran called up from mothballs is the oiler *Sabine*. She was recommissioned at Brooklyn last December.

Sabine, first commissioned in 1941, participated in many World War II operations, including the invasions of Guadalcanal, Okinawa and Iwo Jima. She was mothballed at Orange, Tex., in 1956.

The oiler will be assigned to the Atlantic Fleet's Service Squadron Two, and will operate out of Mayport, Fla.

- *uss Kennebec* (AO 36) — *Kennebec* was also recommissioned at Brooklyn last December, and, like *Sabine*, will be assigned to SERVON Two in the Atlantic. She has a crew of 15 officers and 223 enlisted men.

Kennebec was first commissioned in 1942. She was one of the oilers which supported the World War II U. S. invasion fleet off Algiers and Morocco.

YESTERDAY'S NAVY



On 1 Mar 1942 U. S. Navy aviators sank their first German submarine of World War II. On 2 Mar 1799 the Navy pension fund was created. On 3 Mar 1849 three small naval vessels were authorized to test new ocean routes. On 3 March 1860 50 sailors and Marines landed from *USS Marion* at Kisebo, Africa, to protect American property. On 19 Mar 1776 Congress authorized the fitting out of armed vessels to cruise on enemies of the United Colonies. On 27 Mar 1794 Congress authorized the construction of four frigates. On 20 Mar 1922 the Navy's first aircraft carrier, *USS Langley*, was commissioned at Norfolk, Va.

Guided Missiles for DEs Too

The first DE type ships to be equipped with guided missiles will be in a class of their own, the DEG, or guided missile escort vessel.

DEGs will be introduced to the Fleet in late 1965 when three ships now under construction at Seattle, Wash., are placed in commission.

The three ships will be armed with solid-fuel *Tartar* surface-to-air missiles.

The DEGs are designed to operate with hunter-killer groups, protect amphibious forces, patrol coastal

areas and escort convoys. They will be 415 feet in length, and will be 44 feet across the beam. Their full load displacement will be 3400 tons.

In addition to the *Tartar* anti-aircraft missiles, the DEGs will be armed with *Asroc* antisubmarine rocket launchers and 5-inch guns. Drone helicopters and long-range sonar will aid in sub detection.

Names have not yet been selected for the new ships.

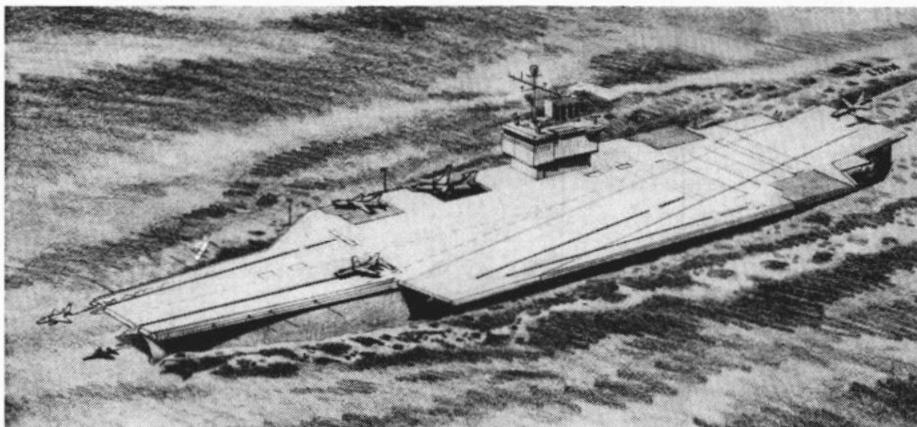
Four DLGs in PacFlt

You've got to be better than good to impress Pacific Fleet destroyermen — and they're mighty impressed these days by the performance of the four guided missile frigates serving alongside them in the First and Seventh Fleets.

The four — *uss Coontz* (DLG 9), *King* (DLG 10), *Mahan* (DLG 11) and *Preble* (DLG 15) — are proving themselves to be invaluable assets in CINCPACFLT's domain.

The DLGs are designed to serve primarily as anti-aircraft and anti-submarine warfare ships. As such, a good share of their present efforts are directed toward the task of screening and escorting high-speed carrier task forces. They could also be used, however, to screen slower merchant ship convoys, support amphibious operations, or conduct independent operations against enemy forces.

Armed with surface-to-air *Terrier* guided missiles, *Asroc* rockets and dual purpose 3- and 5-inch guns,



ON THE WAY—Artist's conception shows how aircraft carrier *USS America* (CVA 66), now under construction at Newport News, will look.

the 4700-ton frigates are equally prepared for aerial, surface or sub-surface action.

An elaborate electronic detection and fire control system supports these weapons, and serves as the eyes and ears of the ship. Long-range radar and sonar are responsible for initial contact. Once the target moves into range, separate fire control systems plot its movement for the different weapons.

Despite all of the emphasis on armament, however, crew comfort and well-being hasn't been ignored on the guided missile frigates. Foam-rubber mattresses, full-sized lockers, individual reading lights, daily movies and an ice cream machine are just some of the items which help make DLG service with the Pacific Fleet good duty.

Carrier To Be Called *America*

The name *America* has been selected for the attack aircraft carrier CVA 66 being built at Newport News, Va.

The keel of the Navy's newest carrier was laid 9 Jan 1961. It is scheduled to be launched in the fall of 1963 and commissioned in the fall of 1964.

The name *America* has previously been carried by three U. S. Navy ships.

The first was a 74-gun ship-of-the-line which was presented to France in 1782, near the end of the Revolutionary War. The second to bear the name was a racing schooner taken over by the Navy in 1862 during the Civil War. The third was the German liner *Amerika*, which was acquired by the Navy in 1917 and placed on transport duty during the rest of World War I as *America*.

Guided Missile DD Squadron

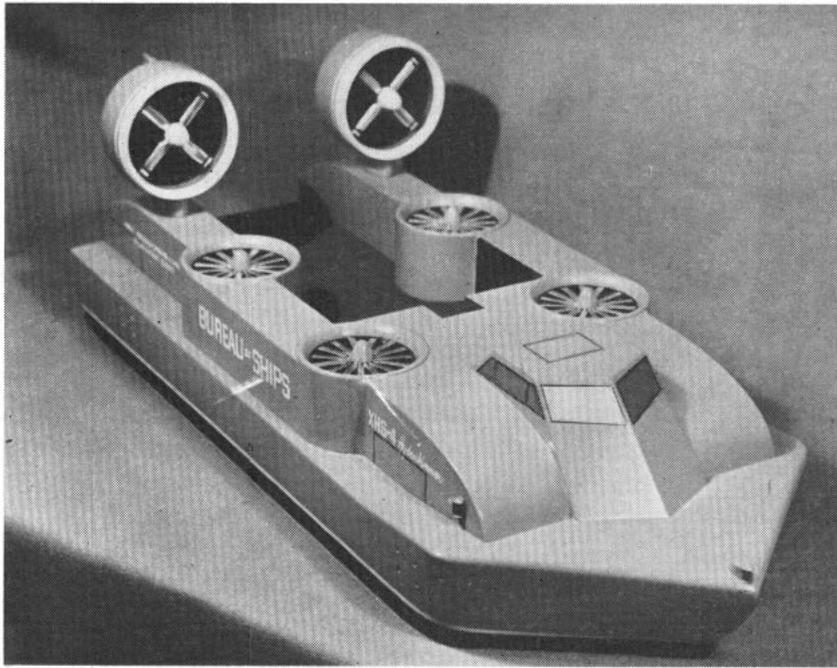
A destroyer division comprised entirely of guided missile ships is now active in the Atlantic Fleet. The new unit is *DesDiv* 182, which operates out of Norfolk, Va. Ships of the division are the guided missile frigates *uss Dahlgren* (DLG 12) and *William V. Pratt* (DLG 13), and the guided missile destroyers *John King* (DDG 3), *Sampson* (DDG 10) and *Lawrence* (DDG 4).

Dahlgren and *Pratt* are armed with *Terrier* surface-to-air missiles. The DDG's carry *Tartar* missiles, which are also of surface-to-air design. In addition, the five ships are equipped with *Asroc* antisubmarine rocket systems.

Dahlgren is the division flagship.



BACK TO DUTY — *USS Earl B. Hall* (APD 107) was recommissioned at the U. S. Naval Amphibious Base, Little Creek, Va., in late November.



SPEEDY—Model indicates appearance of hydroskimmer to be built for Navy. Will travel on smooth water or flat land at over 70 knots.

Canadian, U. S. Sailors Meet

The submarine tender *uss Howard W. Gilmore* (AS 16) was the perfect host when HMCS *Bonaventure* arrived at the Naval Base, Charleston, S. C.

Less than two hours after the Canadian antisubmarine carrier moored, 150 men from *Bonaventure* were aboard *Gilmore* for a lunch of steaks to order, french fries, a choice of several vegetables, assorted salads, hot rolls, coffee, tea, milk and ice cream and cake for dessert. The Canadian visitors also toured the large tender.

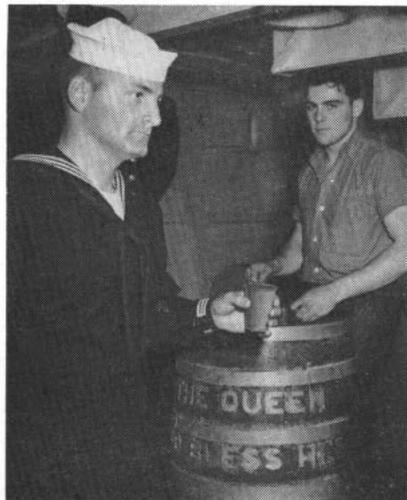
Bonaventure reciprocated by inviting 150 *Gilmore* crew members aboard for a Canadian lunch and a tour of the carrier. The menu that greeted the men from *Gilmore* featured tomato soup, halibut steak, beef and vegetable pie, assorted salads, pastries and maple walnut sundaes for dessert.

For the *Gilmore* men, there was something extra during their visit to the Canadian carrier. There was the traditional grog call held daily aboard ships of the British and Canadian navies. The exchange luncheon gave them an opportunity to see this tradition in operation.

The exchange luncheon was only part of *Gilmore's* program to entertain the visitors from the north. The Canadian navymen were invited to parties and dances and taken on

tours around Charleston. Many of the married men from *Gilmore* also invited guests from *Bonaventure* to their homes to spend an evening.

The *Bonaventure - Gilmore* relationship was one of several that existed at Charleston about this same time. *Bonaventure* was one of 17 Canadian ships visiting the port of Charleston after antisubmarine training exercises conducted with units of the U.S. Navy in the Caribbean Sea. Each of the ships was hosted by a Charleston-based U.S. Navy ship during the visit.



AMERICAN Navyman visiting Canadian ship passes grog barrel on way to soft-drink machine.

Hydroskimmer Research Craft

Additional details of the Navy's new 22-ton hydroskimmer research craft have been released.

The vehicle will travel on a cushion of air over smooth water and flat land surfaces at speeds in excess of 70 knots. Test runs will be made on the Niagara River and Lake Erie.

The aluminum-hulled hydroskimmer will be 62 feet long, 27 feet wide and have an over-all height of 21 feet. An open cargo deck at the after end of the hydroskimmer will provide space for approximately five tons of payload. It will carry fuel for operation at full power for two hours.

Four air-cushion fans, mounted horizontally in the hull, will provide the lift needed to rise from the surface. It will hover at a height of slightly more than two feet.

Two propellers, mounted in ducts on the after deck, will supply thrust to drive it over the surface. Aerodynamic rudders, located in the slip stream of the propellers, will provide yaw control.

Fleet Performs Off California

Some 18,000 U.S. First Fleet Navymen and First Marine Division Leathernecks, 39 ships, and aircraft from carrier squadrons and the Third Marine Air Wing combined forces to stage a four-phase, seven-hour-long Fleet exercise off the Southern California coast.

Chief of Naval Operations ADM George W. Anderson, Jr., USN, and attaches from 26 foreign countries were among interested observers witnessing the show from vantage points aboard *uss Kitty Hawk* (CVA 63).

Highlights included:

An antisubmarine warfare drill, during which the submarines *Blueback* (SS 581) and *Sargo* (SSN 583) acted the part of enemy intruders, and which wound up with the firing of an *Asroc* (AntiSubmarine Rocket) by the guided missile destroyer *Henry B. Wilson* (DDG 7); the destruction of an F9F drone with *Terrier* surface-to-air missiles launched from the guided missile cruiser *Topeka* (CLG 8); an aerial demonstration involving more than 40 planes, all of which were catapulted from *Kitty Hawk's* deck in less than 20 minutes; and a full-scale amphibious assault near Camp Pendleton.

AOE Is Versatile, Mobile

A radically new and different kind of Fleet oiler is now under construction at the Puget Sound Naval Shipyard, Bremerton, Wash. When she joins the Fleet some two years hence she'll signal the beginning of a new era in the replenishment at sea field.

AOE 1 (she hasn't been given a name as yet) will be as completely different from the current crop of underway replenishment ships as the nuclear submarines are from the pre-World War II R and S boats.

In the first place, she'll be bigger — much bigger. With a full-load displacement of more than 50,000 tons, a full-load draft of 38 feet, and a length of almost 800 feet, AOE 1 will definitely rank in the capital ship class. She'll be larger, as a matter of fact, than any of the battleships except for those of the Iowa class.

Just as impressive will be her speed and horsepower. Top speed of the AOE will enable her to operate in the vicinity of an attack carrier striking force.

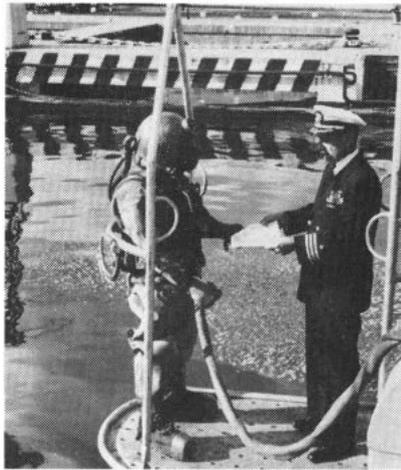
All of this size and speed will be necessary, too, if AOE 1 is to fulfill her future mission.

Unlike current Fleet oilers, she'll be a multi-product carrier designed to operate as an integral part of a strike force, rather than as a unit of an underway replenishment group. She'll stock the fuel, stores, ammo and provisions presently carried on several different types (AOs, AKs, AFs, AEs, AKSs, etc.). And with a cargo-fuel capacity greater than that of the largest Fleet oilers, plus her increased speed and cruising range, she will serve to extend the operating radius and combat ability of the striking forces.

This fast combat support ship will contain a raft of advanced labor-saving equipment designed to reduce manual labor and speed up handling time.

Materials other than missiles and special weapons will be moved up and down by elevators or conveyors. Horizontal movement of general cargo and ammunition will also be mechanized through the use of pallet transporters and fork lift trucks.

The missile and special weapons handling system will be separate from the cargo handling system. Those items will be transported by an overhead crane and conveyor



UP FOR PROMOTION — Richard Thompson, SN, of USS Kittiwake (ASR 13), is advanced to second class diver at La Spezia, Italy.

arrangement, permitting a continuous flow of missiles from the cargo holds to the missile-transfer system, port or starboard.

Although the missile-handling system will not be automatic, it will be fully mechanized. Each missile will be under positive control at all times; no manual labor will be required.

For external cargo handling, AOE 1 will be equipped with rotating cranes (both port and starboard) to assist in loading or off-loading the ship where shore facilities are not available.



DEEP GREENS — William D. Cox, CS2, USN, looks over a fresh crop of vegetables growing on the submerged USS Ethan Allen (SSBN 608).

Long Beach in Europe

USS Long Beach (CGN 9) became the first nuclear-powered surface warship to visit Europe, when it arrived in Bremerhaven, Germany in mid-January.

Since her commissioning in September, she has logged more than 24,000 miles off the Atlantic seaboard and in Caribbean waters.

Long Beach is armed with Terrier and Talos surface-to-air missiles, and Asroc, an antisubmarine rocket.

Twin nuclear reactors power the 15,200-ton Long Beach. She carries 77 officers and 979 men on her European deployment.

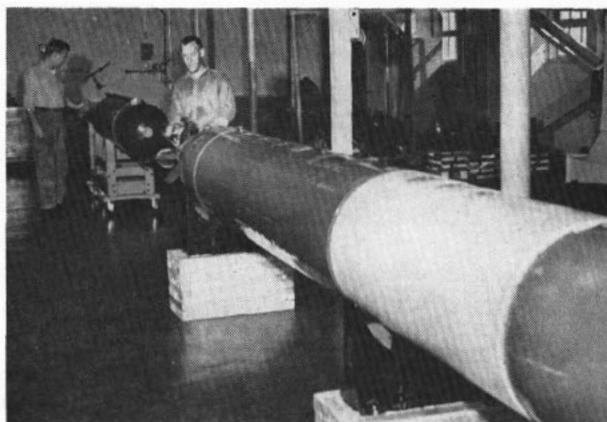
Deep Down Garden

Sailors aboard Polaris submarines are developing green thumbs hundreds of feet below the ocean's surface. As a fresh vegetable salad can become a scarce commodity during a 60-day submerged tour of duty, the men are growing their own common garden variety of vegetables.

The vegetables are being grown in hydroponic garden kits and shipped to the submariners at their Holy Loch anchorage in Scotland.

Each kit consists of three-foot planters with seeds, fluorescent lights and a chemical growth base.

The submariners can figure on growing ruby lettuce in three weeks, dwarf peas and carrots in about a month. They'll be garden fresh.



AT NORFOLK—Foreign navymen study navigation and instructors check torpedos at FleTraCen schools.

FTC NorVa Schools

In an age of push-button warfare the thoroughly trained Navyman remains, more than ever, an absolute necessity. On the eastern seaboard of the U. S., a good share of that training is provided by the Fleet Training Center, Norfolk, Va.

FLETRACEN Norfolk's seven schools offer a total of 71 courses, varying in length from half a day to 12 weeks. It also provides underway and precommissioning training, and conducts daily drills in communications, radiotelephone and electronic countermeasures for all Second Fleet ships in the Hampton Roads area.

All this adds up to a considerable amount of Navy-style pedagogy — more than 37,000 courses of training provided in fiscal 1961 alone, for example — and it requires the full-time services of some 33 officers and 195 enlisted men, with 24 of the officers and 143 enlisted men serving as instructors.

FLETRACEN's seven designated schools are: Antisubmarine Warfare; Combat Information Center; Communications; Undersea Weapons; Damage Control; Fire-Fighting; and Leadership. Oldest of the lot is Fire-Fighting, established by the Bureau back in 1942. Most recently instituted activity is the Underway Training Department, shifted here in 1956 when the Chesapeake Bay Fleet Training Group was disestablished.

Fire-Fighting School trains Fleet personnel in both fire prevention and fire-fighting techniques. It also conducts classes for shipyard, volunteer and nearby municipal fire departments in the special problems that are included in shipboard and aircraft fire-fighting.

Damage Control instructs its students in repair procedures designed to keep a ship afloat despite almost any sort of trouble. It also furnishes training in shipboard atomic, biological and chemical warfare defense.

ASW School students receive training in detection, attack and kill procedures against enemy submarines, with much of this training centering around a recently installed, million-dollar *Asroc* trainer — the only one of its kind now in operation in the United States. Officer of the Deck refresher and Ioran navigation courses are also provided.

CIC School ranges from the basic fundamentals to the complexities of electronic countermeasures and air control. Daily lectures and mock-up training are supplemented by frequent live drills.

Undersea Weapons School teaches both operation and maintenance of torpedoes aboard submarines and destroyers, and leans heavily on safety precautions instruction. Courses cover routine upkeep, preparation for firing (including preliminary and final adjustments) and post-run treatment.

Communications School helps the radioman take the kinks out of his operating technique, improves his typing and, in addition, improves his knowledge of operator-type maintenance and adjustment procedures. This is done through classroom discussion, instructor demonstration and actual performance on typical shipboard equipment.

Leadership School, open to PO3 through CPO, is designed to revitalize and re-emphasize the petty officer's responsibilities for leadership, as outlined in General Order 21. Classes for this five-day course

are limited to 20, with both group discussion and problem-solving instruction provided.

More than 50 ships have received pre-commissioning training at FLETRACEN Norfolk, including Service Force, Mine Force, Amphibious Force, Destroyer Force, Naval Air Force and MAP vessels. During the past fiscal year, for example, ships receiving this training ranged from two Brazilian destroyers to the nuclear-powered aircraft carrier USS *Enterprise* (CVAN 65).

Underway Training, meanwhile, provides underway refresher and shakedown training for both U. S. and allied nations' ships. Ship riders aid and guide ships' crews in conducting drills and exercises, both alongside the pier and at sea. Upon completion of this training, ships are given an Operational Readiness Inspection (ORI) measuring their ability to operate effectively under battle conditions.

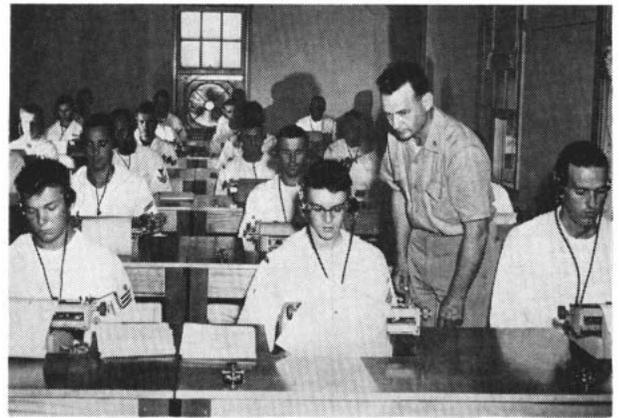
— C. W. Allen, RDCM, USN.

Thirty Missile Frigates

The Navy has awarded contracts for construction of three new guided missile frigates (DLGs).

Two will be built in Bath, Maine, the other in San Pedro, Calif. The ships will be very similar to those built earlier. They will be able to operate independently or as units of tactical strike forces. They will be armed with *Terrier* surface-to-air missiles as well as conventional ordnance and will have a newly developed sonar and the latest command control and communications equipment, including the Naval Tactical Data System (NTDS).

These contracts bring to 30 the guided missile frigates authorized, under construction or completed.



SCHOOL BLAZE—Fire-fighting students hold drill and radio school gives code practice at FTC Norfolk.

Guardfish's Last Job

*Few ships find dignity in death
and slide majestically beneath
the billowing
covers of the sea . . .*

*Most end their days in degradation . . .
and dismantling.*

—Sanford Sternlicht (in *Gull's Way*)

Poet Sternlicht (a former Navyman) and other Navy romanticists may view as good news the manner of disposal of *uss Guardfish* (SS 217), a World War II sub stricken from the Navy list late last year because her usefulness in modern "fleetniques" did not match the money it took to keep her in operating condition.

As her last service, *Guardfish* was the target in tests of a new torpedo; studies of which will help measure the weapon's effectiveness.

When the torpedo hit, *Guardfish* was under way, powered by one of her four main diesel engines. (A small crew had her headed on a straight course, then evacuated to another ship.)

uss Dogfish (SS 350) and *uss Blenny* (SS 324), of SUBRON 8 at Groton, Conn., delivered the new weapon.

Guardfish was commissioned at Groton on 8 May 1942. During World War II she sank 19 enemy ships, one of which (a cargo transport) she hit with a torpedo fired from a distance of more than three miles. (The explosion, her crew reported, was heard 7 minutes and 27 seconds after firing.)

Twice *Guardfish* was awarded the Presidential Unit Citation and, by war's end, she had patrolled in enemy zones 12 times.

When given the nod for target duties the old sub was based at New London, Conn., as a Reserve training ship. *uss Manta* (AGSS 299) has replaced her there.

Floating Post Office

The Navy's *uss Ranger* (CVA 61) carries as many men on board as can be found in many an American town. Probably this floating population writes and receives more letters than the average group of citizens. *Ranger's* postal clerks claim this isn't just a probability. They maintain it's a cold, hard fact.

By way of proving their claim, the *Ranger's* eight PCs point to the one million dollars in postal money orders they write each year. Daily pickup and delivery of mail is made by helicopters which deposit between six to eight hundred pounds of first class and air mail with each trip. Outgoing mail averages 2500 letters.

Ranger's PCs don't worry about rain, sleet or fog stopping them on their appointed rounds. The only thing that bothers them occasionally is that blizzard of white envelopes.

Speed of Sound in the Sea

Navy researchers have brought to the surface some new facts and figures on underwater sounds. Scientists at the Naval Ordnance Laboratory, White Oak, Md., have measured the speed of sound through waters of varying temperature, pressure and salt content, and Navy and civilian researchers in California have teamed up to study the horizontal refraction of sound (how much it bends) as it passes through water.

The White Oak group studied sea water from the Bermuda-Key West,

Fla., area, where the ocean is comparatively salty. In all, 747 measurements were made at 15 different temperatures, representing the entire spectrum of known ocean temperatures, and at eight different pressures, down to five miles.

The NOL findings have been compiled into a reference guide which the Navy Hydrographic Office thinks, is the most comprehensive and accurate study of its type.

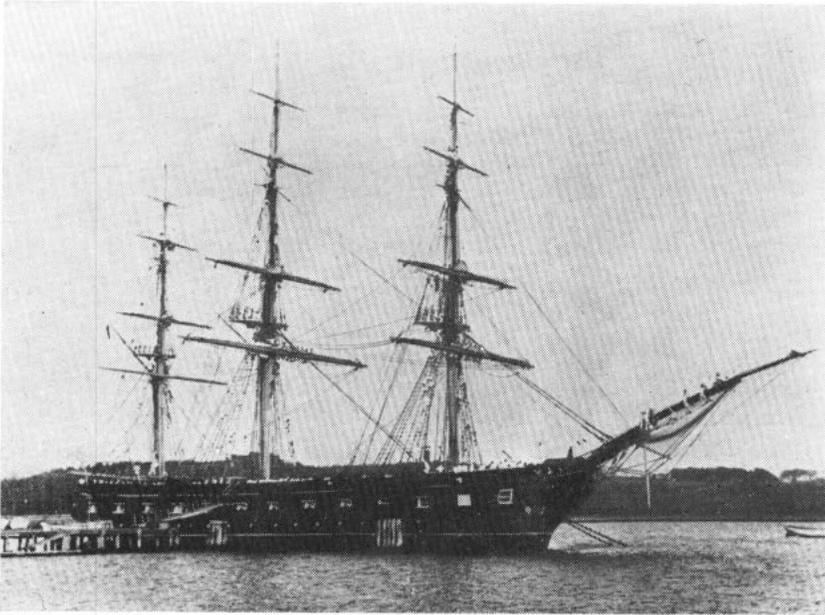
In California, the private research ship *Sea Quest* and a Navy landing craft conducted operations off San Diego in search of underwater sound wave refraction data. The experiments were conducted in the oceanic front formed by the convergence of San Diego estuary water and the water of the open sea. The results should help to determine the accuracy of Navy sonar devices.

Whirling Speed King

The title of speed king was again claimed for the Navy's HSS-2 *Sea King* after it made a three-kilometer (1.86 miles) dash at 199.01 miles per hour.

CDR Patrick L. Sullivan, USN, was pilot of the copter and CAPT David A. Spurlock, USMC, was copilot during the record-breaking flight.

The HSS-2, a boat-hulled turbo-copter which has served in Fleet antisubmarine squadrons since September, is no stranger to high speeds (for choppers). Earlier, it set three other new marks at varying distances, ranging from 175.3 miles per hour for 1000 kilometers to 182.8 miles per hour for 100 kilometers, earning four of the five major world speed records for helicopters. The fifth was made by a Russian Mil-6.



ONE OF TWO — Here's how first USS *Constellation* looked. She was active in five wars during her busy career of nearly 160 years.

The First Constellation

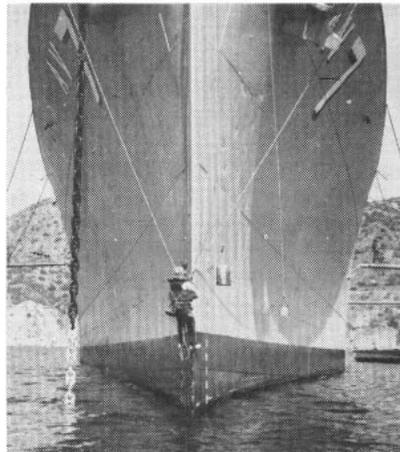
The Navy's first *Constellation* was an object of admiration from the moment of her launching. Even after she had served 35 years in the Navy, a young member of her crew remarked on the general harmony of her proportions, and decided that she was one of those happy first productions never afterward surpassed.

Shortly after outbreak of the undeclared war with France, when a defeat could have been a crushing blow to the newly-born U.S. Navy, *Constellation* captured the 40-gun French frigate *L'Insurgente* in February 1799 after a furious sea battle off Nevis in the West Indies. Generally conceded to be one of the fastest warships afloat, *L'Insurgente* brought *Constellation's* crew \$84,500 in prize money — an even tidier sum in 1799 than it is today. This was the commencement of a fabulous career of nearly 160 years in the Navy which would see *Constellation* active in five wars and gain her everlasting affection in the hearts of Americans. Under Captain Thomas Truxtun, she also began a tradition of discipline and organization which endured as the firm basis by which the U.S. Navy has grown to pre-eminence. Her fast-sailing qualities were apparent when she first went to sea. Here, in the Caribbean, armed French privateers and warships came to respect her as the "Yankee Race Horse."

L'Insurgente's capture so delighted the infant United States that *Constellation's* crew received considerable acclaim, and its members were honored in songs, celebrations and paintings.

About a year later, *Constellation* came out victorious in a spectacular night battle with the 52-gun French frigate *Vengeance* who twice struck her colors, but managed to draw away in a sinking condition under cover of the night. Hardly an inch of her hull escaped the terrible effect of shot and shell from *Constellation* who was unable to pursue and take possession, owing to her mainmast being shot away. Thus, the victor was cheated of her prize.

SUSPENDED — Crewman of the seaplane tender USS *Currituck* (AV 7) applies new paint to bow.



Vengeance's skipper later had some words to say about *Constellation's* gunnery. It was "Superbe et grande."

The year 1802 found *Constellation* serving the Mediterranean Squadron which sought to eliminate depredations being inflicted by pirate ships of the Barbary States. She assisted in the blockade and bombardments of Tripoli, protected American shipping from Barbary cruisers throughout the Mediterranean, and transported Marines and diplomats from Derne on conclusion of the victorious and remarkable fleet-shore operations against Tripoli. She was also a part of the squadron movement against Tunis which culminated in peace terms concluded in August 1805. Returning home a few months later, she was "in ordinary" much of the time until our second war with England when she was dispatched to Hampton Roads. Here she was blockaded by an imposing British fleet, but turned frustration into success by stationing herself between the enemy and Craney Island where she thwarted every British attempt to destroy the fort or capture the ship.

The Treaty of Ghent closed this war as *Constellation* faced the renewal of naval action against the Barbary States, who had enriched themselves during our struggle with England. In the Mediterranean Squadron of Stephen Decatur, she joined four other ships in the capture of the 46-gun Algerian frigate *Mashuda* in June 1815. She continued to take part in demonstrations of U.S. naval strength which enabled Decatur to extract treaties of peace from Algiers, Tunis and Tripoli, remaining in the Mediterranean to enforce these treaties until late 1817.

After her forays against the pirates of Barbary, *Constellation* looked after American interests in South America, the Mediterranean and China.

The decade of 1840 brought *Constellation* a circumnavigation of the globe. As flagship of the East Indian Squadron, she safeguarded American lives and property against loss during the Opium War and was instrumental in carrying out the successful preliminary negotiations for our first commercial treaties with China. On her way home in May 1843, she reached the Hawaiian Islands in time to express American disapproval of impending foreign annexation. Local rule was soon re-

stored and she continued her journey home by way of South American ports.

Constellation was rebuilt as a 22-gun sloop of war in 1854 and cruised the Mediterranean for three years following recommissioning on 28 Jul 1855. She then protected American shipping from illegal search on the high seas in waters off Cuba before acting as flagship of the African Squadron in the suppression of the slave trade. Detached several months after outbreak of the Civil War, she safeguarded merchant ships in the Mediterranean against attack by Confederate cruisers and privateers until late in 1864, when she returned to Hampton Roads by way of the Gulf Coast.

From 1865 to 1926, the frigate was in and out of commission, performing duties as a training ship for midshipmen, supply ship in the Mediterranean, mercy ship carrying supplies to Ireland during a famine and transport for the Paris and Columbian Exhibitions.

During World War II, President Roosevelt revived her as a flagship of the Atlantic Fleet. After the war, the old ship rotted in Boston for lack of rehabilitation funds.

In 1955 a group of patriotic citizens in Maryland took custody of *Constellation* from the Navy and have been restoring her as funds could be raised. The gallant old warship, America's oldest afloat, is well along toward restoration, but funds are still needed.

Medals from copper spikes removed during *Constellation's* restoration are being made available as one method of providing part of the needed sum. Donations of a dollar addressed to *Constellation*, Baltimore, Md., will enable the donor to get one of the medals, which is also a life-time pass to the frigate.



SWINGING OUT — 'Roadrunners' of USS *Bon Homme Richard* (CVA 31) play during carrier carnival that added \$2000 to ship's charity drive.

Carnival Aboard *Bonnie Dick*

The Navy's physical fitness program and the United Givers Fund both received a boost aboard USS *Bon Homme Richard* (CVA 31) recently amid the sounds of circus music, the chant of barkers and the smell of hot dogs and popcorn.

A day-long carnival was held at sea for three reasons: To add to the \$6000 already donated by *Bonnie Dick* to the United Givers Fund, to put emphasis on the Navy's physical fitness program, and - - - just for fun.

The carnival had most of the appearances of one that might have been seen anywhere in the United States. Scores of booths, challenging the skill and imagination of the crew, lined the hangar deck. Wheels

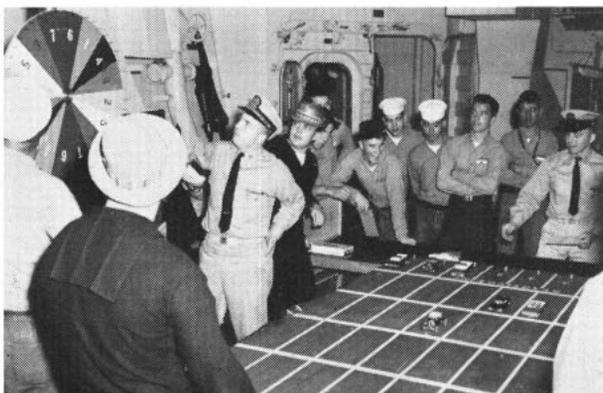
spun, balls rolled and darts flew; all for charity, fun and physical fitness. Preliminary reports indicate the carnival alone added nearly \$2000 to the ship's donations.

Highlight of the physical fitness competition was a push-up contest featuring more than 20 contenders selected by their divisions and various "sponsors" from the ship, its air squadrons and the Marine Detachment.

Disproving the adage that "youth will tell," the eventual winner of the push-up contest was the ship's operations officer (age 40-plus) who did 78.

As a result of the competition, *Bon Homme Richard* now claims to be undisputed holder of the Pacific Fleet carrier fitness championship.

CARNIVAL TIME — Men of USS *Bon Homme Richard* enjoy "drag race" and prepare food for the midway.



THE BULLETIN BOARD

Believe It or Not, Navy Duty in Bermuda Is Not Hard to Take

U.S. SERVICEMEN have been stationed in Bermuda since 1941 and have become a natural part of the community. U. S. Navy, Marine Corps, Air Force and Army are represented, either at the U. S. Naval Station or at Kindley Air Force base.

Bermuda is the collective name of a group of about 350 small islands, the seven largest of which are connected by bridges and causeways and constitute what is commonly considered the mainland. The islands are the most northerly group of coral islands in the world. They are situated 568 miles east of Cape Hatteras, N. C.; are only 666 nautical miles from the port of Halifax, Nova Scotia. The total land area is approximately 22 square miles.

Hamilton, the capital city, is centrally located on the shores of a harbor of that name. The town of St. George, which was the original capital, is located at the eastern end of the island group and is a place of great historical interest. Somerset is the third town and is located at the western end of the island group.

Bermuda's climate is one of the most equable in the world. The temperature range is from 41 to 80 degrees. There is no rainy season, the rainfall being distributed fairly evenly throughout the year. The humidity ranges from 79 to 95 per cent with considerable wind during the winter months. Although prevailing winds are seasonably southerly, with an average velocity of 12 mph, high winds prevail during certain seasons, sometimes reaching hurricane velocity.

Currency — Sterling is the legal tender and the Bermuda government issues its own bank notes. The present rate of exchange is approximately \$2.82 per pound. Because of the importance of the tourist trade to the economy of Bermuda and the large percentage of that trade which comes from Canada and the United States, both Canadian and U. S. currencies are accepted in all places

of business on the islands.

Transportation—There are approximately 100 miles of roadway, most of which is now paved. Transportation is by private motor cars, bicycles, motor-assisted bikes, taxis and boats. Regular motor bus service covers the islands. The maximum speed limits are 20 mph in the country and 15 mph in the towns and built-up areas. There is scheduled Navy motor launch service from the naval station to Shore Patrol headquarters landing in Hamilton.

Passenger cars are limited to 2000 cc or 14 horsepower at the rear axle. The over-all length of a car cannot exceed 166 inches, and its width may not be more than 66 inches. The Nash Metropolitan, for example, meets these requirements. Several English-made cars meet Bermudian requirements. A car bought outside the islands must be less than six months old to be licensed. All cars imported to Bermuda must pass a rigid inspection before license plates are issued. Autos may be owned and driven by military personnel and their dependents only if they are permanently stationed in Bermuda and have been licensed to drive by the colonial government.

The cost of registration depends upon the displacement. For an auto with 1100 cc displacement, the cost

is about \$65.00. All passenger cars must carry third party or public liability and property damage insurance. Few U. S. insurance companies insure in Bermuda.

Owing to Bermudian restrictions on sizes of autos, an exception has been made to DOD directives concerning transportation of foreign-made automobiles purchased overseas. New cars can be bought for approximately \$1800. This includes registration and insurance. These small cars are economical to operate and have a good resale value when you are ready to leave the colony.

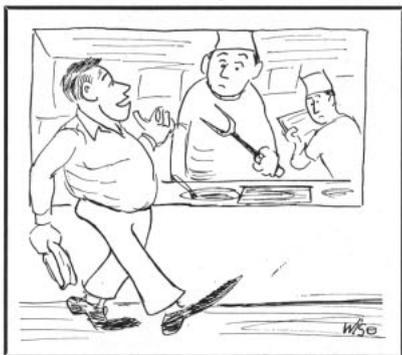
Many people ride small motorcycles or auto-bicycles which provide a cheap but dangerous (owing to the congestion on the roads) means of transportation. Crash helmets must be worn by service personnel when riding motorcycles, motor-assisted bikes, or scooters. Used auto-bikes may not be imported. Bicycles and motor-assisted bikes can be rented and driven without a license. Any cycle with two or more speeds must be driven by a licensed driver who is 21 or more years old.

Recreation (Off Base) — Swimming is popular and may be enjoyed almost anywhere around the islands. The beaches are perhaps one of the greatest attractions. They stretch for miles along the southern coast, broken by headlands and sections of rugged shore. Sea bathing is popular and can be enjoyed almost the year 'round, although the water in the winter months is considered cold by many. Skin diving is very popular.

There are numerous boating and yachting clubs on the island, and they vary in cost of memberships. Some require that you own your own boat, but others furnish boats for their members. Thursday afternoons and Sundays are racing days and you can see dozens of white sails around the various bays and coves almost every day.

Golfing facilities are excellent, but

All-Navy Cartoon Contest
Charley Wise, HMCA, USN



"Mighty fine stew. My compliments to the chef!"

greens fees are rather expensive unless you belong to a club. Membership fees are inexpensive by U. S. standards. Tennis is a popular sport, with excellent facilities everywhere.

The waters surrounding Bermuda abound in hundreds of varieties of game fish. Pompano, bonefish, chub, snapper, mackerel, tuna, wahoo and marlin, to name but a few, have made Bermuda a fishing vacation resort.

Recreation (On Base) — At present the naval station has under construction a small boat basin. The Special Services department has two sailboats. When completed, the small boat facility will have several boats available for a day of sailing or for competition against some of the local clubs.

The station has free movies nightly, outside in the summer and indoors in the winter. In addition, movies are shown in the various messes and clubs.

Bermuda is an ideal place for artists and photographers.

Special Services maintains a gear locker where men may check out equipment for recreation, as well as a hobby shop which is open seven days a week. Among the departments of the hobby shop is the resale section where models, leather-working kits, woodcraft kits and model engines may be bought at substantial savings over stateside prices.

Religious Facilities — The naval station boasts a beautiful chapel which was formally dedicated in 1956. Seating 288 worshippers, the chapel is finished in cedar wood which came from trees on the station. The oak pews and electronic organ were gifts of the Navy Chaplain Corps. Two prayer chapels — one for Protestants and the other for Catholics — are located on either side of the chapel. Two chaplains (one Protestant and one Catholic) are permanently assigned.

Medical Facilities — Bermuda boasts an exceptionally healthy — although humid — climate, and its disease rate is very low. The islands are free of snakes and poisonous insects, with the exception of the centipede, which will give a painful, but never fatal, bite. Mosquito and fly population is light; flea and cockroach population heavy. Sunburn and poison ivy are problems.

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



"Got that now? Seven threes, four sevens, three fours, five separate sevens, six twos and five sixes."

Essential hospitalization and sick call facilities are available to all service personnel and their dependents at the naval station dispensary. Inpatient care for dependents is limited to uncomplicated obstetrical cases. All other personnel requiring hospitalization are normally transferred to Kindley AFB hospital on the eastern end of the islands.

Although the incidence of communicable disease on the islands is very low, all personnel transferred to Bermuda should have completed their immunizations before departing continental U. S.

Routine dental treatment for service personnel and their families is available. There is a delay in obtaining appointments for dependents' work; therefore, it is advisable to have any urgent or extensive dental work done before leaving the States. Good civilian treatment is available in Hamilton. Orthodontic treatment is not available or authorized.

Commissary and Navy Exchange — All types of food products of United States origin are available at the commissary store on the naval station and in the base commissary at Kindley.

Fresh vegetables and fruits of a highly perishable nature are imported from the States. Fresh meats of all types, frozen foods, fresh eggs of U. S. origin and recombined milk are available.

The Navy Exchange stocks clothing, toilet articles, housewares, major appliances, radios, TVs and records. A special order department is

WAY BACK WHEN

Mosquito Squadron

Some 64 years ago, just before the Spanish-American War, U. S. defense planners were looking for a naval force to satisfy a need for ships to defend the Atlantic Coast without weakening the fighting Fleets. Their answer was the Auxiliary Naval Force (Mosquito Squadron) — some 40 ships, including yachts, tugs, and outdated Civil War monitors — which was

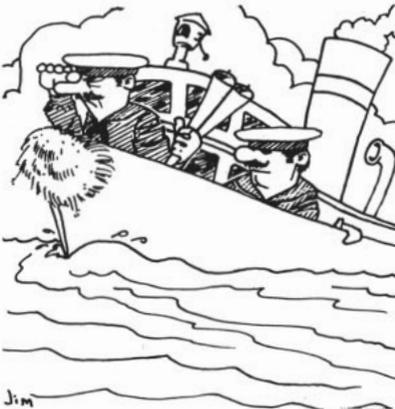
manned by 2300 members of the naval militia from various states.

The Mosquito Squadron was useful in protecting mine fields and enforcing quarantine regulations — thereby enabling fighting units to concentrate on the theater of war instead of spreading out for coastal defense.

The Northern Patrol Squadron, a seagoing force, was another of four Atlantic forces of that era. Its mission was the protection of North Atlantic coasts and commerce, from Maine to the Delaware Capes.

The other two Atlantic forces were the North Atlantic Fleet and the Flying Squadron, between which most U. S. fighting ships were divided. The North Atlantic Fleet, based at Key West, Fla., operated in the Gulf of Mexico and the Caribbean. The Flying Squadron conducted its Atlantic operations out of Newport News, Va.

In the Pacific, there was the Asiatic Squadron — which consisted of the cruisers *USS Olympia*, *Baltimore*, *Raleigh* and *Boston*; the gunboats *Concord* and *Petrel*; and the revenue cutter *McCulloch* — and the Pacific Squadron, which took part in the occupation of Hawaii.



available for the ordering of flatware, hollow ware, sporting goods, furniture and major appliances not normally stocked. The Navy Exchange also operates an automobile service station, laundry and dry cleaning plant, barber shops and beauty shop, and a TV repair shop. There is an Air Force Exchange at Kindley.

Education — There are no schools located on the station for dependent children. They attend the local Bermuda schools from kindergarten through high school. The Navy pays for tuition, except kindergarten, attends to the registration and furnishes transportation by chartered bus for students living both on and off station.

There are 14 local schools, the most distant of which is about 45 minutes from the base. Both public and private schools are used by station personnel. In general, Bermuda schools compare favorably with those in the United States.

School children wear a distinctive uniform depending on which school they attend. The expense of these uniforms must be borne by the parents.

A nursery school for children under school age is maintained on the station. The cost for this is \$10 per month per child, which is borne by the parents. A baby-sitting nursery, known as the "Moppet Club," is maintained by the Navy Exchange.

Housing — Government housing on station is limited to personnel in key positions, and normally there is a long waiting list for on-station quarters. Housing may be located off station, but is usually below U. S. standards. Rents vary, but the average two-bedroom furnished house will normally rent for about \$112 per month. The furnishings are limited to the bare essentials, are sub-standard, old and worn. Most unfurnished houses do not include a kitchen stove or a refrigerator, and average about \$10 less a month than furnished houses.

A housing allowance is paid to members with dependents living off station. This allowance is payable to all officers regardless of pay grade and to enlisted personnel in pay grades E-4 through E-9. Current rates are contained in *Joint Travel Regulations*.

Dependents' entry approval can

All-Navy Cartoon Contest
ENS R. S. Harvey, SC, USN



"They say he's a stickler on Uniform Regs."

only be granted to those who are eligible for transportation of dependents at government expense and who have suitable quarters available to them; in this connection, all off-station housing must be inspected and approved by the off-station Housing Board for adequacy, condition and rental price.

A sponsor system, whereby an individual already in the area accepts the responsibility for providing either temporary or permanent accommodations for yourself and your family, has been established. If you want to be sponsored, write a letter to the housing officer of the activity to which you are ordered, indicating ages and sex of children, whether you wish an unfurnished or furnished dwelling and similar information. Do not ask the command to which you are attached to request entry clearance until you have received an answer to your personal letter. The housing officer, in his letter, will advise you concerning rental



"Congratulations on making Seaman, Little Bear."

costs, the expected waiting period for civilian housing, waiting period for receipt of household effects, personal transportation needs, and command policy relative to use of temporary lodging allowance. Application for a sponsor does not ensure that you will be granted immediate application for entry of dependents, but will greatly help your chances of concurrent travel.

Temporary housing, though limited, is available on station. Also, families may live in off-station hotels or guest houses while awaiting permanent housing, and receive a temporary living allowance to help defray the expense (check *Joint Travel Regulations*). Such housing can be arranged through your sponsor.

Travel — The majority of personnel ordered to Bermuda will be issued travel orders via MATS from Charleston, S. C. However, those whose previous duty station was in the Washington, D. C., area will normally travel commercial air from Washington; those from Philadelphia north by commercial air from New York.

Do not pay dependents' travel overseas with the intention of obtaining reimbursement, because you just won't get it. The Chief of Naval Personnel issues transportation requests for all approved commercial transportation and will not reimburse you for tickets purchased for any travel beyond the United States.

Clothing — Military personnel should have the minimum requirements in uniforms. Civilian clothing may be worn on the station after working hours in an off-duty status.

Casual clothing is worn the year around with colors and material comparable to those worn in South Carolina. Both summer and winter clothing will be required. Rain wear for each member of the family is necessary. Plastic type raincoats with hoods are recommended.

For the warmer months (mid-April to mid-November), women wear summer sports clothes, swimsuits, cotton dresses, short or long evening dress, lightweight coat, sweater or stole for evening. Slacks, short shorts and markedly abbreviated clothes are considered bad taste for street wear.

Men wear lightweight suits, sports clothes, Bermuda-length shorts.

During the cooler months, women will wear lightweight dresses and suits, sweaters and skirts, sportswear, afternoon dress, short or long evening dress, lightweight wool or weatherproof coats. Many social functions given in Bermuda require formal attire.

Children's clothing requirements include cotton playsuits for summer and winter clothing of a weight similar to that worn in Charleston, S. C. or San Diego, Calif.

The Navy Exchange carries a variety of ready-to-wear women's, men's and children's clothing. It also sells basic shoe styles for all members of the family. Many individuals use the services of mail order houses or have friends or relatives send them clothing from time to time. Some families encounter difficulty with respect to shoes; therefore, it is recommended that your family be outfitted with shoes before arrival.

General Information — Rainwater is the source of water supply and must be used sparingly. This is true whether you live on station or off.

The station operates a laundry and dry cleaning establishment. In addition, there are good dry cleaning firms in Hamilton which have pickup and delivery service on the station.

Individual washing machines are desirable, especially for those having children.

All U. S. electrical appliances can be used in Bermuda, but parts and labor are very expensive.

The local TV station comes on the air at 1700 and broadcasts until 2400. Programs consist of rerun U. S. shows plus local shows, such as weather, news and features. Outside antennas are desirable and are available locally. American-made

TVs operate without modification.

Domestic help is available and inexpensive. Wages will vary according to the quality. More highly specialized servants are available at higher wage rates.

Cost of Living Allowance — A cost of living allowance is paid to married personnel who are authorized to bring their dependents to Bermuda. Rates payable are based on pay grade and number of dependents living in the area. As with housing allowances, rates for the cost of living allowance are listed in the *Joint Travel Regulations*.

Upon receipt of authority to bring dependents to Bermuda, the Navy will ship your household effects if you are eligible for such shipment. Commercial cargo ships from Charleston, S. C., Norfolk, Va., and Bayonne, N. J., transport household effects to Bermuda. Allow about two months for the arrival of your goods. It is suggested that you ship necessary small items via express, at least up to full express allowance. Arrangements for this shipment must be made through your local supply officer. Such necessary items would include kitchen utensils, linen and china to be used until your main shipment arrives.

NSC Oakland Going on 21

The big Naval Supply Center at Oakland, Calif., observed its 21st anniversary last year, celebrating its growth from the Pacific Fleet's corner store to a supermarket with one-stop shopping facilities.

Oakland was designated an ideal location for a naval supply base in 1910 by the Navy Department General Board. However, it wasn't until 1940 that dredges dispossessed the duck hunters who frequented the

blinds in the muddy expanses of Oakland's middle harbor area.

By August 1940, the first piles were driven in the area and, in December 1941, Oakland Naval Supply Depot was commissioned and in business. By August 1947, it had grown enough to be called a center rather than a depot.

The center reached its peak in March 1945, when the installation — which began with 656 employees in 1951 — employed 14,000 people working around the clock, seven days a week, to supply as many as 26 ships in one month.

Recurring world crises have kept the center at a high level of activity. Today, the center is manned by about 5000 people, both military and civilian. It has its own police and fire departments and its own distribution system for water, heat and power.

It has 19 miles of paved streets and 165 buildings and wharves, which will accommodate 13 ocean-going vessels at one time. It also has its own automotive and industrial handling equipment, dispensary facilities, ambulances, telephone and telegraph network, railroad and waterfront loading equipment, electronic data processing machines and parking space for about 2000 automobiles.

Each year, the center fills two-and-a-half-million orders from its billion-dollar inventory, which ranges from small nuts and bolts to multi-ton ship propellers, from shoelaces to lifeboats and from library books to nuclear submarine gear.

Since the Oakland center supplies 90 per cent of all logistic support to ships and bases in the Pacific area, it is a rare duck that hasn't been there at least once.



YOU DON'T NEED GLASSES to see that nine others are waiting to read ALL HANDS Magazine, so pass it on.

Do You Have a Special Skill? Is It Recorded with Your NEC?

"I've been trained as a specialist within my rating but haven't been working as one . . ."

"I don't like the idea of an enlisted classification code being assigned, then taken away almost every time I change duty stations . . ."

"I think NECs should weigh heavier in determining my assignment to duty . . ."

These are just a few observations concerning the Navy Enlisted Classification (NEC) system, which, in one form or another since World War II, has provided enlisted men with code numbers to identify their special skills, in addition to those generally linked with their rates.

However, it has sometimes been difficult to insure that personnel are correctly coded as they acquire spe-

cial skills, then to make this information available to detailers at distribution offices, who use the code in filling specialist billet requirements. Individual commands sometimes shuffle codes around to suit the particular job a man may be doing at the time, not necessarily the job he has been trained to perform as a specialist, and sometimes codes are just plain "lost."

Many of the old weaknesses of the NEC system, however—those above were quoted as examples—may soon be corrected. The Navy is doing something about the NEC control system, which should mean:

- If you have been trained as a specialist within your rating, your chances for working as a specialist are better than ever.

- Your NEC will carry more weight when it's time for a transfer.

- Your NEC will no longer be assigned (or taken away) by your command without approval of the Chief of Naval Personnel.

With the development of the Navy's Manpower Information System—based upon electronic data processing—a centrally controlled NEC procedure now insures accurate code assignments.

The assignment of all NEC codes for active duty personnel, with the exception of entry trainee codes (used as a temporary means of identifying strikers), is controlled by the Chief of Naval Personnel. Basically, here's how the system works:

Each enlisted man or woman has two codes on a magnetic tape record. If no "specialty" code has been assigned, the record shows 0000 and 0000. This is in addition to basic rate information.

Changes to the NECs are made only when a training command reports a course graduate (earning him a "specialty" code); when other commands report codes earned through on-the-job performance; or when a command shows reason why a person's specialty code should be canceled. Such changes are then sent to the Personnel Accounting Machine Installations, which provide current information for distribution offices.

How does an individual find out what his NECs are under the new system?

In February 1962 his command first received a 1080-14 report from the PAMI which will show his primary and secondary NECs as they are recorded. From that time on, any authorized changes will be received by his command on an NEC Control Card issued by the Chief of Naval Personnel.

What does an individual have to do to have his codes corrected if he thinks there is an error? He should wait until the February 1080-14 report is received. If there still appears to be an error, he should ask his command to write a letter to the Chief of Naval Personnel giving all the facts.

While this may seem like a big order, there is one major advantage—it won't have to be done over

WHAT'S IN A NAME

Stores, Small Stores, Naval Stores

Every Navyman has heard the terms "stores," "small stores" and "naval stores," and you have probably used them yourself without being quite sure of their exact meaning. Here's the difference:

"Stores" is Navy talk for supplies, and denotes any article or commodity used by a naval ship or station, such as equipment, consumable supplies, clothing, petroleum, oils, lubricants, medical supplies, ammunition, etc.

Don't confuse "stores" with the more specific term "naval stores," which means something else. Today naval stores has a commercial meaning and it applies to the manufactured products of the turpentine-rosin industry, chiefly the gums and by-products extracted from pine trees. The term was originally selected to identify the chief user of pine-tree products.

In the days of wooden ships naval stores included all raw materials used in building and maintaining sailing vessels, such as tar, pitch, rosin, flax, cordage, masts and timber. All had wide shipboard application.

A mixture of tar and pitch, or tar and rosin, for example, was used as a protective coating for ship bottoms. Pitch was used to fill deck seams. Wood tar was (and still is) a good preservative for hemp lines.

Although flax, cordage and lumber are no longer classed as naval stores, the term still embraces turpentine, rosin, pine oil, pine tar, pitch and rosin oil.

In one form or another, some naval stores are still used aboard ship. However, pine-tree products these days are more widely used in manufacturing and other fields. Turpentine is perhaps the most commonly known naval stores item today.

Many naval stores have medicinal value. For example, druggists use tar, turpentine and linseed oil as ingredients for certain ointments and in other pharmaceutical preparations.

"Small stores," according to *Naval Orientation* (NavPers 16138-D), are personal needs for seagoing men, such as articles of clothing, and related articles, such as buttons, brushes, etc.



again. Once corrected, the information will be kept correct.

The Navy expects this centralized system to assist manpower planners and improve personnel utilization. And, as the new procedure is adopted Navy-wide, administrative workloads for individual commands should decrease.

BuPers Inst. 1220.26 outlines the new assignment control system. The *Manual of Navy Enlisted Classifications* (NavPers 15105B) explains the various NEC codes.

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. 1 — Announced the acceptance of the office of Secretary of the Navy by Fred Korth.

No. 2 — Ordered the delay of submission of certain reports to the Bureau of Medicine and Surgery.

Instructions

No. 1120.18H — Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to commissioned status in either the Integration or Limited Duty Officer programs.

No. 1133.14 — Provides instructions for voluntary reenlistments and extensions of enlistments of personnel whose enlistments have been involuntarily extended.

No. 1133.15 — Authorizes on a Navy-wide basis extensions of enlistment for less than a year under certain specified conditions.

No. 1210.11 — Invites applications from permanently commissioned USN officers for transfer between

the unrestricted line and the Supply Corps or the Civil Engineer Corps.

No. 1520.6J — Describes revised standards of eligibility for officer submarine training and prescribes the method of application.

No. 1520.85 — Establishes eligibility requirements and invites applications for naval aviation observer training from commissioned officers and officer candidates, leading to their designation as Naval Aviation Observers (NAO).

No. 1710.2A — Implements Department of Defense policy on international sports competitions by establishing rules and regulations for participation of naval personnel in such competitions.

No. 1926.2B — Announces rules for the retention and involuntary release of Naval Reserve officers.

No. 4600.1C — Announces a revision of the established system of estimating travel costs resulting from the changes of home ports and home yards of ships and permanent duty station changes of aviation and certain miscellaneous units.

Notices

No. 1120 (29 December) — Announced the selection of personnel for training leading to appointment in the grade of ensign (USN) in the unrestricted line or staff corps, and for temporary appointment in the grade of ensign or lieutenant (junior grade) for limited duty only.

No. 1440 (29 December) — Announced a change in the Navy enlisted rating structure.

No. 1520 (12 January) — Invited applications from Supply Corps of-

All-Navy Cartoon Contest
J.M. Stevens, SA, USN



"Doin' anything tonight?"

ficers for assignment to the Sub-sistence Technology Course (six months) and the Transportation Management Course (five and one-half months).

No. 1133 (15 January) — Invited attention to, and emphasized the necessity for strict compliance with the distribution of the Enlisted Service Record, Page 14 (Record of Discharge, Release from Active Duty, or Death).

No. 1611 (17 January) — Revised the dates of submission of the periodic reports on the fitness of officers and held in abeyance those provisions of Art. B-2203, *BuPers Manual*, which are in conflict with this notice.

No. 1130 (18 January) — Provided instructions for enlistment in the Regular Navy of Naval Reservists recalled under the provisions of Public Law 87-117.

No. 1520 (18 January) — Announced the selection of officers for postgraduate instructions.

No. 1430 (25 January) — Provided information regarding advancements resulting from Navy-wide examinations.

No. 1650 (25 January) — Described the use of two new forms for requesting medals and awards, NavPers 2887 and NavPers 2888.

Film Tells Story of Leadership at the Top

A new Navy film on leadership is now available for showing on ships and stations.

Entitled *Leadership at the Top*, it is a 13-minute, 16mm motion picture prepared in June of last year. It presents Under Secretary of the Navy Paul B. Fay, Jr., with his report on the status of the Naval Leadership Program during fiscal 1961. Also included are personal statements concerning Navy, Marine Corps and civilian leadership by former Chief of Naval Operations ADM Arleigh A. Burke, GEN David M. Shoup and ADM James S. Russell, and scenes of the leadership working group and leadership field teams in action.

This film is currently being distributed to all Navy and Marine Corps film libraries, and to the Fleet Entertainment Motion Picture Exchanges. It may be requested by title and catalog number MN-9635.

Just What You've Been Waiting for—A Roundup on Taxes

IF YOU HAVEN'T yet submitted your income tax return for 1961, you'd better pull yourself together and get at it. By the time you read this, the April 15 deadline will be rounding the last corner.

Maybe you're one of the early birds who has already sent in his return. However, if you haven't, the information below will be of some help to you. If this summary doesn't cover any of the problems that have been delaying you, a copy of *Federal Income Tax Information for Service Personnel* 1962 Edition, issued by the Office of the Judge Advocate General, should clear the air. You'll find a copy in your disbursing office or legal assistance office. You'll find personal help there, too.

A few changes have been made since the earlier roundup of federal income tax information appeared in the March 1960 issue of ALL HANDS.

Here is a brief summary of these changes:

Medical Expenses — If you pay the medical bills for your dependent parents who are 65 years of age or older, you can deduct the entire expense, not just the amount which exceeds three per cent of your adjusted gross income.

Also, if you send your children to private schools and medical care is included in the tuition, get an itemized statement from the school showing the amount allocated to medical care and claim it on page two of Form 1040.

Declaration of Estimated Tax — There have been some changes for wage earners who are required to submit a declaration of estimated taxes.

This probably won't apply to most Navymen but for those to whom it does apply, the most important provision is that no declaration is required if the estimated income tax (less withholding tax) can reasonably be expected to be less than \$40.00.

Charitable Deductions — If you are maintaining a full-time student, under a written agreement with a charitable organization, in grades one to 12 inclusive, who is not a dependent or a relative of yours, you may deduct the expense to you



"Just returned from a six-month cruise all around the world? How interesting! You must sit down and tell us all about it!"

as a charitable contribution.

The student must be a member of your household and you can't deduct more than \$50.00 times the number of full calendar months during the tax year in which the student is a member of your household.

If you are reimbursed or compensated for maintenance of the student, the expenses for his education are not deductible.

Another wrinkle is charitable deductions. If you are thinking of deducting the expenses of attending a church conclave, don't, unless you were a duly chosen delegate of the church.

Mileage Payments — Payments made to a parent or other taxpayer for transporting children to school shouldn't be listed as gross income, if the taxpayer isn't in the business of transporting kids to school and bus service isn't available.

U. S. Savings Bond Interest — The tax-deferred interest on Series E, F or J savings bonds exchanged tax-free for current-income Series H bonds is taxable when the Series H bonds finally mature or are redeemed.

New Form and Schedule — Form 1040W has been discontinued. Form 1040 is a new two-page return which will be used by people who cannot use form 1040A. There is a new Schedule B for reporting in-

come other than wages and for dividends received and retirement income credits.

Identification Numbers — Your Social Security number must show on any tax return, statement or document you submit. If you receive dividends or other income disbursed to you through banks or other disbursers, supply them with your Social Security number if they request it. There's a \$5 penalty if you refuse to.

Survivor Annuities — The plan provided by the United States Code for annuities based on retired or retiree pay has been amended and is now called the "Retired Serviceman's Family Protection Plan." The amendments did not change the taxable status of retired pay or survivor annuities, however.

Navy income that need not be reported

The following items received from the Navy are excluded from "gross income" and therefore need not be reported:

- Basic allowance for quarters, including cash difference for inadequate quarters, heat and light furnished in kind.
- Basic allowance for subsistence.
- Cost to government for transportation of dependents and household goods.
- Rations furnished in kind to enlisted men.
- Uniform gratuity or clothing allowance for officers and enlisted personnel.
- Retired pay of persons retired before 1 Oct 1949 for physical disability resulting from active service and who are receiving pay under laws in effect before 1 Oct 1949.
- Disability severance pay and disability retired pay computed on percentage of disability, received for separation or retirement after 30 Sep 1949 under the Career Compensation Act of 1949.
- Uniforms furnished in kind to enlisted men.
- Death gratuities.
- Personal money allowances received by fleet admirals, admirals and vice admirals.
- Money received by naval attaches for entertaining and exceptional purposes, if expended solely

in connection with official duties.

- Mustering-out pay.
- State bonus payments for services rendered to the United States.
- Amounts paid to, or on behalf of, veterans under the WW II and Korean GI Bills.

Deductible Items

Adjusted Gross Income — Deducting any applicable items in the following list from your gross income will give you your “adjusted gross income.” The following are deductible items.

- Mess bills afloat — An officer with or without dependents who is assigned permanent duty afloat, may deduct mess bills for any period during which his ship is away from its home port for longer than an ordinary work day. The same principle applies to air personnel away from a squadron’s home base.

- Travel expense — The excess expenses may be deducted if you are traveling in a mileage or per diem status. Form 2106 may be used for this purpose.

- Transportation expenses may be deducted by Reserve personnel if incurred while performing authorized drills under competent orders, even if they do not receive reimbursement for such travel.

- Expenses attributable to rent and royalties are deductible.

- Losses from sale or exchange of business property are deductible items in computing taxable income.

- Deductions from adjusted gross income — Once you have found your adjusted gross income you may make deductions for the following items to which you are entitled. You do this only if you are filing the long form (Form 1040) in which you itemize your deductions. If you are not itemizing on page 2 of Form 1040 or use 1040A you will receive a standard and automatic deduction of about 10 per cent of up to \$10,000 of adjusted gross income in lieu of itemized deductions.

- Contributions paid during the taxable year for exclusive public use (churches, United Givers Fund, Red Cross, Navy Relief, USO, etc.).

- Interest on personal indebtedness, such as mortgage on real estate or, under certain circumstances and to a limited extent, carrying charges on installment purchases of personal property.

- As a general rule, state and local taxes are deductible by the person upon whom they are imposed by law. However, federal excise taxes (luxury taxes), federal income and certain foreign taxes are not deductible.

- During periods of illness or hospitalization you may (under certain circumstances) be entitled to deduct your pay (up to a total of \$100 weekly). To support a claim for this exclusion, however, you might be requested by IRS to furnish a statement from the attending physician, the hospital, the employer, or other acceptable evidence of absence, illness, and rate of payment. You may not deduct the first seven calendar days of such a period unless the absence is a result of injury or you are hospitalized at least one day. Form 2440 spells out the way to compute the “sick pay” exclusion.

- Child care, a deduction limited to \$600, is allowed working women or widowers, as well as men who are legally separated or divorced, for the expense of caring for certain of their dependents in order that the taxpayer may be gainfully employed. A married woman may claim the deduction only if she files a joint return with her husband. Then the \$600 is reduced by the amount of their joint income over \$4500.

- Losses. For example, a loss oc-

casioned by damage to your own automobile is deductible to the extent that it is not covered by insurance, unless it is the result of willful negligence on your part.

- Miscellaneous deductible items include uniform *equipment* (insignia of rank, corps, etc., but not the uniform itself); amount of reenlistment bonus refunded by reason of termination of enlistment; alimony payments, if included in the wife’s gross income; dues to professional societies, etc.

Items which are not deductible from your adjusted gross income include: Personal living or family expenses other than the exceptions noted above; cost of moving and shipping household goods; cost of transportation of dependents; premiums paid on life insurance policies; expenses of visiting home while on furlough, leave or liberty; and amounts paid for U.S. Savings Bonds.

Your Exemptions

Exemptions for you and your dependents are treated as deductions from adjusted gross income in arriving at “taxable income.” The amount of exemption allowed for each dependent is \$600 and exemptions are allowed for the following:

- You, the taxpayer.

- Your spouse.

- Each “dependent.” You can claim credit only for persons who meet all of the dependency requirements listed on the instructions accompanying Forms 1040 and 1040A.

An individual receiving support from two or more persons, none of whom furnished more than half, may be claimed as a dependent under certain circumstances. The conditions are listed in the tax instructions.

Citizens of foreign countries will not qualify as dependents unless they are residents of either the U.S., Canada, Mexico, Canal Zone or the Republic of Panama.

A child born or legally adopted in the Philippine Islands before 1 Jan 1956 may be claimed as your dependent if you were a member of the U.S. armed forces at the time the child was born or adopted, and providing the child is a resident of the Philippine Islands during the taxable year.

A last word of warning! If you

All-Navy Cartoon Contest LT Billups E. Lodge, USN



“A million-dollar radar, a million-dollar missile and a 25-cent grease pencil connecting them.”

have not already filed your return for 1961, get busy. There are penalties (some severe) for not filing, and if you do not send in your return you will not collect any refund which may be due you.

If you've read the preceding pages, you are now more familiar with the regulations pertaining to federal income taxes, particularly as they apply to the Navyman on active duty. It should be of help in understanding your rights and liabilities under federal income tax laws.

At the same time, certain states, territories and possessions of the United States also have their own income tax laws under which you may have liabilities in addition to the federal income tax. Below, you will find a summary of the requirements of the local income tax laws, as prepared by the Office of the Judge Advocate General. It replaces the summary presented in the March 1960 issue of ALL HANDS.

You should note that unless your state makes a special exception, members of the armed forces are not excused from state and local income taxes merely because they are on active duty.

Generally speaking, your liability for state and local income and personal property taxes (but not real property taxes such as on your home)

is determined on the basis of the laws of your domicile or legal residence, sometimes referred to as your home state or the state of which you are a citizen or inhabitant.

Most state taxes are based on actual residence or presence in the jurisdiction and for this reason the Soldiers' and Sailors' Civil Relief Act is important to you. Although it protects you from taxation by a state of which you are not a resident, it does not relieve you from liability for taxes to your home state. There is no exemption by reason of being in the naval or military services unless your home state law provides special benefits for you.

Active service personnel are protected to the extent provided by the Soldiers' and Sailors' Civil Relief Act. This Act provides that, for the purpose of taxation of your individual income and personal property, including your automobile, if you are absent from your place of legal residence or domicile solely by reason of compliance with military or naval orders, you will not be considered to have become a resident of any other state or possession of the United States while so absent.

In this situation your active service pay and personal property are exempt from taxation in the state in which you are serving. So is your automobile, if the license, fee or

excise imposed by your home state is paid.

There is no tax exemption under the act for retired and retainer pay; your wife's income, property, or automobile; or income from a business, rental property or other source, such as part-time employment, in the state in which you are living by reason of active duty orders.

In many cases, tax authorities have taken the position that a serviceman has abandoned his original domicile when there is a showing that the right to vote in his home state has not been exercised and that a home state's income taxes, if any, have not been paid.

Because of this, it is much easier to substantiate your domicile in your home state if the required taxes have been paid, your voting privilege has been exercised and other ties to the home state, such as automobile license plates and operator's permit have been kept current.

Below you will find a summary of the salient features of the income tax laws for the calendar year 1961 of the states and possessions of the United States. It primarily indicates the requirements for the filing of income tax returns by servicemen who are residents of jurisdictions having income tax laws; personal exemptions and tax credit allowed; and dates for filing and paying taxes.

SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES

- NOTE:**
1. "Married couple" or "married" as used in this summary means husband and wife living together.
 2. A married serviceman or woman is considered to be living with his or her spouse when separated only by reason of military orders.
 3. "*" indicates provisions for declaration and payment of estimated taxes.
 4. The following states do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."
 5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without interest or penalty, until 6 months after discharge if ability to pay is materially impaired by reason of active service. Returns must be filed on time, however.

Lowest Amount Of Income Which Requires Residents To File Returns	Personal Exemptions and Tax Credits	Due Date for Return and Payments	Title and Address of Taxing Authority	Exclusions and Deferments for United States Armed Forces Personnel
*ALABAMA				
Net income of: \$1500 if single, \$3000 if married or head of family.	\$1500 if single, \$3000 if married or head of family, \$300 for each dependent.	Return and payment due 15 April.	State Department of Revenue, Income Tax Division, Montgomery 2, Ala.	Members outside continental United States may defer filing until 30 days after they return to the U. S.
*ALASKA:				
Gross income of \$600 from sources within the state.	Same as federal.	Return and payment due 15 April.	Department of Revenue, Alaska Office Building, Juneau, Alaska.	All active-service pay exempt after 1950.

<i>Lowest Amount Of Income Which Requires Residents To File Returns</i>	<i>Personal Exemptions and Tax Credits</i>	<i>Due Date for Return and Payments</i>	<i>Title and Address of Taxing Authority</i>	<i>Exclusions and Deferments for United States Armed Forces Personnel</i>
ARIZONA				
Net income of: \$1000 if single, \$2000 if married. Gross income of \$5000.	\$1000 if single, \$2000 if married or head of household, \$600 for each dependent, \$500 additional for taxpayer and spouse if blind.	Return due 15 April. Payment with return or in three equal installments.	Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Arizona.	\$1000 active-service pay is exempt. Members outside continental United States may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.
ARKANSAS:				
Gross income of: \$1750 if single or separated from spouse, \$3500 if married or head of family.	Tax credit of: \$17.50 if single, \$35 if married or head of family, \$6 for each dependent.	Return due 15 May. Payment with return or in two equal installments.	State of Arkansas, Department of Revenue, Little Rock, Arkansas.	All active-service pay is excluded.
**CALIFORNIA:				
Net income of \$1500 if single or head of household, \$3000 if married.	\$1500 if single, \$3000 if married or head of household, \$600 for each dependent, \$600 additional for taxpayer and spouse if blind.	Return due 15 April. Payment with return or if over \$50, in three installments with first payment not less than \$50.	State of California, Franchise Tax Board, 1025 P Street, Sacramento 14, Calif.	\$1000 active-service pay and all mustering-out and terminal leave payments received after 1 July 1952 are exempt. Filing and paying deferred without penalty or interest until 180 days after return to the U.S. from duty outside continental U.S.
**Note: Domicile of service wife, if not a Californian, does not follow that of husband until both return to state.				
*COLORADO:				
Gross income of \$750.	\$750 for taxpayer; \$750 for spouse; \$750 for each dependent; \$750 additional for taxpayer and spouse if blind, 65 or older.	Return and payment due 15 April.	State of Colorado, Department of Revenue, State Capitol Annex, Denver 2, Colorado.	\$2000 of active or reserve duty pay excluded during war or national emergency; \$1000 during other times. (\$2000 applies in 1961) Returns and payment of tax deferred without penalty or interest until one year after separation.
*DELAWARE:**				
Gross income of: \$600 if single or separated from spouse, \$1200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent; \$600 additional for taxpayer and spouse if blind, 65 or older.	Return and payment due 30 April.	State of Delaware, State Tax Department, 843 King Street, Wilmington 99, Del.	Deferment for filing and paying may be granted upon application, until 6 months after discharge.
**Note: §1101(7) of the Delaware Income Tax Law provides in part: "Resident" includes any person domiciled in the state, except a person who, though domiciled in the state, maintains no permanent place of abode within the state, but does maintain a permanent place of abode without the state, and who spends in the aggregate not to exceed 30 days of the taxable year within the state; . . ."				
*DISTRICT OF COLUMBIA:				
Gross income in excess of: \$1000 if single or separated from spouse, \$2000 combined income of married couple.	\$1000 if single or separated from spouse; \$2000 if married; \$1500 if head of family; \$500 for each dependent; \$500 additional for taxpayer and spouse if blind, 65 or older.	Return and payment due 15 April.	District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Ave., N.W., Washington 1, D. C.	Deferment for filing or paying granted members outside the United States; until 6 months after return to the U. S.

THE BULLETIN BOARD

SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES — Continued

Lowest Amount Of Income Which Requires Residents To File Returns	Personal Exemptions and Tax Credits	Due Date for Return and Payments	Title and Address of Taxing Authority	Exclusions and Deferments for United States Armed Forces Personnel
*GEORGIA:				
Gross income of \$1500 if single or separated from spouse. \$3000 combined gross income of married couple.	\$1500 if single; \$3000 if married or head of family; \$600 for each dependent (except one for head of family); \$600 additional for taxpayer and spouse if blind, 65 or older.	Return and payment due 15 April.	Department of Revenue, Income Tax Unit, State Office Building, Atlanta 3, Georgia.	Deferment for filing or paying without penalty or interest granted members outside continental U.S. until 6 months after return to the U.S.
*GUAM:				
Same as federal.	Same as federal.	Same as federal.	Division of Revenue and Taxation, Department of Finance, Government of Guam, Agana, Guam.	Same as federal, however, as to service compensation, the government of Guam in practice has not imposed the Guam income tax on individuals subject to US income tax.
*HAWAII:				
Gross income of \$600 (\$1200 if 65 or older) from sources within the state.	\$600 if single, \$600 for spouse, \$600 for each dependent, \$600 additional for taxpayer or spouse if 65, \$5000 in lieu of normal taxpayer exemption if blind.	Net income tax: Return and payment due 20 April.	Hawaii Director of Taxation, 425 S. Queen St., Honolulu 9, Hawaii.	All service pay excluded.
IDAHO:				
Gross income of \$600 (\$1200 if 65 or older).	Same as federal.	Return and payment due 15 April.	State of Idaho Office of Tax Collector, Income Tax Division, State Capitol Building, Boise, Idaho.	Same as federal, except if outside the continental United States may defer filing and paying until 6 months after discharge.
INDIANA:				
Gross income in excess of \$1000. Joint returns not permitted.	\$1000 for each taxpayer.	Return and payment due 31 January; or quarterly if over \$25 any quarter.	Indiana Department of State Revenue, Gross Income Tax Division, State Office Building, 100 N. Senate Avenue, Indianapolis 4, Indiana.	All active and inactive service pay is exempt. Returns and payment of tax deferred until 6 months after discharge or end of hostilities, whichever is earlier.
IOWA:				
Net income of \$1500 if single or separated from spouse, \$2350 if married. Gross income of \$2000.	Tax credit of: \$15 if single, \$30 if married or head of family, \$7.50 for each dependent.	Return due 30 April. Payment with return or in two equal installments if over \$50.	State Tax Commission, Income Tax Division, State Office Building, Des Moines 19, Iowa.	No service pay exemption. Extension for filing may be granted up to 6 months if application is made therefor.
KANSAS:				
Net income of: \$600 if single or separated from spouse, \$1200 if married. (Plus age and blind exemptions.) Gross income of \$4000.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent; \$600 additional for taxpayer and spouse if blind, 65 or older.	Return due 15 April. Payment with return or in two equal installments if tax is more than \$200.	State of Kansas Director of Revenue, Income Tax Division, State Office Building, Topeka, Kansas.	\$1500 active-service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the State.
*KENTUCKY:				
Net income of: \$1000 if single or separated; \$2000 if married, head of household, blind, or age 65. Gross income of \$1200 and \$2500 respectively.	Tax credit of: \$20 for taxpayer, \$20 for spouse, \$20 for each dependent, \$20 additional for taxpayer and spouse if 65 or blind.	Return and payment due 15 April.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Kentucky.	None.

<i>Lowest Amount Of Income Which Requires Residents To File Returns</i>	<i>Personal Exemptions and Tax Credits</i>	<i>Due Date for Return and Payments</i>	<i>Title and Address of Taxing Authority</i>	<i>Exclusions and Deferments for United States Armed Forces Personnel</i>
*LOUISIANA: Net income of: \$2500 if single or separated from spouse, \$5000 if married. Gross income of \$6000 or more.	\$2500 if single, \$5000 if married or head of family, \$400 for each dependent (except one for head of family).	Return and payment due 15 May.	State of Louisiana, Collector of Revenue, Baton Rouge 1, La.	None.
*MARYLAND: Gross income in excess of: \$800 if single, \$1600 if married.	\$800 if single; \$1600 if married; \$800 for each dependent; \$800 additional for taxpayer and spouse if blind, 65 or older, also for dependents 65 or older.	Return and payment due 15 April.	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Maryland.	\$1500 of active-service pay excluded during time of war and prior to cessation of hostilities or while in a combat zone. (No exclusion in 1961) Members outside continental United States may defer filing until 3 months after return to the U. S.
*MASSACHUSETTS: Earned income of \$2000. Other taxable income in any amount.	\$2000 for taxpayer against earned income, \$500 for spouse having income of \$2000 or less, \$400 for each dependent, \$2000 additional for taxpayer and spouse if blind.	Return and payment due 15 April.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 14 Court Square, Boston 8, Mass.	If requested and if for due cause, an extension of time for filing may be granted up to 6 months.
*MINNESOTA: Gross income in excess of \$750 if single or head of household, \$1500 if married, \$1500 combined income of husband and wife.	Tax credit of: \$10 if single, \$30 if married or head of household, \$15 for each dependent. Additional taxpayer credit if blind or age 65: \$10 each if single or head of household, \$15 each spouse if married.	Return due 15 April. Payment with return or in two equal installments.	State of Minnesota, Department of Taxation, Income Tax Division, Centennial Office Bldg., St. Paul 1, Minnesota.	\$3000 active service or Reserve duty pay excluded. Members of armed forces are granted extension of time to file and pay until six months after termination of military service.
MISSISSIPPI: Net income in excess of personal exemptions. Gross income in excess of \$6000.	\$5000 if single, \$7000 if married or head of family.	Return due 15 April. Payment with return or in four equal installments.	State Tax Commission, Income Tax Division, Box 960, Jackson, Mississippi.	None.
*MISSOURI: Gross income of: \$1200 if single, \$2400 if married or head of family.	\$1200 if single, \$2400 if married or head of family, \$400 for each dependent.	Return and payment due 15 April.	State of Missouri, Department of Revenue, Income Tax Department, P.O. Box 629, Jefferson City, Missouri.	\$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
*MONTANA: Gross income of: \$600 if single, \$1200 if married.	\$600 if single; \$1200 if married; \$600 for each dependent; \$600 additional for taxpayer and spouse if blind, 65 or older.	Return and payment due 15 April.	State of Montana, Board of Equalization, State Capitol Building, Helena, Montana.	None.
NEW HAMPSHIRE: Any amount of taxable interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	Return and payment due 1 May.	State Tax Commission, Division of Interest and Dividends, Box 345, Concord, N.H.	None, except as provided by the Soldiers' and Sailors' Civil Relief Act.

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SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES — Continued

Lowest Amount Of Income Which Requires Residents To File Returns	Personal Exemptions and Tax Credits	Due Date for Return and Payments	Title and Address of Taxing Authority	Exclusions and Deferments for United States Armed Forces Personnel
NEW JERSEY:				
Combined net income and net capital gain of \$600, combined gross income and net capital gain of \$5000 if derived from N.J. by N.Y. resident or from N.Y. by N.J. resident.	Same as federal, plus tax credit of: \$10 if single; \$12.50 if married and filing separately; \$25 if married and filing jointly, or head of household.	Return due 1 April. Fiscal year taxpayers file on or before the first day of the fourth month following the end of such fiscal year. Payment with return.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton 25, New Jersey.	All active service pay exempt. Persons in active service with the armed forces of the United States who may be prevented, by distance or injury, or hospitalization arising out of such service, may be allowed an extension of 6 months for filing.
NEW MEXICO:				
Same as federal.	Same as federal.	Return due 15 April. Payment with return or in four equal installments.	State of New Mexico, Bureau of Revenue, Income Tax Division, P. O. Box 451, Santa Fe, New Mexico.	None.
*NEW YORK:**				
If federal income tax return is required to be filed or if New York adjusted gross income exceeds exemptions.	Same as federal, plus tax credit of: \$10 if single, \$12.50 if married and filing separate returns, \$25 if married and filing joint return; head of household or surviving widow or widower.	Return and payment due 15 April.	New York State Income Tax Bureau, Gov. A. E. Smith State Office Building, Albany 1, New York.	When not entitled to coverage under sec. 605(a) below, — then \$100 per month of active service pay (other than for training) is excluded from 1 October 1961 to 30 June 1963, or the date on which no reserve component unit originally called to active service from New York State remains on such active service, whichever occurs first. Use N. Y. Form IT-201-MS. Obtain from New York State Income Tax Bureau, Albany 1, N. Y.
**Note: Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: (1) who is domiciled in this state, unless he maintains no permanent place of abode in this state, (2) maintains a permanent place of abode elsewhere, and (3) spends in the aggregate not more than thirty days of the taxable year in this state, * * *"				
*NORTH CAROLINA:				
Gross income of \$1000 if single or a married woman with separate income, \$2000 if a married man. Gross income from business or profession in excess of personal exemption.	\$1000 if single or a married woman, \$2000 if married man or head of a household, \$2000 if widow or widower with minor child, \$300 for each dependent, \$1000 additional to blind taxpayer.	Return due on or before 15 April. Payment with return for any portion not paid in advance by withholding or estimated taxes.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, North Carolina.	None.
NORTH DAKOTA:				
Net income of: \$600 if single or separated from spouse, \$1500 if married or head of household. Gross income of \$5000.	\$600 if single; \$1500 if married or head of household; \$600 for each dependent; \$600 additional for taxpayer and spouse if blind, 65 or older.	Return due 15 April. Payment with return or in installments if tax exceeds \$100.	State of North Dakota Office of Tax Commissioner, State Capitol Building, Bismarck, North Dakota.	All active-service pay is exempt.
OHIO:				
No individual State income tax, but residents of some Ohio cities and municipalities may be liable for local income taxes. Canton, Cincinnati, Columbus, Dayton, Springfield, Toledo and Youngstown exempt all military pay.				

<i>Lowest Amount Of Income Which Requires Residents To File Returns</i>	<i>Personal Exemptions and Tax Credits</i>	<i>Due Date for Return and Payments</i>	<i>Title and Address of Taxing Authority</i>	<i>Exclusions and Deferments for United States Armed Forces Personnel</i>
*OKLAHOMA:				
Gross income of: \$1000 if single, \$2000 if married.	\$1000 if single, \$2000 if married or head of family, \$500 for each dependent.	Return and payment due 15 April.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City 5, Okla.	\$1500 of active-service pay is excluded. Filing and paying by member outside the United States or hospitalized in the U. S. deferred until 15th day of 3rd month following return or discharge from hospital.
OREGON:				
Net income of \$600 if single, \$1200 if married. Gross income of \$4000.	\$600 if single or separated, \$1200 if married, \$600 for each dependent plus \$1 tax credit for each \$100 of support furnished each who does not receive 50% support from taxpayer, \$600 additional for taxpayer or spouse if blind plus credits of \$18 if blind and \$12 if age 65.	Return due 15 April. Payment with return or in installments if tax exceeds \$25.	Oregon State Tax Commission, Income Division, 100 State Office Bldg., Salem, Oregon; or State Tax Commission, 1400 S. W. 5th Avenue, Portland 1, Oregon.	\$3000 of active-service pay is excluded. Returns and payment of tax deferred for 90 days after return to U. S. from period of duty exceeding 90 days outside continental United States.
PENNSYLVANIA:				
No individual income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes. Philadelphia and Pittsburgh exempt all Navy and military pay.				
*PUERTO RICO:				
Gross income in excess of: \$800 if single, separated from spouse or if head of family, \$2000 if married and living with spouse.	\$800 if single or separated from spouse, \$2000 if married or head of family, \$400 for each dependent.	Return due 15 April. Payment with return or in two equal installments where no declaration of estimated tax was elected.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P. O. Box 9833, Sanjurjo, Puerto Rico.	None.
*SOUTH CAROLINA:				
Gross income of \$800 or more.	\$800 if single, \$1600 if married and filing jointly or head of a household. \$800 for each dependent, \$800 additional for taxpayer and spouse if blind.	Return and payment due 15 April.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia 1, S. C.	Same computations as for federal return.
TENNESSEE:				
Income over \$25 from dividends and interest.	None, except income of blind persons is exempt.	Return and payment due 15 April.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Bldg., Nashville 3, Tennessee.	None.
UTAH:				
Gross income of \$600 if single or separated from spouse, \$1200 if married.	\$600 if single, \$1200 if married, \$600 for each dependent, \$600 additional for taxpayer and spouse if blind.	Return and payment due 15 April.	State Tax Commission of Utah, 118 State Capitol, Salt Lake City 14, Utah.	If in foreign country 510 days of any 18 consecutive months may file as a non-resident for each taxable year while so absent for 3 months or more.
*VERMONT:				
Gross income of \$500 (\$1000 if 65 or older).	\$500 for taxpayer; \$500 for spouse; \$500 for each dependent; \$500 additional for taxpayer and spouse if blind, 65 or older.	Return and payment due 15 April.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vermont.	Same as federal. Members serving outside Vermont may defer paying tax on service pay until 6 months after discharge.

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SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES — Continued

Lowest Amount Of Income Which Requires Residents To File Returns	Personal Exemptions and Tax Credits	Due Date for Return and Payments	Title and Address of Taxing Authority	Exclusions and Deferments for United States Armed Forces Personnel
VIRGINIA:				
Gross income of \$1000.	\$1000 for taxpayer; \$1000 for spouse; \$200 for each dependent plus \$800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister, or brother; \$600 additional for taxpayer and spouse if blind, 65 or older.	Return due 1 May. Payment in full, with return to Treasurer of county or city where return is filed.	Commissioner of Revenue of the county or city of which taxpayer is a resident.	None.
*WEST VIRGINIA:**				
If federal return is required, or if West Virginia adjusted gross income exceeds exemptions.	Same as federal.	Same as federal.	West Virginia State Tax Commissioner, Income Tax Division, Charleston 5, West Va.	None.
**Note: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this state unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this state, . . ."				
WISCONSIN:				
\$1400 combined net income of married couple. Gross income of \$600.	Tax credit of: \$7 if single, \$14 if married or head of family, \$7 for each dependent.	Return due 15 April. Payment with return or in installments if tax exceeds \$20.	State of Wisconsin, Department of Taxation, Room 1000, State Office Building, Madison 2, Wisconsin, or Assessor of Income for county in which taxpayer resides.	\$1000 of active-service or reserve pay excluded. Extension of time for filing granted to members on duty abroad until 15th day of 6th month following close of taxable year.

Naval Destroyer School Provides Six-Month Training for Junior Officers

The U. S. Naval Destroyer School, an ambitious new concept in the training of junior naval officers for destroyer duty, was officially opened in January at Newport, R. I.

VADM William R. Smedberg, III, usn, Chief of Naval Personnel, was principal speaker.

Designed to "provide the Destroyer Force, through a system of functional education and training, with officers professionally qualified and motivated to function as effective naval leaders on board ship," the new course will last 26 weeks, including three weeks of at-sea training. Thirty-eight lieutenants (junior grade) and one lieutenant made up the first class, which convened 8 January. Later classes, however, (they'll convene approximately every three months) are expected to contain about 60 students.

That official-sounding explanation of the new school's mission, above, tells only part of the story. Hereto-

fore, junior officers slated for destroyer duty received specialized training in just one aspect of destroyer operations — at the Destroyer Engineering, Gunnery or Communications Schools.

Newer and more complex weapons systems and engineering plants in modern destroyers have made it increasingly evident that prospective destroyer department heads not only need a thorough knowledge of the

All-Navy Cartoon Contest
J.R. Odbert, DM2-P1, USN



capabilities and limitations of the particular shipboard department to which they will be assigned, but of the other departments as well. Hence, the disestablishment of the officers' courses of instruction at the three separate schools, and the advent of the new Naval Destroyer School, capable of providing instruction in tactics, weapons, engineering and a variety of other naval science subjects in a single course and under one roof.

A thorough renovation of the former Destroyer Engineering School provided the site for the new school. Now, in addition to improved classroom facilities, it contains a complete marine engineering steam plant.

Selected DESLANT enlisted men will attend the school, too. They'll take courses in the operation and maintenance, including assembly and disassembly, of fireroom and engine-room machinery.

The destroyers uss *Abbot* (DD 629) and *The Sullivans* (DD 537) will serve as the first school ships for the at-sea portion of the course.

List of New Motion Pictures and TV Series Available to Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Rawhide* and *Stagecoach West* — Westerns; *Perry Mason* and *Michael Shayne* — Melodramas.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Ada (1855) (C) (WS): Drama; Susan Hayward, Dean Martin.

Secret of Monte Cristo (1856) (C) (WS): Melodrama; Rory Calhoun, Patricia Bredin.

Back Street (1857) (C): Drama; Susan Hayward, John Gavin.

Nikki, Wild Dog of the North (1858) (C): Melodrama; Jean Coutu, Emile Genest.

A Thunder of Drums (1859) (C) (WS): Drama; Richard Boone, George Hamilton.

The Last Time I Saw Archie (1860): Comedy; Robert Mitchum, Jack Webb.

The Sergeant Was a Lady (1861): Comedy; Martin West, Venetia Stevenson.

The Naked Edge (1862): Drama; Gary Cooper, Deborah Kerr.

Voyage to the Bottom of the Sea (1863) (C) (WS): Melodrama; Walter Pidgeon, Joan Fontaine.

The Purple Hills (1864) (C) (WS): Melodrama; Gene Nelson, Joanna Barnes.

Susan Slade (1865) (C): Drama; Troy Donahue, Connie Stevens.

The Young Doctors (1866): Drama; Dick Clark, Eddie Albert.

Guns of Navarone (1867) (C) (WS): Drama; Gregory Peck, David Niven.

Comancheros (1868) (C) (WS): John Wayne, Stuart Whitman.

Goodbye Again (1869): Drama; Ingrid Bergman, Yves Montand.

Murder, She Said (1870): Drama; Margaret Rutherford, Arthur Kennedy.

All-Navy Cartoon Contest A. P. Ganser, MM2, USN



"Now what gives you the idea I was playing cards?"

The Hustler (1871) (WS): Drama; Paul Newman, Jackie Gleason.

Tartars (1872) (C) (WS): Melodrama; Victor Mature, Orson Welles.

Breakfast at Tiffany's (1873) (C): Comedy; Audrey Hepburn, George Peppard.

Splendor in the Grass (1874) (C): Drama; Natalie Wood, Pat Hingle.

Television Programs

5228: TV-1 *Rawhide* — Rojo Canyon. TV-2 *Michael Shayne* — Call for Michael Shayne.

5229: TV-1 *Perry Mason* — Startled Stallion. TV-2 *Stagecoach West* — The Marker.

5230: TV-1 *Perry Mason* — Fraudulent Foto. TV-2 *Stagecoach West* — Red Sand.

5231: TV-1 *Perry Mason* — Sardonic Sergeant. TV-2 *Stagecoach West* — The Unwanted.

5232: TV-1 *Perry Mason* — Garrulous Gambler. TV-2 *Rawhide* — Gloomy River.

5233: TV-1 *Perry Mason* — Howling Dog. TV-2 *Rawhide* — Middle of Nowhere.

5234: TV-1 *Perry Mason* — Substitute Face. TV-2 *Rawhide* — The Road Back.

5235: TV-1 *Perry Mason* — Wary Wildcatter. TV-2 *Rawhide* — The Lost Idol.

5236: TV-1 *Perry Mason* — Singing Skirt. TV-2 *Rawhide* — The Captive.

5237: TV-1 *Perry Mason* — Golden Fraud. TV-2 *Rawhide* — Fish Out of the Water.

5238: TV-1 *Perry Mason* — Footloose Doll. TV-2 *Rawhide* — Top of the World.

5239: TV-1 *Perry Mason* — Pint Sized

Client. TV-2 *Rawhide* — Big Blowout. 5240: TV-1 *Perry Mason* — Dangerous Dowager. TV-2 *Rawhide* — Boomerang.

5241: TV-1 *Perry Mason* — Credulous Quarry. TV-2 *Rawhide* — Brother's Keeper.

5242: TV-1 *Perry Mason* — Hesitant Hostess. TV-2 *Stagecoach West* — The Big Gun.

5243: TV-1 *Perry Mason* — The Romantic Rogue. TV-2 *Stagecoach West* — Fort Wyatt Crossing.

Applications Are Open for Enlisted Men to Qualify For Investigator Job Code

Chances are you've dreamed, at one time or another, of being an intelligence agent.

For most of us, that is just a passing interest. For others, however, it is a serious desire and these are men the Navy needs in the NEC Code 9592 (Investigator) program.

If you are the type, you'll need more than that to qualify. You must, first of all, NOT be an RD, SO, FT, ET, RM, CT, MA, TD, AT, AQ, PR, AM, AO, AC, HM or DT and NOT hold an NEC designator in the 33XX series. These ratings are now considered critical, and men from them will not be considered.

You must, if you wish to be an investigator (NEC 9592), meet these requirements:

- Be a volunteer, male, in pay grade E-6 or higher.

- Have a minimum GCT of 60, clerical of 55, or GCT/CLER of 115.

- Have a high school education or the equivalent.

- Be eligible for access to top secret material.

- Have no record of offenses involving moral turpitude and no record of mental illness or alcoholism.

- Be financially solvent, with no record of excessive indebtedness.

- Be recommended by your commanding officer. He should comment on your: tact, diplomacy and judgment; bearing and general appearance (in this connection unusual mannerisms, speech defects, physical features or handicaps — which might bring undue attention to you — are disqualifying); ability to discuss subjects of naval and general interest; dependability and resourcefulness; and your general suitability for independent duty in or out of uniform. Comments should also be

included about the ability of your dependents, if any, to adapt to living conditions in a foreign country.

In addition, you must be recommended by the nearest District Intelligence Officer, or the Intelligence Officer, Potomac River Naval Command; Commander in Chief, U.S. Naval Forces, Europe; Commander, U.S. Naval Forces, Marianas; Commander, U.S. Naval Forces, Philippines; or Commander, U.S. Naval Forces, Japan.

To get the latter recommendation, you'll have to appear before the appropriate intelligence officer for an interview by the Agent Screening Board established for that purpose. This board will endorse your application and forward it, via the intelligence officer concerned, to the Director of Naval Intelligence in Washington, D.C.

Your application should include detailed statements about your eligibility and qualifications, in addition to a completed Statement of Personal History (DD Form 398) in quadruplicate, Fingerprint Card (OpNav Form 5510-397, Rev. 7-58) and two photographs (front and profile) attached to an eight by ten-inch sheet of bond paper. The photograph should show you in uniform, uncovered.

If, at any time after you are accepted as an investigator, you are considered unsuitable or ineligible for this type of work, the Director of Naval Intelligence can revoke your designator.

Designation as an investigator does not necessarily mean early transfer to an intelligence billet. These are limited in number and are normally filled by personnel available for transfer under Seavey/Shorvey procedures.

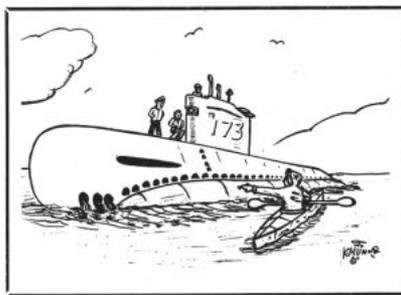
Full information on this program may be obtained from OpNav Inst. 1221.3.

Correspondence Courses For Officers, Enlisted Men

Three new enlisted correspondence courses and one new officer course have been issued by the Bureau of Naval Personnel, and four enlisted courses and one officer course have been discontinued.

Enlisted correspondence courses for active-duty Navymen will be administered, in most cases, by your local command.

All-Navy Cartoon Contest W.K. Munn, ENC(SS), USN



"He seems to be saying, 'They went thataway.'"

New Courses

ECC Aviation Structural Mechanic E 3 & 2 (NavPers 91622-1)

ECC Yeoman 1 & C (NavPers 91416-3)

ECC Construction Mechanic 1 & C (NavPers 91581-2)

OCC Supply Afloat (NavPers 10980-B)

Discontinued Courses

ECC Yeoman C (NavPers 81416-2C)

ECC Yeoman 1 (NavPers 91415-2A)

ECC Mechanic 1 (NavPers 91580-1A)

ECC Mechanic C (NavPers 91581-1)

OCC Supply Afloat (NavPers 10980-A1)

Opportunities Open Up for Qualified Yeomen as Naval Intelligence Clerks

If you are a yeoman third class or above, and have a GCT of 55 or higher, you could be in line for some rather interesting duty. Men with these (and a few other) qualifications are being considered for the job code of Naval Intelligence Clerk (NEC 2505).

To be eligible, in addition to meeting the above qualifications, you must:

- Have undergone a satisfactory background investigation.
- Be eligible for access to top secret material.
- Have no record of offenses involving moral turpitude and no record of mental illness or alcoholism.
- Have conversational capability in a foreign language, or demonstrate an aptitude for learning one.
- Be financially solvent, with no record of excessive indebtedness.
- Be recommended by your commanding officer. He must comment on your tact, diplomacy and judgment; ability to discuss subjects of naval and general interest; dependability and resourcefulness; and general suitability for independent duties in or out of uniform. Com-

ments should also be included about the ability of your dependents, if any, to adapt to living in a foreign country. Since most YN-2505 sea billets are overseas, applicants should not exceed the maximum dependency limitation for overseas duty set forth in Art 6.32, *Enlisted Transfer Manual*.

If you're interested, and are qualified, you should forward your application to the Director of Naval Intelligence (Op-923P). This application, with specific and detailed statements about your eligibility and qualifications, should include a completed Statement of Personal History (DD Form 398) in quadruplicate, fingerprint card (OpNav Form 5510-2), National Agency Check Request (OpNav Form 5510-397) (Rev. 7-58), plus two photographs (front and profile views) of you in uniform, uncovered.

After your application has been reviewed by the Director of Naval Intelligence, you may be required to complete a written test to determine your aptitude for learning foreign languages. This is normally only required of men who are not already qualified in at least one foreign language.

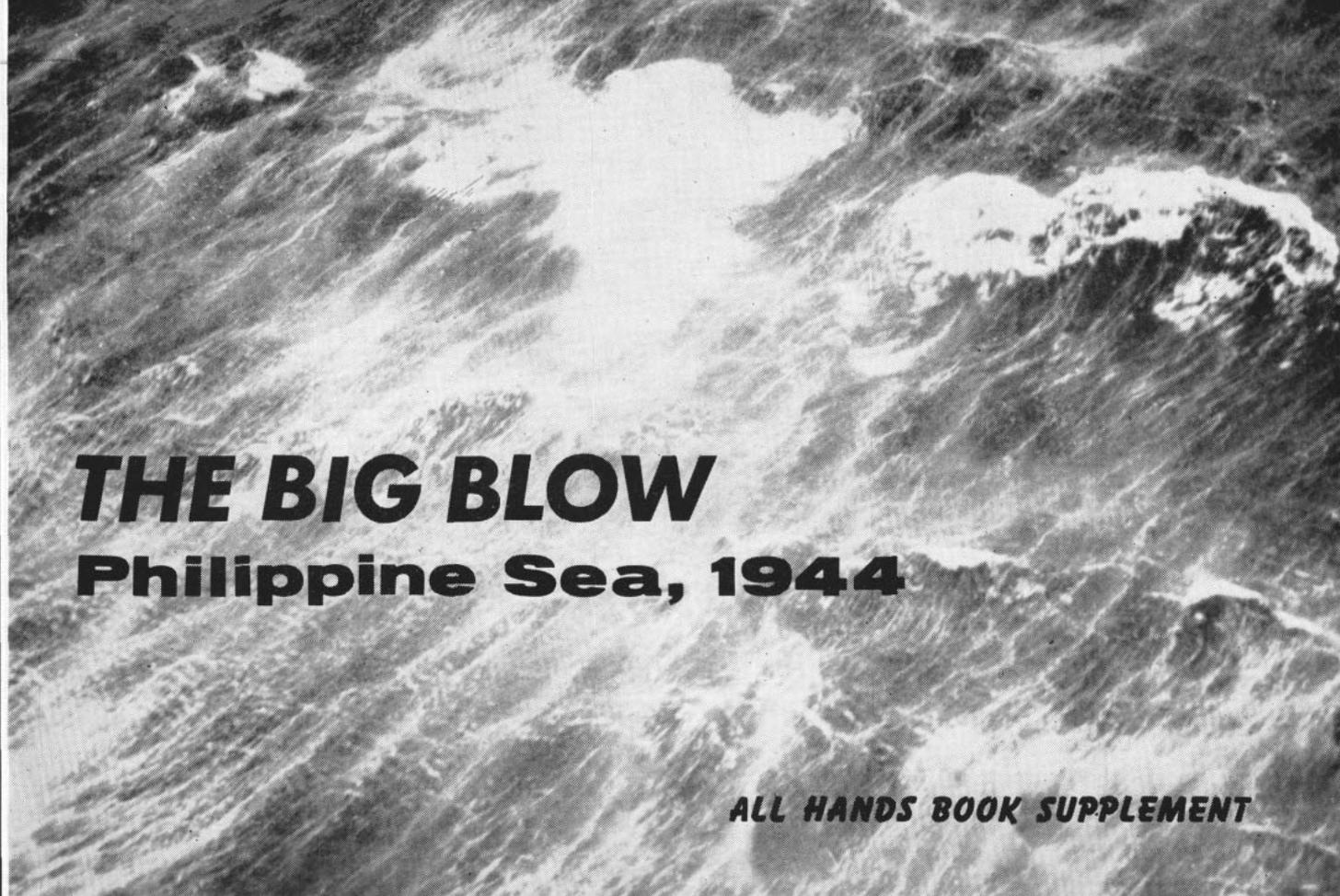
Once you have been designated a Naval Intelligence Clerk (NEC 2505), you will probably be assigned to a 2505 billet when you are due for regular reassignment. Men selected for this new designator will not normally be reassigned before their regular rotational tour dates.

After you have been selected as a 2505, don't think you'll be allowed to rest on your merits. After a period of on-the-job observation and evaluation, you will be allowed to gain experience in a wide range of intelligence matters.

As a general rule, no specialized courses of instruction are planned for intelligence clerks. If you are selected, however, and have any special training, experience or qualifications, DNI should be told by letter or speedletter.

Those men who previously held the Naval Intelligence Clerk code of 2503 must submit new applications if they wish to be considered for NEC 2505.

Full information on the program may be found in OpNav Instructions 1221.4 and 1221.1A.



THE BIG BLOW

Philippine Sea, 1944

ALL HANDS BOOK SUPPLEMENT

In late 1944, the U. S. Navy was busy with its conquest of the Pacific. Luzon had been severely attacked. There appeared to be nothing to halt the successful drive against the Philippines, then Japan. Then, suddenly, the entire Seventh Fleet was swept by an unsuspected hurricane which very nearly changed the course of history.

The following account is based in part on various ship's histories, published by the Naval History Division, Navy Department. Two other important sources of the facts reported below are the History of United States Naval Operations in World War II, Vol. XIII, by Samuel Eliot Morison, published by Little, Brown & Co.; and Battle Report, Vol. V, by Walter Karig, published by Rinehart and Co., 1949.

IT WAS TIME TO GO. As green water smashed the glass windscreen of the destroyer, LCDR James A. Marks, USN, commanding officer of USS *Hull* (DD 350), stepped off the bridge into the sea. He was but one of a handful of *Hull* men who survived.

Hull was one of three destroyers which capsized and sank that day, 18 Dec 1944, as the Third Fleet encountered in the Philippine Sea one of the worst storms in the history of the Navy. More damage was inflicted than by any other storm since the famous hurricane at Apia, Samoa, in March 1889. In addition to the loss of three DDs, four light carriers, three escort carriers, five destroyers, two escort destroyers, one light cruiser and one Fleet oiler were among the ships damaged. A total of 146 airplanes were lost, including eight blown overboard from battleships. The lives of almost 800 personnel were lost.

STORMS HAVE PLAYED an important role in the history of sea warfare when, on the day of battle, the ships couldn't run away.

The Greeks (and a storm) won an important victory over the Persians when the storm broke up the Persian fleet off the promontory of Mount Athos in 492 B. C. Dirty weather, as well as Drake, helped defeat the Spanish Armada and then, after the battle, helped destroy what was left of the Spaniards off the coast of Ireland. The Japanese homeland was saved from invasion in 1281 by a "Divine Wind" which shattered a powerful Mongol fleet of Kublai Khan.

Another "divine wind" almost, but not quite, again saved Japan in the more recent past, when elements of the Third Fleet, preparing for attack on the Philippines, were struck by a typhoon.

Task Force 38 at this time was composed of seven *Essex*-class and six light carriers, eight battleships, four heavy and 11 light cruisers, and about 50 destroyers. The fuel supply of many of these ships, particularly the destroyers, was dangerously low following a three-day strike on Luzon.

THE SEA WAS MAKING up all day but the waves were from the same direction as the northerly wind (which was not above 30 to 40 knots). Wind and



FLEXING ITS MUSCLES—From early in the day it was obvious that it was going to be rough.

sea, however, had already made refueling difficult. *USS Maddox* (DD 731), a new 2200-ton destroyer, required three hours' work to obtain 7000 gallons from the oiler *Manatee*. The hose then parted and she had to cut the towline, narrowly avoiding a collision. Two hoses parted on *New Jersey* when she tried to fuel the destroyers *Hunt* and *Spence*.

The escort carrier *Kwajalein* (CVE 98) one of the replacement-plane CVEs that belonged to an oiler group, was unable to transfer pilots by breeches buoy, and canceled air operations at noon. Her deck crew then concentrated on respotting and relashing planes, which were secured three ways with steel cables. It was too rough for escort carriers to recover CAP (combat air patrol). Two planes still aloft at 1500 were flagged off from their respective carriers and their pilots were ordered to bail out. They were rescued by a destroyer.

At sunset, a sinister afterglow remained in the sky. The sea was deep black except where the wind whipped off wave crests into spindrift. On board *Kwajalein*, then heading almost dead into the wind, as each wave rolled under, the entire bow would come out of the water, hover for a few seconds, and then crash, taking the flight deck almost to sea level. Plates were clanging and snapping, and ripples ran up and down the steel hangar deck. The forward lookouts, normally stationed in the catwalks, were ordered to secure. Because of the mounting seas, zigzagging was canceled after sunset.

By 0800, *Kwajalein* had to heave to and, with both engines ahead full and with wind on the starboard bow, made a few knots leeway. Salt water was blowing horizontally at bridge level. There seemed to be no separation between sea and sky. The sound of the wind in the rigging, especially in the large radar bedspring, was frightening. The battle ensign was reduced to a small scrap showing two stars.

BY THE AFTERNOON of 18 December, Task Force 38 and its fueling groups were scattered over a space estimated at 50 by 60 miles. Except for the battleships, all semblance of formation had been lost. Every ship was laboring heavily; hardly any two were in visual contact; many lay dead, rolling in the

trough of the sea; planes were crashing and burning on the light carriers.

From the islands of the carriers and the pilothouses of destroyers, men looked out on a scene they had never seen before and which few of them would ever see again. The weather was so thick that sea and sky seemed to form one element. At times the rain was so heavy that visibility was limited to three feet, and the wind so strong that, to venture out on the flight deck, a man had to crawl on his belly.

Occasionally the storm-wrack would part for a moment, revealing escort carriers crazily rising up on their fantails or plunging bow under, destroyers rolling drunkenly in hundred-degree arcs or beaten down on one side.

The big carriers lost no planes, but the extent of their rolls may be gauged by the fact that *Hancock's* flight deck, 57 feet above the waterline, scooped up green water. The battleships took the seas without strain, but the cruiser *Miami* (CL 89) took a series of heavy seas that buckled her shell, main deck and longitudinals from the stem to about frame 22.

The light carriers had a bad time because the rolling and pitching caused plane lashings on hangar decks to part, and padeyes to pull out of flight decks. Planes went adrift, collided and burst into flames. *Monterey* caught fire at 0911 and lost steerageway a few minutes later. The fire was brought under control within half an hour and the commanding officer decided to let the ship lie dead in the water until temporary repairs could be made.

Monterey lost 18 aircraft burned in the hangar deck or blown overboard and 16 seriously damaged. *Cowpens* lost seven planes overboard and caught fire from one that broke loose. However, the fire was brought under control promptly. *Langley* rolled through 70 degrees; *San Jacinto* had a plane become adrift on the hangar deck which wrecked seven others. She also suffered damage from salt water that entered through punctures in the ventilating ducts.

SO MUCH FOR THE big picture. What about the destroyers *Hull*, *Spence* and *Monaghan*, that were lost? Here is the story of *Hull* as told by her commanding officer, LCDR Marks:

"I have served in destroyers in some of the worst storms in the North Atlantic and believe that no wind could be worse than that I have just witnessed.

"Shortly after twelve o'clock the ship withstood what I estimated to be the worst punishment any storm could offer. She had rolled about 70 degrees and righted herself just as soon as the wind gust reduced a bit. Just at this point the wind increased to an estimated 110 knots. The force of the wind laid the ship steadily over on her starboard side and held her down in the water until the seas came flowing into the pilothouse.

"The ship remained over on her starboard side at an angle of 80 degrees or more as the water flooded into her upper structures. I remained on the port wing of the bridge until the water flooded up to me, then I stepped off into the water as the ship rolled over on her way down. The suction effect of the hull was felt but it was not very strong. Shortly after, I felt the concussion of the boilers exploding under water. I concentrated on trying to keep alive.

A TOTAL OF SEVEN officers and 55 enlisted men survived. Most were rescued by *USS Tabberer* (DE 418) through a million-to-one fluke. The storm, which at this point reached a velocity of 122 knots, had ripped away her mast and radio antennas and a radioman had gone on deck during a lull in the storm to repair the antennas.

Looking out over the water he saw a dim light on the surface and at once yelled, "Man overboard!" A man from *Hull* was pulled aboard. Instead of rendezvousing with the fleet, as had been her plan, *Tabberer* continued hunting for survivors of *Hull*, which was now known to have foundered.

The captain of *Tabberer* ordered the ship's searchlights to be turned on, knowing that there was no danger of attack by Japanese submarines in a sea like this, and had cargo nets dropped over the side to make it easier to bring survivors aboard. During the night he picked up 12 more men from *Hull* and the next day, 19 December, *Tabberer* found *Hull's* commanding officer who was so weak he had to be dragged aboard.

During the afternoon another officer from *Hull* was sighted floating about 60 feet from *Tabberer*, but even nearer was a large shark, which was apparently waiting for an opportune moment to attack. Men on *Tabberer* called to the officer to swim to the ship, while they began firing tommy guns to scare the shark away, but the officer was too exhausted to swim and the shark did not frighten easily. Finally, the ship's executive officer, LT Robert M. Surdam, USNR, dived in and brought the officer to the ship.

Later the same day, *Tabberer* found a group of seven *Hull* men clinging together, although they had been in the water for over 26 hours. One of the men had been the entire time in the water without a lifejacket, but he climbed aboard without assistance.

YET HULL WAS RELATIVELY LUCKY. Only 24 men were saved from *Spence*.

On 17 December, *Spence* (DD 512) prepared to refuel and so pumped out all the salt-water ballast in preparation for the job, making the ship less stable than under normal circumstances. Rough seas, however, prevented the ship from taking on additional

fuel and the next morning, to conserve her dwindling 24-hour supply, she cruised to the east of Luzon with only one boiler in use. By ten that morning the ship was trapped in canyon-like troughs of sea water. The electrical board began to get wet from taking great quantities of water aboard in the continuous rolling of the ship.

After she went into a 72-degree roll to port, all the lights went out and the ship's pumps stopped. Her steering controls became damaged and she floundered helplessly on her port side. Mountainous waves swept the deck and tore lifeboats and rafts from their moorings.

Spence flopped completely over at about 1100 on 18 December. This is how *Spence's* supply officer LT A. S. Krauchunas, USNR, saw it:

"I sat on the edge of the bunk in the captain's cabin, discussing the seriousness of the storm with Doc, when a terrific roll threw me on my back against the bulkhead amid a shower of books and whatnots. On hands and knees I desperately made my way along the bulkhead until I dropped through a door leading into the narrow passageway which led to the main deck. From the light filtering through from above, I saw oily water rushing to engulf me. Turning, I saw a light shining down from the radio shack passageway. I scrambled up the width of the ladder and fled through this corridor. The water followed me, sealed off the radio shack passageway and trapped all below.

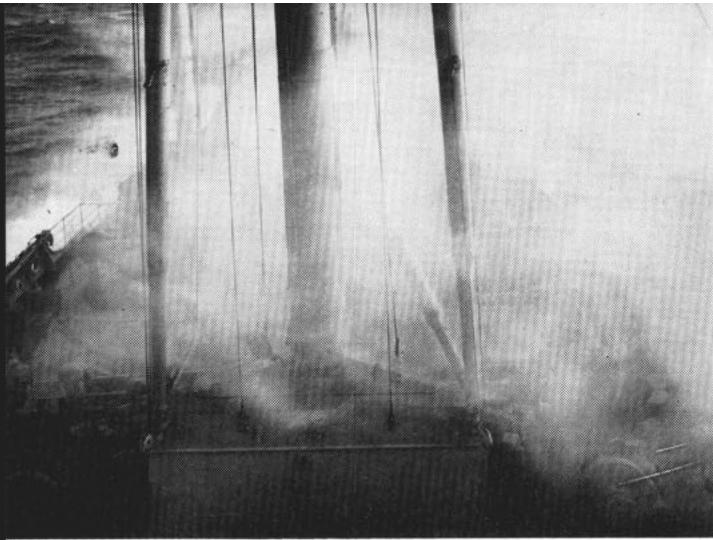
"There was no orderly jumping overboard, no systematic lowering of lifeboats or rafts — they had been torn from their moorings — but a matter of swimming desperately from the ship that was about to turn completely over.

"Approximately 70 men got off the ship, mainly from topside, the torpedo and radio shacks, bridge and passageways. Men began to collect from all directions until we finally had a group of 20 or so on our floater net. Time and again it was washed violently against the side of the ship by the action of the waves. We kept pushing ourselves off the port side of the ship until finally the net was freed."

Within five minutes their net was alone. Crowded with men, the net would ride three or four of the

MAKING READY — Every Navyman in Task Force 38 was well aware that the worst was yet to come.





STORM-TOSSED ship takes a pounding as ocean water engulfs it with salt-water mist and spray.

towering waves, only to have the next one break over them. Tons of water would drag them below the surface. One by one, as the men poked their heads through the waves, they would find their net 20 to 40 feet away and, in the fight to swim back, a few would fail to reach the net. Eventually, the group was whittled down to nine.

BY THE AFTERNOON of 18 December, the storm had moderated, and an inventory was taken of supplies aboard the net. Food and medical kits had been torn away, but a kit of flares, a hatchet and two water kegs were found. During the afternoon the two water kegs repeatedly broke away from the net and each time were recovered by LT Krauchunas and Water Tender C. F. Wohlleb.

On the morning of 19 December the men had their first drink. At 1000 a search plane was spotted about eight miles away. One of the dye markers was used but the plane did not see it. That afternoon they sighted an overturned table floating in the water. For nearly two hours they swam, pulling the net with them, during which time the distance between them and the table narrowed to 100 yards.

By nighttime, J. P. Heater, Seaman First Class, who had been injured when the ship was lost, became unconscious and Wohlleb devoted his energies to keeping him on the net. LTJG John Whelan had been drinking salt water and was somewhat dazed, while the steady drain on the vitality of ENS George W. Poer was beginning to show. He would float away from the net and the men would shout, causing him to turn and swim back, exclaiming "Where have I been?" Poer repeated this twice and then, about 2300, floated away for the last time.

LTJG Whelan had lost consciousness by now and LT Krauchunas and Quartermaster Edward F. Treceski took turns holding him. Heater died.

DURING THE EARLY MORNING hours of 20 December, one of the water kegs broke loose and during the effort to recover it, LTJG Whelan disappeared from the net, leaving only six of the original 20.

In the distance, flashes of light were again seen on the horizon. After a time they saw an escort carrier bearing down upon them. Its shape could be seen silhouetted against the sky along with shadowy forms

of men at work on the flight deck. They yelled, but she disappeared into the darkness. However, the sight was hopeful, for carriers did not travel without escort.

Half an hour later a destroyer appeared on the horizon. It stopped about 200 yards from them, its searchlights playing over the water. Their voices did not carry far enough and the searchlight beams did not happen to fall in their direction. The destroyer turned and faded into the darkness.

The men began to cry, curse and pray. However, Wohlleb spotted an escort destroyer from the opposite direction which came to within 100 yards. A voice came out of the darkness: "Survivors in the water, we hear you but cannot see you. Yell twice if we are to turn right and once if we should proceed straight ahead."

Two loud yells brought the long-awaited rescue with dry clothes, hot coffee and a warm bunk.

THE EXPERIENCE of USS *Monaghan* (DD 354) was similar to that of *Hull* and *Spence*. This is how it appeared to J. C. McCrane, Water Tender Second Class and Robert J. Darden, Machinist's Mate Second Class:

"Before the final roll there were 40 or 50 of us in the after gun shelter. We stopped work and hung on. We began to get scared. All of us were praying like we never prayed before, some of us out loud, too. When it came, someone threw open the hatch and we started to scramble out. Under the circumstances, most of us were pretty orderly. The fellows started helping each other, particularly the shorter men who couldn't reach the hatch.

"I climbed out of the hatch and stood on a bulkhead. The waves were knocking me about, but I didn't want to shake loose because I saw what happened to the men who had jumped as soon as we heeled. Finally a big wave shook me loose and I went scrambling along the ship until I was lucky enough to grab a depth charge rack. I walked along the torpedo tubes. Another wave hit me and I went into the air.

"The next thing I knew I was struggling in the water trying to keep from being pounded against the ship. Water and oil were blowing against my face. I was choking and beating the water with my arms and legs like a puppy. I saw I wasn't getting anywhere so I calmed down and got away gradually, but I was losing strength when suddenly someone yelled: "Hey Joe, grab that raft in back of you." Eventually 13 of us got to it and hung on the sides like they did in a movie I saw.

"About this time *Monaghan* filled with water and went down. It looked to us as though there was no other raft. We looked around for others to help and helped some of the badly injured to get on the raft.

"Before we got the bottom of the raft down, it turned over four or five times. This meant we had to fish around and help the wounded back, and we were getting pretty weak and tired. After we got the bottom down we all climbed aboard that first night.

"We broke out the emergency rations — canned meat, hard biscuits and stuff like that — and the water. We were limited to a biscuit and a cup of water two or three times a day. As soon as we opened the meat, the sharks started nosing around.

"The next day we were all confident we would be picked up. Planes passed over us but it was still pretty rough and our little raft must have been hard to see. A TBF went right over us. That night a fellow died after he went berserk and started drinking salt water. We tried to stop him, but couldn't. Another fellow started swimming around the raft, and we lost him. Holland and Guio died of injuries.

"The next day and night passed the same way. One man went over the side and was lost and two more swam to an unoccupied raft and were never seen again.

"By the morning of the third day, things were beginning to look pretty grim. Pretty soon we saw some fighter planes come over and knew we were either near land or one of our carriers. Those two planes banked over us and dropped some water markers. Twenty minutes later we saw the most wonderful sight in the world, a tincan steaming at full speed right at us."

For three days ships and aircraft combed the area for missing men. The final total of men rescued included seven officers and 55 enlisted men from Hull, one officer and 23 men from Spence, and the six men from Monaghan. Tabberer, herself dismasted by the storm, had rescued 55 of them. About 790 officers and men were lost or killed, and 80 were injured.

The losses incurred necessitated an inquiry, of course. Why should the three destroyers have been lost, if not the others?

As a result, a circular letter addressed by CINCPACFLT to the Pacific Fleet and naval shore activities concerning the responsibilities of a commanding officer in choosing between seeking safety in a storm and attempting to meet his commitments has become almost a classic. The letter is quoted in part below:

"The Commander in Chief, Pacific Fleet, wishes to emphasize that to insure safety at sea, the best that science can devise must be regarded only as an aid and never as a substitute for the good seamanship, self-reliance and sense of ultimate responsibility which are the first requisites in a seaman and naval officer.

"A hundred years ago, a ship's survival depended almost solely on the competence of her master and on his constant alertness to every hint of change in the weather. To be taken aback or caught with full sail on by even a passing squall might mean the loss of spars or canvas; and to come close to the center of a genuine hurricane or typhoon was synonymous with disaster.

"Seamen of the present day should be better at forecasting weather at sea than were their predecessors. The general laws of storms, and the weather expectancy for all months of the year in all parts of the world are now more thoroughly understood, more completely catalogued and more readily available in various publications. But just as a navigator is held culpable if he neglects "Log, Lead and Lookout," through blind faith in his radio fixes, so is the seaman culpable who regards personal weather estimates as obsolete and assumes that if no radio storm warning has been received, then all is well, and no local weather signs need cause him concern.

"The most difficult part of the whole heavy-weather problem is of course the conflict between the military necessity for carrying out an operation as

scheduled, and in the possibility of damage or loss to our ships in doing so. For this, no possible rule can be laid down. The decision must be a matter of calculated risk either way. It should be kept in mind, however, that a ship which founders or is badly damaged is a dead loss not only to the current operation but to future ones, that the weather which hinders us may be hindering the enemy equally, and that ships which, to prevent probable damage and possible loss, are allowed to drop behind, or to maneuver independently, may by that very measure be able to rejoin later and be of use in the operation.

"But the degree of a ship's danger is progressive and at the same time indefinite. It is one thing for a commanding officer, acting independently in time of peace, to pick a course and speed which may save him from a beating from the weather, and quite another for him, in time of war, to disregard his mission and his orders and leave his station and duty.

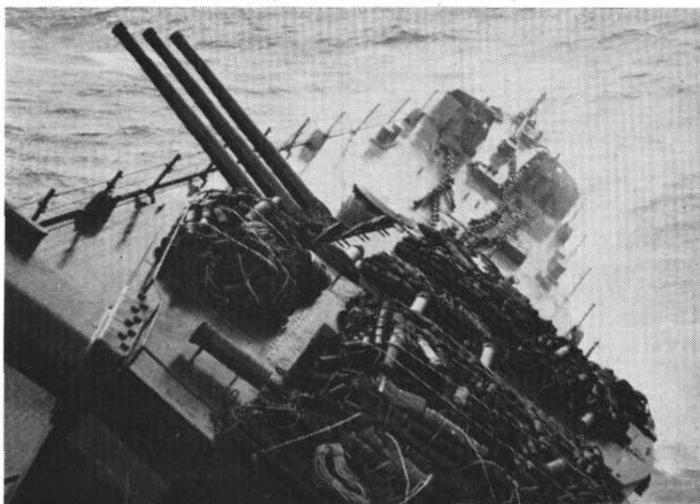
"It is here that the responsibility rests on unit, group, and force commanders, and that their judgment and authority must be exercised. They are of course the ones best qualified to weigh the situation and the relative urgency of safety measures versus carrying on with the job in hand.

"It is most definitely part of the senior officer's responsibility to think in terms of the smallest ships and most inexperienced commanding officers under him. He cannot take them for granted, give them tasks and stations and assume either that they will be able to keep up and come through any weather that his own big ship can; or that they will be wise enough to gauge the exact moment when their task must be abandoned. The very gallantry and determination of our young commanders need be taken into account here as a danger factor, since their urge to keep on, to keep up, to keep station, and to carry out their mission in the face of any difficulty, may deter them from doing what is actually wisest and most profitable in the long run.

"The time for taking all measures for a ship's safety is while still able to do so. Nothing is more dangerous than for a seaman to be grudging in taking precautions lest they turn out to have been unnecessary. Safety at sea for a thousand years has depended on exactly the opposite philosophy."

—(Signed) C. W. Nimitz.

UNABLE to strike back, this cruiser can only roll with the tremendous punch of the mighty storm.



TAFFRAIL TALK

MOST OF US, we're sure, in our travels through this man's Navy, have at one time or another come to the conclusion that we were being overworked. When a division gets short-handed, as it often does, there's usually no other solution than for those remaining on the job to shoulder some additional burdens.

We doubt, however, that very many of us have spent a busier stretch than the 24-on, none-off tour of duty RADM Clifford H. Duerfeldt pulled recently. For some two weeks early last January, the admiral wore *seven* hats.

Not that the veteran naval aviator has a soft touch any-time, mind you. Four of those hats — as Commander Barrier Force Pacific; Commander Fleet Air Hawaii; Commander Naval Air Bases, 14ND; and Commander Fleet Air Detachment, Barber's Point — are his for the wearing the year around. Under those circumstances, it probably wasn't too much of a shock when he was asked to take over RADM Robert L. Campbell's multi-billet job as Commandant 14th Naval District, Commander Hawaiian Sea Frontier, and Commander Naval Base Pearl Harbor until RADM Campbell's relief could arrive from the mainland.

Incidentally, in connection with the above, senior chief photographer's mate Bob Carlisle of the NAS Barber's Point-based Utility Squadron One wasted no time in seizing a once-in-a-lifetime opportunity. He snapped RADM Duerfeldt in seven different poses, and combined nameplates with some trick photo-blending to create a montage of the admiral in a seven-man staff conference with himself.

The photo graced the front page of the Barber's Point *Pointer*, and represented, we think, one of the more clever and imaginative bits of photo-journalism published in a ship or station newspaper in many a tour.

★ ★ ★

The past two months have witnessed the departure from the active Navy scene, through retirement, of two of the Navy's most distinguished senior citizens.

At Naples, Italy, ADM Charles R. "Cat" Brown, the pioneer flier whose 45-year career spans the entire history of U. S. carrier aviation, relinquished his Allied Forces Southern Europe command to ADM James S. Russell, former Vice Chief of Naval Operations. And in Washington, D. C., CDR Charles Brendler, Director of the U.S. Navy Band since 1942, wound up 48 years of naval service when he passed the baton to Assistant Director LT Anthony Mitchell. (see the "Letters to the Editor" section, page 25).

This space is far too small to even attempt to chronicle the tremendous achievements of these two long-time, dedicated Navymen. We will merely note that in an outfit where professional excellence is an accepted way of life, they have been two of the top "old pros."

The Navy these days, we reflect (with no more than a passing twinge), is becoming increasingly a young man's game. It will be fortunate indeed, however, if among the ranks of today's young aviators and musicians are a potential Cat Brown and Maestro Brendler.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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● AT RIGHT: HIGH THERE — A supersonic F8U-1P Crusader of Photographic Squadron (VFP) 63 makes a pretty picture as it flies high in the sky over Pearl Harbor, Hawaii. ➤



THE SAYING STILL GOES



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and see the WORLD**