

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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DECEMBER 1962



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1962 Nav-Pers-O NUMBER 551

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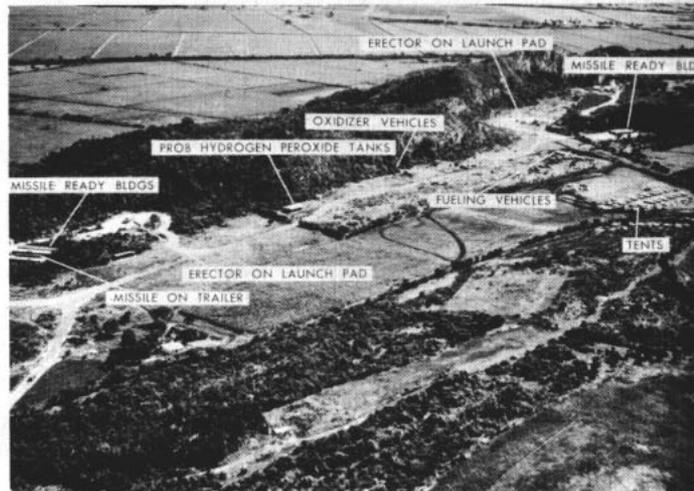
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• **FRONT COVER: SUN DOWNERS**—Navy jets are 'shot' towards the setting sun from forward cats on board guided missile aircraft carrier *USS Kitty Hawk* (CVA 63) during evening flight operations. Photo by Richard Smith, PHC, USN.

• **AT LEFT: BAY VIEW**—A photographer in a plane approaching from the south captured this view of the U. S. Naval Base at Guantanamo Bay, Cuba. This photograph was released for publication a few years ago.

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



USS JOSEPH P. KENNEDY (DD 850) helped intercept *Marucla*. Rt: Defense Department photo of missiles in Cuba.

# Incident in History—

39  
**T**HE SEARCH AND VISIT of the Lebanese freighter *Marucla* during the quarantine of arms shipments to Cuba, carried out by the U. S. Navy, was a quiet, almost routine-sounding affair. The mere fact that it was conducted, however, may well be rated by future historians as one of the more decisive military/diplomatic maneuvers ever staged by the United States.

The boarding of *Marucla* in the open sea, some 180 miles northeast of Nassau in the Bahamas, served eloquent notice to Cuba and the Soviet Union, as well as the rest of the world, that the quarantine was not just a proclamation, but an irrefutable fact—backed up by the necessary seapower to make it stick.

It was, indeed, one for the book,

and that's just how the Navy played it—according to the book. Although detailed instructions were issued to Task Force 136 ship commanders, in this case, as with practically any situation which might confront him, a ship commander has only to turn to one of the many "bibles" always at his disposal to check up on the proper procedures to be followed.

Visit and search regulations are contained in the Department of the Navy publication *Shipboard Procedures*, NWP 50(A). Section e—"Visit and Search, Boarding and Prize Crew Bill"—of Art. 712 states:

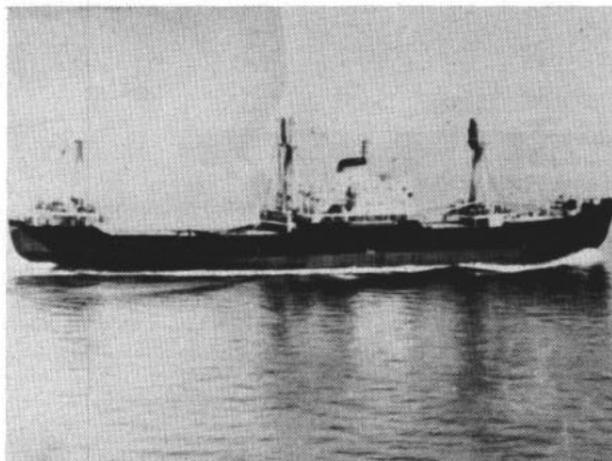
"The visit and search, boarding and prize crew bill, as prepared by the type commander, provides an organization for the logical progression of events from the dispatch of a

visit and search party to final seizure of a vessel. One or all of the three phases of the bill may be placed in effect, depending upon the circumstances at hand."

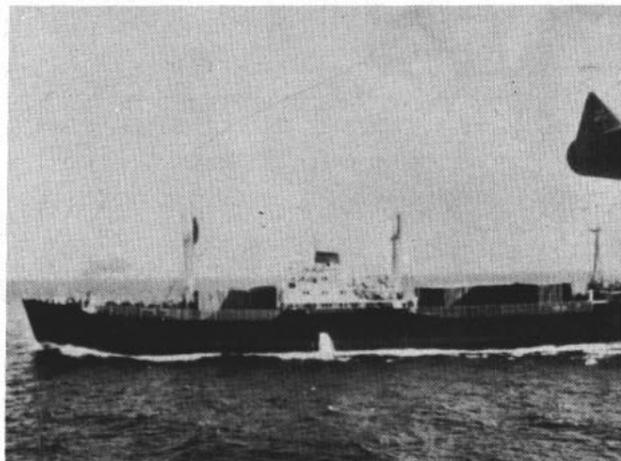
When Phase I (Visit and Search) of the bill is put into effect, general quarters is sounded, and the entire ship's company goes to battle stations. The visit and search crew falls in at its boat, where the gunner's mate provides guns and ammunition, if these items are to be carried. The quartermaster furnishes visual signaling equipment. Then the word "Away the visit and search crew boat No. —."

The boat which is sent by the ship of war may carry arms. The boarding officer must examine the boarded ship's papers to ascertain nationality,

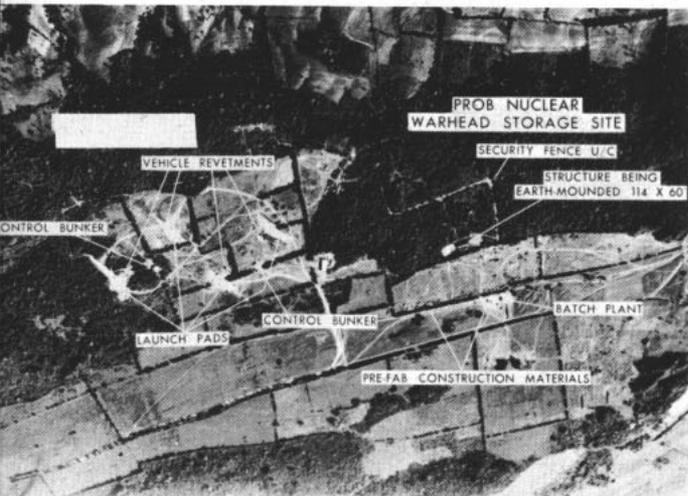
Outbound from Cuba



Inbound to Cuba



PHOTOS released by Department of Defense show Soviet ships inbound and outbound to and from Cuba.



CUBAN MISSILE base is shown in DOD photograph. Rt: USS John R. Pierce (DD 753) teamed up to intercept *Marucla*.

# Intercept of *Marucla*

character of cargo, ports of departure and destination, and other pertinent data.

He then recommends to his commanding officer either that the vessel be released (when papers or detailed search and inspection prove the innocent character of vessel, cargo and voyage) or that the vessel be captured and sent in for adjudication (if papers, questioning of personnel and searches do not result in satisfactory proof of the vessel's innocence).

Papers of merchant or private vessels are generally: A certificate of registry of nationality, or certificate of bill of sale in the event the vessel has recently been transferred; crew list; passenger list; bill of health; clearance; charter party, if

chartered; invoices or manifests of cargo; bills of lading; a consular declaration certifying the innocence of the cargo (which may be included, but shall not be considered any more conclusive than any of the other items listed); and the ship's log (to be examined to determine whether the vessel has deviated from her direct course).

After results of the examination are conveyed to the commanding officer of the visiting ship by visual signals, the boarding officer makes an entry in the visited ship's log showing either that the vessel was visited, her cargo and papers found to be in order and her voyage lawful; or that the vessel is being detained on orders of the visiting ship's commanding officer.

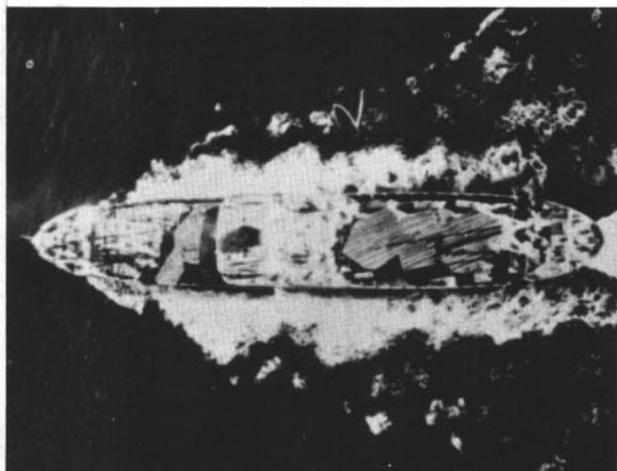
*Marucla*, a U. S.-built former World War II Liberty ship, now Panamanian-owned and of Lebanese registry and sailing under Russian charter from the Baltic port of Riga, Latvia, was first contacted about 2230 by the destroyer *John R. Pierce* (DD 753). Soon after midnight *Pierce* was joined by *Joseph P. Kennedy, Jr.* (DD 850). The ships then trailed *Marucla* at a distance of about two miles throughout the rest of the night, with instructions to stop her, and board her, at the first clear light.

Both ships held radio conversations during the night with *Marucla's* skipper, who indicated he was more than willing to cooperate. At about 0700 the next morning, *Kennedy* hailed *Marucla* with flashing light

Inbound to Cuba



Inbound to Cuba



INBOUND SOVIET ship (left above) was carrying crated Russian jet light bombers lashed to its deck.

## Blockade and Quarantine

Forming a barrier of ships to stop all sea traffic from entering or leaving a designated port is old strategy in the history of nations. Naval blockades have been applied successfully at various times in the past.

For example, during the Civil War, Union privateers and picket ships were used to form barriers around Confederate seaports. As a result, shipments of food and munitions to the South were held to a minimum.

During the Spanish-American War of 1898, Spanish forces in power in Cuba and Puerto Rico were blockaded by the U. S. Navy.

Germany was hurt by Allied blockades during World Wars I and II. Another effective war blockade was used by the U. S. against Japan.

The most recent naval blockade was set up during the Korean conflict.

Use of a blockade is based on international law which requires that

it must be formally declared and must not extend beyond specified enemy coastal areas. The blockade must be based upon some specific military objective, and must be continuously and impartially enforced.

And, it must be effective. Proclaiming a blockade without sufficient power to enforce it has no validity.

As distinguished from the true "blockade," which is a belligerent act, the recent action against the shipment of offensive weapons to Cuba is a "quarantine" intended to preserve the peace. Moreover, a vessel captured attempting to run a "blockade" must be brought before a Prize Court and vessel and cargo are liable to confiscation. Under the "quarantine," vessels carrying offensive weapons to Cuba are to be diverted or these offensive weapons offloaded and kept in protective custody in a U. S. port, ultimately to be returned to their true owner.

and simultaneously ran up the international flaghoist "Oscar November," which means: "You should heave to. Stop at once."

Aboard *Kennedy*, the visit and search party stood by its boat. It consisted of the Boarding Officer, LCDR K. C. Reynolds, Executive Officer of *Kennedy*; LCDR D. G. Osborne, Exec of *Pierce*; and ENS E. A. Mass, ENS P. W. Sanger and Signalman Second Class J. P. Ruppenthal, all of *Kennedy*.

The boarding party was not armed. This was not considered necessary, particularly since they were in view of both *Kennedy* and *Pierce*. The uniform for all members was service dress white.

At 0729 the boat was lowered over *Kennedy's* side to the water, and at 0736 was underway for *Marucla*. *Marucla* lowered a Jacob's ladder over her side. A few minutes later, the boarding party messaged: "Party aboard *Marucla* at 0750. Cooperation good. No difficulties expected."

Aboard *Marucla*, LCDR Reynolds introduced himself, announced the purpose of his visit, and asked to examine the ship's records. The master's cabin was utilized for this

purpose. *Marucla's* master, chief mate and radio operator all spoke fluent English. The master was familiar with the President's quarantine order. A copy of Navoceano Washington Official Warning Number 30, advising of the quarantine and the advisability of using Mona Passage rather than the Windward Passage, was aboard.

Upon completion of the records examination, the boarding officer



VADM A. G. Ward, USN

proceeded with an appropriate search, accompanied by the master, chief mate and radio officer. During the search, the conversation was formal, and was concerned primarily with the examination of deck-loaded trucks and the inspection of one hold, which was opened at the request of the boarding officer. The master reported that this was the first voyage of his vessel to Cuba. He had departed Riga on 3 October, transited the Kiel Canal, then proceeded towards Cuba.

The visit and search party's investigations revealed that *Marucla's* cargo consisted of sulphur, paper rolls, trucks and truck parts. At 1020, the party returned to *Kennedy* and *Marucla* was allowed to continue on her way.

*Pierce* is named in honor of LCDR John Reeves Pierce, USN (Annapolis '28), skipper of the minelayer-submarine *Argonaut* (SM 1), who was lost along with his entire crew when *Argonaut* was sunk by a combined depth charge and shelling barrage during an attack on a Rabaul-bound convoy of Japanese transports off the coast of New Britain in January 1943. LCDR Pierce was posthumously awarded the Navy Cross.

*Kennedy* is named for President Kennedy's older brother, Joseph P. Kennedy, Jr., a Navy flier who was killed when his B-24 *Liberator* bomber exploded during a volunteer bombing mission over Germany in 1944.

★ ★ ★

Enforcing the quarantine on arms shipments to Cuba has been the responsibility of Navy commands under Admiral Robert L. Dennison, USN, Commander in Chief, U. S. Atlantic Fleet. Ships forming the quarantine barrier are units of the U. S. Second Fleet, commanded by Vice Admiral Alfred G. Ward. Here are brief sketches of these two Navymen.

Admiral Dennison, 61, has had many important assignments during 39 years as a naval officer. In World War II he helped plan the Attu and Kiska Island campaigns in the Aleutians. He served as naval aide to President Truman from 1949 to 1953. And, since 1960, ADM Dennison has been Supreme Allied Commander of the North Atlantic Treaty Organization's Allied Forces, Atlantic.

As both SACLANT and CINCLANTFLT, ADM Dennison has two staffs

in two buildings in Norfolk, Va., where he also makes his home.

Admiral Dennison was born in Warren, Pa., in 1901. He was graduated from the Naval Academy in 1923.

His first duty as a junior officer was on board the battleship *uss Arkansas* (BB 33). He later qualified as a submariner.

Between 1930 and 1941 ADM Dennison commanded the submarine rescue ship *uss Ortolan* (ASR 5), the submarine *uss Cuttlefish* (SS 171), and the destroyer *uss John D. Ford* (DD 228).

During World War II his units took part in the defense of the Philippines and East Indies. He also commanded the battleship *uss Missouri* (BB 63).

After serving as naval aide to President Truman, ADM Dennison returned to sea as Commander of Cruiser Division Four in the Atlantic. In 1956 he took command of the First Fleet. In 1958 he was made Deputy Chief of Naval Operations, and the following year became Commander in Chief of the Eastern Atlantic and Mediterranean area. Admiral Dennison assumed his present command in 1960.

As commander of the Atlantic's Second Fleet, VADM Alfred G. Ward, 53, is in charge of Task Force



ADM R. L. Dennison, USN

136, the enforcement arm of the quarantine of Cuba.

The Second Fleet is based in Norfolk, Va.

Vice Admiral Ward was born in Mobile, Ala., in 1908. He attended Barton Academy in Mobile and served one year as a Navy enlisted man before entering the Naval Academy in June 1928. He was graduated in June 1932.

Before World War II, VADM Ward served on board the cruiser *uss Northampton* (CL 26) and the destroyer *uss Perry* (DD 340). He also studied fire control at Annapolis,

and earned a master of science degree in electrical engineering at the Massachusetts Institute of Technology.

Vice Admiral Ward was gunnery officer of the battleship *uss North Carolina* (BB 55) through much of World War II. He was awarded two Bronze Star Medals for achievements during this assignment. He later served at the Naval Gun Factory in Washington, D. C., then assumed command of the destroyer *uss Hollister* (DD 788) in 1946. Subsequent assignments were with the Pacific Fleet Destroyer Force, again at the Naval Gun Factory, and, in 1950, command of a destroyer division in the Mediterranean.

During the next 10 years VADM Ward served with the Strategic Plans Division of the Navy Department in Washington, commanded a transport squadron supplying Arctic DEW Line bases, and then became the Atlantic Fleet's Deputy Chief of Staff for Operations and Plans.

In 1959 VADM Ward took command of Cruiser Division One in the Pacific. The following year he returned to Washington as Assistant to the Chief of Naval Operations.

After a year as an Atlantic amphibious commander, VADM Ward took command of Second Fleet in October. —Jerry McConnell, JO1, USN.

## U. S. Naval Base, Guantanamo Bay

Almost every East Coast Navyman who has spent any time at sea is personally familiar with Gitmo, the informal term for the United States Naval Base at Guantanamo Bay, Cuba.

The base, which occupies some 45 square miles on the southeastern tip of Cuba, about 500 miles from Miami, is of importance as a year-round training area for Atlantic Fleet ships and aircraft. In addition, it is a part of the Panama Canal defenses and also an antisubmarine base.

Though primarily a training base, Guantanamo is strategically located and dominates the Windward Passage, a shipping route between the island of Cuba and Haiti. During World War II, control of this area was essential to the flow of fuel oil, supplies and troops.

Supporting the training activities are nine commands: Naval Station;

Naval Air Station; Marine Barracks; Naval Hospital; Naval Dental Clinic; Public Works Center; Naval Supply Depot; VU-10; and a Mobile Construction Battalion.

Commander U. S. Naval Base, Guantanamo Bay, Cuba, oversees and coordinates all the above activities and is charged with the overall security of the base. As a part of this defense, all hands take part in a training program which reaches its climax each month in a ground defense exercise. Sailors, as well as Marines, fire rifles, machineguns and pistols; drill, and are trained in tactics. By the time a sailor has completed his 18 to 24 months' tour of duty at Gitmo, he is as well trained to fight ashore as the sailors of the Fleet are to fight at sea.

United States forces occupied the area in 1898, in the Spanish-American War, in which Cuba was liberated from Spanish rule. In 1903,

the new Republic of Cuba leased the site, with an excellent harbor that can hold up to 50 large naval ships, to the United States.

The treaty was renewed in 1934, giving the United States a perpetual lease that can be nullified only by consent of both governments or if the United States chooses to abandon the site. The United States has taken the position that it would not waive its rights and would defend the base if it were to be attacked.

The original treaty set an annual rental of \$2000 in gold coin, an indication of Cuban gratitude to the United States for having helped Cuba to win independence from Spain. It has been estimated that the value of the base is now more than \$70,000,000. In January 1961, when the United States broke diplomatic relations with Cuba, the U. S. made it clear that it would continue to operate the base at Guantanamo.



OFF WE GO — Navy dependents board USNS *Upshur* at Guantanamo Bay. Rt: Tugs move *Upshur* from piers.

# 'You Have 15 Minutes

**T**HE U. S. NAVY has long been a versatile outfit, and when all civilians were ordered evacuated from the Naval Base, Guantanamo Bay, Cuba, the sea service proved it again.

Between the Monday of the evacuation and the following Saturday, Navymen performed duties not normally required of men of the sea.

The evacuation involved more than 2800 Navy dependents and covered more than 1100 nautical miles. These people left their homes with from 15 minutes' to two hours' warning.

At Guantanamo on the Monday morning of the evacuation, mothers were cleaning house, washing dishes and clothes, shopping, or doing other routine chores. Most children were in school or playing at home. Navy husbands were on duty and Civil Service workers were at their offices.

About 1100, the morning routine was interrupted by phone calls or Navy messengers who told each family to pack one bag per person and be prepared to evacuate the base within 15 minutes. Some were given as long as two hours.

Mothers hastily threw clothing into suitcases, rounded up children and, if there was time, prepared the house for a long absence. Some, however, thought it was only another drill like those held from time to time in case it should become necessary to

evacuate the base on short notice. This time, however, it was no drill.

**A**BOUT NOON, trucks picked up more than 300 civilians, mostly dependents of Navymen, and took them to the base airfield where they were checked aboard five C-130 transport planes and given an hour and a half to say goodbye to their husbands and fathers. Some dependents, whose husbands and fathers were on duty, did not get a chance to do even this. Then the planes took off for Norfolk.

At the same time nearly 2500 people were being checked aboard four ships—USNS *Upshur* (T-AP 198), USS *Duxbury Bay* (AVP 38), USS *Hyades* (AF 28) and USS *DeSoto County* (LST 1171).

*Upshur* was host to 1703 people, *Duxbury Bay* took 351, *Hyades* carried 286, and *DeSoto County* took 92 aboard.

Meanwhile, in Norfolk, Va., RADM James C. Dempsey, Commander Amphibious Training Command, U.S. Atlantic Fleet, and RADM Wallis F. Petersen, Commandant Fifth Naval District, were forewarned that evacuees were on the way and were to be cared for at the Little Creek Amphibious Base on the outskirts of Norfolk.

CAPT Nelson P. Watkins, commanding officer of the Little Creek

base, began marshalling forces immediately, beginning with his wife.

"I called two women to lend a hand and before I knew it there were 30 volunteers," Mrs. Watkins said.

Barracks 3602, a modern steel and concrete structure at Little Creek, was readied to receive the first evacuees.

**M**ONDAY NIGHT at 1805 the first of the five transports landed at the MATS terminal at the Norfolk Naval Air Station. By 2300 all the evacuee planes had arrived.

The lightly-clad and somewhat bewildered women and children who left the aircraft and stepped into the chill 51-degree air in Norfolk were met by Navymen and Navy wives who furnished warm clothing and blankets. Then the evacuees boarded buses which took them to the registration center and barracks at Little Creek.

After being assigned bunks and receiving bedding, wives and mothers began to make air, rail and bus reservations, using facilities set up in the barracks lobby by transportation companies with the permission of the Navy. Extra telephones in the barracks and a telegram desk helped evacuees to notify friends and relatives of whereabouts and plans. The base Navy Exchange set up a check cashing booth at the barracks, be-



SMALL FRY are tended to at Norfolk.



HERE WE ARE — Evacuees from Guantanamo Bay Naval Base leave ship at Norfolk and (below) are assisted in arranging further transportation.



## To Pack'

cause during the hasty departure many had no chance to obtain extra cash.

That night, sailors and Navy wives rocked babies to sleep, helped with diaper changes, feeding, and other baby-sitting chores while weary mothers got a few hours' rest. Navy stewards mixed formulas for more than 30 babies throughout the night and the following day.

By Wednesday morning all but a handful of the airlifted evacuees had left Little Creek and Norfolk for home towns and friends in the U.S. All transportation, phone calls and telegrams were paid for by the Navy.

Wave LT Phyllis Schultz, who was the officer in charge of caring for the airlifted evacuees, commented the morning after they arrived, "Believe me, everybody and his brother was working last night."

**B**UT THE BIGGEST JOB still lay ahead. Nearly 2500 evacuees aboard the four ships were berthed in every available space and making the 1100-mile voyage from Guantanamo to Norfolk,

Before the ships left Guantanamo, the people aboard received these messages:

"To you who have had to leave your homes at Guantanamo I send my deep regrets. I know you do so with sadness, for some of you also



**SIGNS OF THE TIMES** — Personnel of Norfolk Naval Supply Center stand by at pier side to welcome Navy dependents evacuated from Cuban base.

leave behind your husband, others your father—and you who have been civilian employees are uprooted from your jobs as well as your homes. It is my most earnest hope that circumstances will permit your return. I send my warmest greetings and best wishes to you and those you leave behind. (Signed) *John F. Kennedy.*”

And ADM George W. Anderson, Chief of Naval Operations, sent this message:

“The calm and serene manner in which you have accepted the threat of possible personal danger while living at Guantanamo has been viewed with admiration and respect. Now our judgment dictates that you should leave the scene of an increasing danger to your own safety. I am sure you will accept this action with the same fine spirit that has been so obvious throughout your stay at

Guantanamo. Rest assured that we will do all possible to provide for your welfare in the days ahead. *George Anderson.*”

In replying for the Navy families, RADM Edward J. O'Donnell, Commander of the Guantanamo Bay Naval Base, sent the following message to ADM Anderson:

“I was able to read your kind and warm message over ships' loudspeakers to our people embarked in *Duxbury Bay* and *Hyades*. Was not quite agile enough to make *DeSoto County*. The whole evacuation went very well and amply bore out the kind things you said in your message.”

**I**T WAS ONLY AFTER the evacuees had been settled aboard ship that they realized their situation and tears came to the eyes of the women. But

### **Navy Wives Praised for Their Courage and Spirit**

“I think that the great theme in any story about the evacuation should be the enormous steadiness and self-reliance of our Navy wives.

“I had never thought very much about it in the past, but close association here has made it clear to me that the wives of our Navymen absorb the quality of self-discipline and are strengthened by the same processes that go into the formation of a first-class sailor. The wives showed a toughness of spirit and a no-panic attitude which must be a source of pride to the service and

to the country.”

Such were the sentiments expressed by RADM E. J. O'Donnell, USN, Naval Base Commander at Guantanamo, in an exchange of letters with VADM W. R. Smedberg, III, USN, Chief of Naval Personnel.

VADM Smedberg concurred most heartily, and added: “One of the great strengths of all the services is the wife who accepts the many sacrifices she is called upon to make because of her understanding of her husband's part in insuring the security of our nation.”

the wives and mothers worked out a shipboard organization.

Aboard *Upshur*, with the help of the crew and Army troops who had been aboard at the time the ship was diverted to pick up evacuees, the mothers organized into watch sections. While on duty they wore Corporal of the Guard and Sergeant of the Guard armbands.

The Corporals and Sergeants of the Guard were charged with mixing baby formulas, watching over children while mothers slept, and assisting in making all as comfortable as possible.

Two formulas were used for all 200 babies aboard *Upshur* and all did quite well, according to one of the ladies in charge.

Teen-aged boys were drafted for mess cooking duty and alternated between galley details and work in their compartment near the stern of the ship.

In Norfolk, arrangements for the care of the evacuees arriving aboard ship were placed under the joint control of RADM Petersen and RADM Dempsey, with assistance from Navy-men attached to the Norfolk Naval Base, the Little Creek Amphibious Base, and other area commands.

**O**N WEDNESDAY MORNING following the arrival of the first evacuees by plane Monday night, Norfolk area commanders met to coordinate plans for care of the people due to arrive by ship on Thursday.

Transportation officers were to see that Navy buses were on hand in force so that evacuees would have a ride from pier 12 on the Norfolk Naval Base to the barracks at Little Creek. Other buses were to meet ships coming into the quay wall piers at Little Creek.

It was decided to send customs, agriculture and immigration officials aboard the evacuee ships by tug at Cape Henry so that there would be no delay in discharging the passengers when the ships moored.

Other plans for the care of the evacuees were completed and immediately after the conference adjourned, the preparations swung into high gear.

CAPT Frederick Wahlig, commanding officer of the Norfolk Naval Base, spoke to local merchants and clothiers, informing them of the need for warm clothing for the evacuees, and how it would be distributed.

*Upshur* had forwarded information

on the number of men and women, the number of teen-aged boys and girls, and the number of small children and babies among the passengers in a message to naval commands at Norfolk. From this information it was possible to determine the approximate quantity and sizes of the clothing that would be needed.

**N**ORFOLK AREA MERCHANTS and clothiers, civic clubs, and citizenry responded to the appeal for clothing, donating in such quantity that the distribution center in the Rockwell Hall gymnasium at Little Creek was soon overflowing.

Teams of women volunteers and Navymen sorted coats, sweaters, slacks, shoes and other garments, arranging them by size on tables and racks in the gymnasium.

Navymen also set up registration desks in Rockwell Hall. Desks for each letter of the alphabet were arranged in rows. Letter signs were made so that evacuees could go to the desks that corresponded with the first letter of their last name. After registering, each family was to be assigned bunks in either barracks 3601 or 3602. Before leaving Rockwell Hall, the people still needing clothing could select it from tables and racks.

In the lobbies of the barracks, as in the case of the airlifted evacuees, check cashing services; air, rail and bus reservation desks; telephone booths; wire services; a nursery; a diet kitchen for mixing babies' formulas; a Navy Relief officer; chaplains' assistance; and other aids to tired travelers were set up.

Nearly 40 extra telephone lines into Little Creek were set up to handle the anticipated barrage of calls when the evacuees arrived.

**T**HURSDAY MORNING Little Creek Naval Base's skipper, CAPT Watkins, called a meeting of Navymen and Navy wives to go over last minute details for the handling of evacuees.

At 0945 Thursday morning, customs, immigration and agriculture officials left for Cape Henry and *Upshur*.

Earlier, about 0800, *uss Opportune* (ARS 41) and *uss Shakori* (ATF 162), had rendezvoused with the arriving ships and highlined winter clothing so that evacuees would be ready for the chilly weather at Norfolk this time of the year.



CHIEF of Naval Personnel, VADM W. R. Smedberg III, USN, is interviewed at Pier 12, Norfolk Naval Station, while waiting to greet Navy dependents.

By 1400 Thursday, about 500 Navymen, Marines and civilian volunteers were gathered at pier 12, Norfolk Naval Base, to greet *Upshur* and assist the evacuees.

VADM William R. Smedberg, III, Chief of Naval Personnel, was on hand to welcome *Upshur*, along with RADMs Petersen and Dempsey.

*Upshur* arrived at 1445 while the CINCLANTFLT band played and women and children waved flags. Apples, bananas and comic books were distributed to children as they boarded buses for Little Creek. Sail-

ors and Marines carried babies and baggage to buses and answered questions asked by anxious evacuees. As each bus was loaded, it left immediately for the reception center.

All Navy League auxiliaries in the Norfolk area had volunteer workers at the reception center and barracks. Red Cross Gray Ladies worked in shifts Thursday night and Friday and it was not uncommon to see a Navy Wives Club volunteer, a Red Cross Gray Lady and a sailor sitting or standing side by side in the nursery rocking babies to sleep while a weary

**MOVING DAY** — Three young ladies catch up on their reading on pier at Gitmo while waiting to board ship that will take them to the U.S.A.

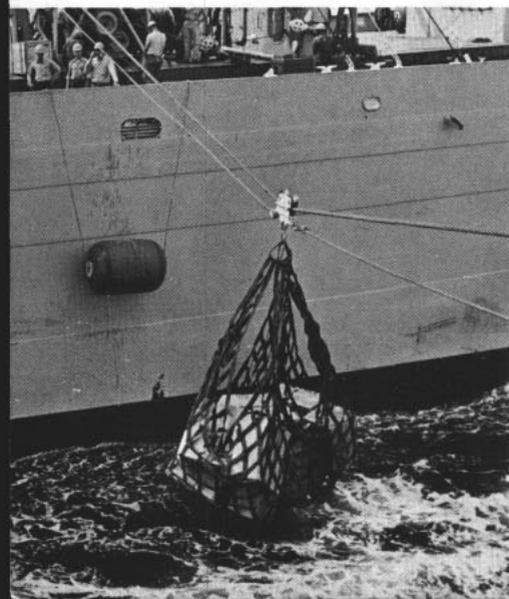




LET'S EAT — A Navy wife feeds her baby, evacuees eat Navy chow and lad enjoys candy bar at Little Creek.



AT SEA — A box of clothing is highlined to LST *DeSoto County* a few hours before she made port.



mother made phone calls, took a nap or made transportation reservations.

Local hospitals donated more than 300 cribs to be used in the barracks nurseries.

**S**HORTLY AFTER 2100 Thursday night, *Duxbury Bay* moored at the quay wall at Little Creek, followed by *DeSoto County* a few minutes later. Before the hour had passed, *Hyades* discharged her passengers at pier 12 in Norfolk and 729 more people from the three ships were flowing into Little Creek.

At one time Thursday night, there were 240 babies in cribs in the nursery on the second floor of barracks 3602.

A temporary public information office was set up in Barracks 3602 to answer questions about friends and relatives phoned in from all over the country, and to assist media representatives in their coverage of the operation.

By midnight Thursday night, the majority of evacuees had received their bunk assignments and were settling down for the night.

Friday morning saw many of the evacuees leave Norfolk by air, rail and bus paid for by the Navy.

By noon Friday, it was determined that 2387 people had registered at Rockwell Hall. Two hundred seventy adults and 533 children had been given beds. Others had been met at the pier by friends and relatives and had not registered at Rockwell Hall, but altogether more than 2800 people had been evacuated from the

Naval Base, Guantanamo Bay, Cuba.

The Little Creek mess hall stayed open around the clock Thursday and Friday to feed both evacuees and volunteer workers.

Those people who did not have places to go in the U.S. were given Navy housing in the Norfolk area. But these were few indeed.

To indicate their appreciation, one organization of enlisted wives stationed at Guantanamo Bay, Cuba, presented the following letter to Navy Relief and Red Cross officials at Little Creek. It represented the sentiments of all:

"To: The Navy Relief Society and the American Red Cross

It is requested that the money in the treasury of the Enlisted Wives' Winter Bowling League of Guantanamo Bay, Cuba, at the time of our evacuation (\$269.80) be donated to the Navy Relief Society and the American Red Cross and be divided equally between them in appreciation of the wonderful treatment that we received from them on arrival in Norfolk, Va.

May it be used to further the mission that is theirs and to help others in need.

Thank you for the many thoughtful and kind deeds extended to each of us. May God bless you."

By noon Saturday, most of the evacuees had left Norfolk. Sailors ended their collateral duty babysitting chores and the Norfolk naval activities resumed their regular duties in support of the Fleet.

— Jim Lewis, JO2, USN.



## Fire-Fighting School

**Y**OU'RE ON BOARD a Navy ship steaming hundreds of miles at sea when the general alarm is sounded. It could be the beginning of another routine drill. But, on the other hand, a disastrous fire could be raging deep inside the ship. If you and your shipmates haven't learned the technique of fire-fighting by this time—it could be too late.

The best method for teaching the art of fire-fighting is, of course, to create a fire for trainees to fight. This could be a bit messy aboard ship—and besides, the Navy doesn't like to put its ships and crews in danger just for drill. However, at the Fire-Fighting School, Fleet Training Center, Norfolk, Va., facilities are available for duplicating shipboard fires, and actual fires can be combated.

Courses taught at the school range in length from two to five days.

The fire prevention course, which takes five days, is designed to qualify officers and senior petty officers to inspect ships for the elimination of common and unnecessary fire hazards.

The five-day course in fire-fighting

shows students the proper methods of combating various types of fires they may encounter, and teaches them to work as a team. Instruction includes the use of high and low velocity fog, mechanical foam, oxygen breathing equipment, and procedures to be followed when nuclear and high-explosive weapons are involved in fires. A similar course is designed for fighting aircraft fires and for pilot rescue.

In addition to training U. S. Navymen, the school often opens its facilities to firemen of municipal and volunteer fire departments, shipyard firemen, the U. S. Army, the U. S. Air Force and to allied naval personnel.

Clockwise from top: (1) Backed by his shipmates, a student at fire-fighting school tries his hand at rescuing the "pilot" of plane engulfed by flames and smoke; (2) and (3) students fight fire in a jet aircraft and rescue the "pilot" during simulated flight deck crash; (4) foam is used by students at fire-fighting school to cool a simulated nuclear weapon surrounded by fire.





**HIGH HATS** — Hats of high ranking NATO officers tabled during meeting are symbolic of the organization.

# International Navy

**T**HE ATTENTION FOCUSED ON Norfolk, Va., in recent weeks has apparently not gone to the heads of the city's 250,000 inhabitants, many of whom are Navymen. Before the United States quarantined the delivery of arms to Cuba, and called on Norfolk-based naval units to help enforce the quarantine, Norfolk was a quiet, folksy community. It still is.

The civilian population of Norfolk goes about its business in its usual calm, quiet manner.

Norfolk's Navy residents, who are there in compliance with military orders, likewise tend to their duties in a calm, quiet manner.

Norfolk is a U. S. Navy town. It is the home of several top U. S. Atlantic Fleet commands, including the Fleet's over-all commander. Norfolk is the base for the U. S. Second Fleet, the Atlantic's Amphibious and Service Forces, and others.

Norfolk is also an international Navy town.

Last April the North Atlantic Treaty Organization's Allied Command Atlantic (ACLANT), with headquarters in Norfolk, observed its 10th anniversary. ACLANT is the first international ocean command ever established on U. S. soil. It is muscle on the arms of NATO's 15 member nations (Belgium, Canada, Denmark, France, Germany, Greece, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, Turkey, United Kingdom and United States).

ACLANT was created in 1952 to provide NATO with sea and land forces and to see that the Atlantic shipping lanes used by the NATO nations are kept clear in wartime.

In times of peace, ACLANT is essentially a planning headquarters. No forces are permanently allotted it. However, during wartime, ACLANT would have at its disposal more than 500 ships and 1400 aircraft of all types, representing the largest naval force in the world.

On the ACLANT staff in Norfolk are 140 Army, Navy, Air Force, and Marine officers from Canada, Denmark, France, the Netherlands, Norway, Portugal, the United Kingdom and the United States. These nations, plus West Germany and Italy, also have national liaison representatives assigned to ACLANT. Rounding out the peacetime complement are 150 U. S. Navy enlisted men of the flag allowance of Admiral Robert L. Dennison, USN, the present Supreme Allied Commander Atlantic (SACLANT). Admiral Dennison is also the Commander in Chief, U. S. Atlantic Fleet. (See page 4.)

Deputy SACLANT is a flag officer of Britain's Royal Navy, presently Admiral Sir Charles Evans, RN.

**TEAMWORK** — Flags of member nations fly before SACLANT Headquarters.



ACLANT's area of responsibility extends from the North Pole to the Tropic of Cancer, and from the coastal waters of North America to the shores of Western Europe and Africa.

The power potential of ACLANT is the combined strength of her eight member nations. These countries have agreed to maintain sufficient forces in readiness that can, among other actions:

- Deploy hunter-killer forces capable of destroying a large submarine fleet.
- Direct a striking Fleet that includes submarines armed with *Polaris* missiles.
- Protect any allied transoceanic convoy system.

ACLANT is divided into two geographical command areas officially known to NATO as the Western Atlantic Area and the Eastern Atlantic Area. Within this framework, three principal commanders direct planning and operations. These are the Commander in Chief, Eastern Atlantic Area; Commander in Chief, Western Atlantic Area; and the Commander, Striking Fleet.

Admiral Sir Wilfrid J. W. Woods, RN, is CINCEASTLANT. His headquarters are in Northwood, England.

Admiral Dennison is CINCEASTLANT.

Commander of the Atlantic Striking Fleet is Vice Admiral John McN. Taylor, USN.

Striking Fleet headquarters is the tactical command ship *USS Northampton* (CC 1), homeported in Norfolk. *Northampton* is the Navy's only tactical command ship. (Since she was commissioned in 1953, *Northampton* has served as flagship for a variety of Atlantic commands. The CC is fitted with an elaborate communications facility and combat information center, and SPS-2 radar—the world's largest sea-going radar installation.)

The Striking Fleet was established under ACLANT in November 1952, as a multi-nation naval force. Its mission is to meet the specific wartime needs of NATO and national commanders in containing any potential aggression by land, sea or air. The Striking Fleet is a balanced force of combat and non-combat ships, the core of which is the fast carrier task force.

All allied units which serve with ACLANT are so designated, while remaining under the strict control of their respective nations. NATO forces are made available for periodic



PRESIDENT Kennedy and Vice President Johnson pay visit to SACLANT.

training exercises, coordinated by ACLANT, designed to weld together the allied fighting force.

Problems concerning communications barriers, the standardization of equipment and material, and countless other problems, are solved by the ACLANT staff. Principal staff work is the formulation of plans, improvement of techniques, and perfection of new developments.

The solution of problems, and

allied coordination and military practice, are achieved through combined training operations which vary from small scale antisubmarine drills to NATO-wide exercises every three years. One major training campaign of recent years, Operation Sword Thrust (1960), required the use of more than 60 ships, 400 carrier aircraft, and 35 land-based patrol craft. The nucleus of the operation was a NATO Striking Fleet that included

ATLANTIC Striking Fleet Headquarters is located in *USS Northampton* (CC 1).





NAVYMEN of organization members work together. Left: French ship makes port at Norfolk, Va. Rt: Greek navy men attend DC classes at Norfolk school.

the United States carriers *Saratoga* (CVA 60), *Essex* (CVA 9), and *Shangri La* (CVA 38), and the United Kingdom carriers *Ark Royal* and *Hermes*.

Operation Sword Thrust covered in detail every maneuver of defensive and offensive tactics, from sea and air battles and swift strikes at subs to the amphibious assault of beachheads. Support for the Striking Fleet was provided by *uss Boston* (CAG 1), *Macon* (CA 132), *Northampton* (CC 1), the United Kingdom cruiser *Gambia*, and the Dutch cruiser *De Ruyter*. France and Norway provided submarines. Canada furnished destroyers. United States and Royal

Air Force maritime patrol aircraft worked with the surface units. Other ACLANT nations provided forces to portray the enemy.

The idea of Sword Thrust, and all ACLANT training maneuvers, is to mold an allied force that can respond as a single command.

A sharp sense of teamwork is in evidence at ACLANT headquarters in Norfolk. There is a genuine feeling of unity. The visiting allied officers and their families know they are here on a historic and important mission. The permanent residents of Norfolk realize this and have welcomed them to their community.

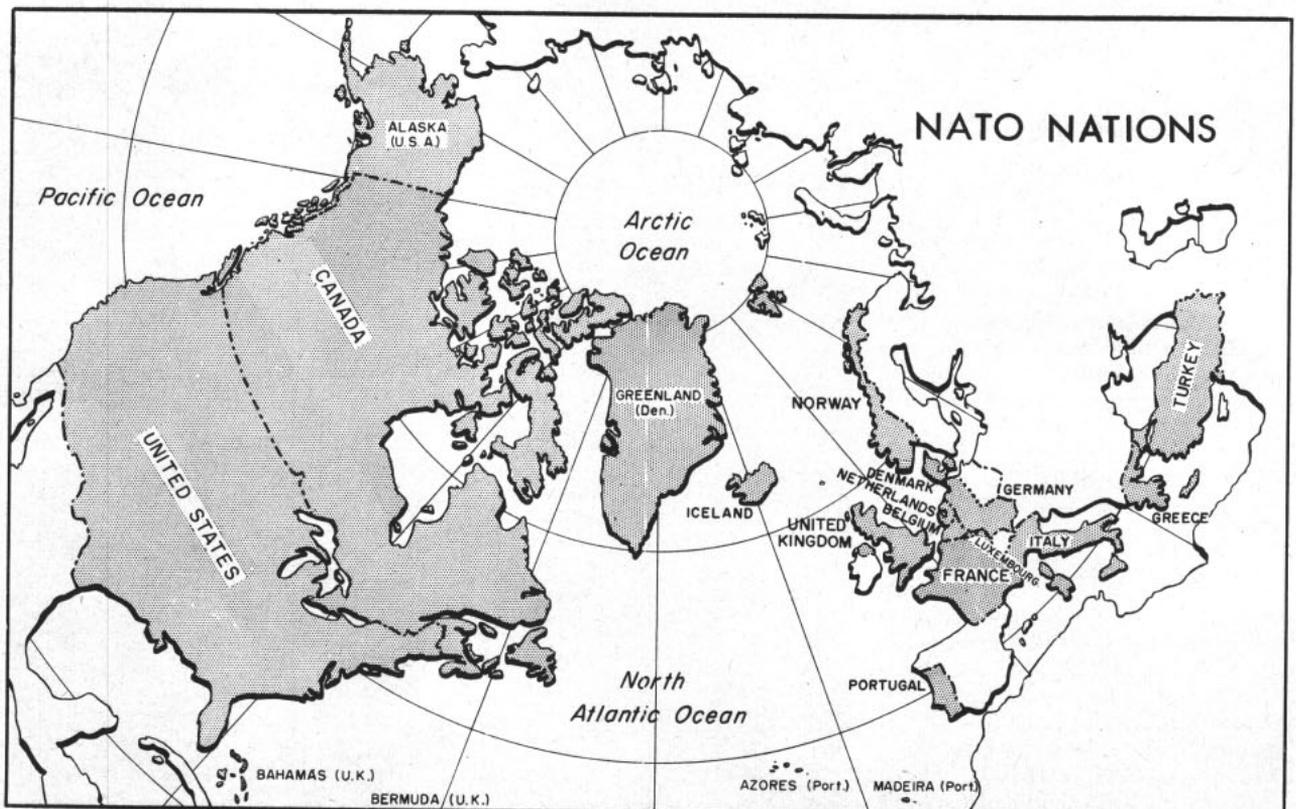
ACLANT headquarters is a group

of brick buildings on Hampton Boulevard behind the Armed Forces Staff College. In front of the main building is a semi-circular driveway dotted with 15 flag poles that fly the national ensigns of the NATO nations. The flags are displayed during daylight hours and rotated daily in a clockwise direction, except for the host U. S., which is always flown from the pole on the extreme left of the display.

In the center of the semi-circle is a limestone pillar which supports a bronze plaque emblazoned with the Seal of Norfolk and the ACLANT Seal. It reads, "Presented by the citizens of Norfolk to commemorate here the establishment on April 10, 1952, of the Allied Command Atlantic of the North Atlantic Treaty Organization." The plaque was presented to ACLANT in 1954 by the mayor of Norfolk.

Today, the continuous efforts of ACLANT insure that the naval arm of NATO is ready to carry out whatever may be required to defend the Atlantic. ACLANT is prepared to defend the Atlantic as far forward as possible, and provide close-in protection of trans-Atlantic air lanes. She has at her disposal the men, ships, aircraft, and weapons, to do the job.

— Dan Kasperick, JO1, USN.





HERE WE ARE — Crew members plot ship's position. Below: Supplies are lifted to survey team ashore.

## Surveying Ship

**N**AVYMEN ON BOARD USS *Maury* (AGS 16) hauled in their anchor in October and pointed the bow of their ship toward the Gulf of Siam. It was the beginning of *Maury's* fourth trip to the gulf where her men collect information on the winds, tides, currents and the depth of Siamese salt water. Along with *Maury* went *uss Serrano* (AGS 24), making her third trip.

*Maury* is named for LT Matthew F. Maury (1806-1873) who was a pioneer in the scientific collection of hydrographic data during the period immediately preceding the Civil War.

LT Maury's namesake carries on his work. While she is charting the waters of the Gulf of Siam, she will be aided by modern navigation sys-

tems (LORAC and SHORAN) which give her exact position—an invaluable aid to charting which LT Maury didn't enjoy.

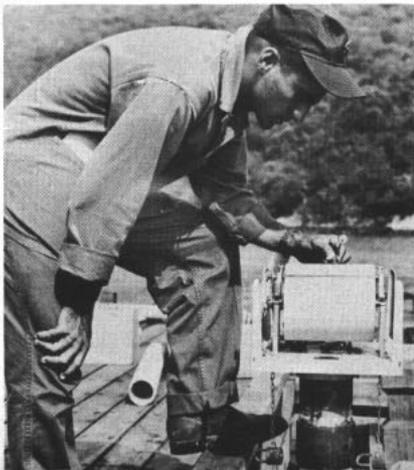
She also carries echo-sounding devices, which produce accurate bottom profiles of the ocean floor at great depths, and is provided with photographic, engraving and printing facilities to produce charts, forms and other navigational materials.

She has a helicopter flight deck and carries two 52-foot boats which she dispatches to take soundings in shallow or restricted waters.

*Maury's* cruises often last for from seven to eight months. During a typical one, she may steam over 12,000 miles and make more than 15,000 depth soundings to collect the necessary information to complete a survey.



SURVEY TEAM member sets gear to record tide in Gulf of Siam. Rt: USS *Maury* (AGS 6) cruises Pacific.





TRAIN WRECK in Pennsylvania was scene of leadership and heroism as demonstrated by a Navy drill team.

# LOM for Leadership

**T**HE LEGION OF MERIT—the fifth highest decoration the United States can bestow upon a member of its armed forces—is sometimes abbreviated LOM. Those three initials could also stand for Leadership of Men.

This is the story behind the recent award of the Legion of Merit to Radioman Seaman William D. Hodges, USN.

The award of an LOM to an enlisted man is rare in itself. Its presentation to one as junior as Hodges may be (as far as available records of the Navy Department's Board for Decorations and Medals show) without precedent.

It all began peacefully enough on a sunny afternoon in eastern Pennsylvania this past summer.

A nine-car "baseball special" loaded with holiday-minded fans and gay family groups was rocketing up the tracks for Philadelphia. Aboard the train thoughts were mostly on the hours ahead—a fine relaxing night at the old ball park, rooting the local

favorite Philadelphia Phillies home. It had been a nice smooth ride up from Harrisburg, Pa., where most of the passengers had boarded.

**T**HEN, SUDDENLY and without warning, something happened. Just op-



posite the huge Bethlehem Steel Plant at Steelton, Pa., where the tracks curve around a bend of the Susquehanna River, three cars lurched off the rails, ripped loose from the rest of the train, and plunged down a 25-foot embankment. They landed on their sides in two to three feet of water at the river's edge.

A few minutes after the derailment, a Navy bus pulled to a stop at the traffic light outside the main gate of the steel plant. Aboard it were 27 members of the Class "A" Radioman School Drill Team from the Naval Schools Command, U. S. Naval Training Center, Bainbridge, Md.

Nineteen of the group, including Hodges, were seaman apprentices. The other eight were seamen. They were returning to their base after participating in a parade in nearby Port Royal, Pa. The bus driver was Constructionman Apprentice Thomas E. Farrell, USN.

Chief Radioman John G. Conner,

**ALL HANDS**

drillmaster of the team, had ramrodded the group during its appearance in the parade. He had decided to return to Bainbridge by auto, however, and had placed the team under the direction and command of Assistant Drillmaster Hodges for its return trip to its base.

From their bus, the Navymen could see a sizeable crowd gathering around the steel plant gate. Then a couple of ambulances careened by, sirens screaming.

**P**UT YOURSELF, at this point, in 'young Bill Hodges' shoes for just a few minutes. What would you have done?

Hodges had been ordered to return himself and his charges to Bainbridge just as expeditiously as the speed laws allowed. They were expected back there—what would be the reaction if they didn't show up when they were supposed to? Did he have any authority to do anything else? And what about the possibility of injury, or worse, to members of his group?

If you're a top-grader or an officer, the answer may seem plain to you. Remember, though, that Hodges was a youthful SA, with just a few months' naval service behind him.

Leadership—briefly, the exercise of effective organization, supervision and control over one or more men and the directing of them to the successful accomplishment of a task or mission—is an exacting art, and an honored one. It is especially important in the armed services, where

discipline, the very lifeblood of any military organization, is born and nurtured by effective leadership.

Most of us know that it is not especially difficult to lead and supervise—when we have been given a direct order to accomplish a certain mission and more or less explicit ground rules to follow.

In the absence of any explicit instructions or superior authority, however—when you're faced with the necessity to act, or not act, entirely on your own—the whole deal takes on a much different color.

Hodges didn't hesitate for long. He retained, as we shall see a little later, some private doubts of his own. Human beings were suffering and probably in need of help, however, and to him this consideration transcended all others in importance. He ordered the drill team to debark and led his men, double-time, to the accident scene.

**L**ET'S LET A SECTION of the official Navy report of the incident tell the next part of the story:

Upon arrival at the scene, at about 1715, Hodges noted that there appeared to be many injured and that, as yet, there was no organized rescue effort underway, although there were large numbers of curiosity seekers milling around.

Although only a seaman apprentice, Hodges decided to retain himself and his men at the scene in order to provide any possible assistance. Unable to identify anyone who appeared to be attempting to organize



**FINE WORK** of the Navy drill team in removing the accident victims helped to keep down the death toll.

rescue work, he disposed his team in the first organized rescue effort. He placed some of his men in and around the coaches to bring out injured, others to stretcher details, and still others to security details to keep away curiosity seekers. Although many other rescue workers became ill from the effects of seeing the dead and dying, every man of the drill team worked continually until about 2000, removing the injured.

At about 2000, having determined that there were no further injured in the coaches, and not knowing what

**TEAM WORK**—Members of Radioman A School Drill Team at NTC Bainbridge, Md., wound up as rescue crew.



## LOM for Leadership —

more he could do, Hodges mustered his men preparatory to returning to Bainbridge.

At that point, however, Captain Richard D. Gray, Pennsylvania State Police, asked him to hold the drill team in readiness to remove the dead when the coaches were raised from the water. This phase of the rescue operation continued until 0200 the next morning, when the team left for Bainbridge.

In all, the team had worked for more than eight hours under severely trying conditions. The final toll of casualties was 19 dead, more than 100 injured. The arrival and prompt action of the drill team undoubtedly were instrumental in keeping the death toll at such a low figure.

**YOU THINK HODGES** and his troops weren't doing a job? An Air Force major from a nearby base arrived at the scene of the accident soon after the Navy men swung into action. He was so impressed by the teamwork and discipline of the drill team, and by the obvious control Hodges was exercising over the actions of his men that he refused to take over as senior officer present, and instead offered his services to Hodges.

Here is the statement of MAJ A. W. Runser, USAF, of the 3502ND USAF Recruiting Service, Olmstead AFB, Pa.

"I arrived on the scene of the train wreck shortly after the news of it had spread. I had gone in civilian clothes, but upon returning to the base to arrange for additional rescue equipment, I got into uniform in order to get through police lines more easily. I noted the Navy team work-

ing at the scene, so I went to Hodges, the man in charge, and told him I would do anything for him that I could.

"Hodges was particularly concerned that he had done the right thing by staying to help. I assured him that he had. He was also concerned about the condition of his team's uniforms (they were wearing dress whites); that their appearance might be considered disgraceful when they returned. I reassured him on that point, too.

"I do not know when the drill team arrived on the scene, except by hearsay. I do know, though, that Hodges handled his men in a manner of which the Navy should be extremely proud. I do not believe he was ever given any direct supervision or a positive order; he seemed instinctively to do the right thing.

"He had men assigned to rescue details, working in the cars and in the river; to stretcher and handling details, hauling the dead and injured up the embankment. This was a strenuous task, since the stretchers had to be brought up a 25-foot slope. He also had men assigned to security details to keep back the crowd. He always seemed to have the welfare of his men in mind, and, when one appeared to be reaching the limit of his endurance, would place him on a less strenuous detail and replace him with someone who had been rested.

"It was very difficult to pick out any one man besides Hodges who was doing an outstanding job. They all worked as long as there was work to be done. In spite of the terrible sights and the cries of the injured, not one man failed to do his job, a record

of which the Navy should be proud.

"I have nothing but praise for the Navy boys, and the training you have given them."

**FINALLY**, there is the letter from Captain Richard D. Gray, commander of the Pennsylvania State Police unit at the scene, to the CO, Service Schools Command, NTC Bainbridge:

"I wish to take this opportunity to thank you for the excellent cooperation and assistance rendered by a detail of U. S. Navy personnel on the occasion of the major train wreck in Steelton, Pa., on 28 Jul 1962.

"The successful evacuation of the injured and dead was, in a large part, the result of their outstanding performance. Consequently, I feel the Commonwealth of Pennsylvania and the Pennsylvania State Police were extremely fortunate in having the splendid and capable assistance of these young sailors. Their position as members of the armed forces is too often taken for granted and thankless. And, while the deed did not involve great physical danger, they did serve with dignity, honor and respect for their uniform to a degree of physical exhaustion.

"I compliment you on the fine caliber of your personnel, their unquestionable ability, alertness and desire to be of service in the interest of public safety. I feel, too, that the individual who gave the final order for assistance deserves an extra pat on the back, because of the possible repercussions had he made a wrong decision.

"On behalf of our entire detail I congratulate the personnel of your command, and particularly those men whose conduct during this operation brings such credit to themselves and to the United States Navy."

**OTHER EVIDENCE** revealed that two other members of the team rated special praise for their actions.

Seaman Apprentice Michael J. Pierce discovered a small boy in one of the overturned cars, trapped by wreckage atop the body of his dead father. The lad's leg was pinned outside the window, underneath the side of the coach. For 45 agonizing minutes Pierce held the boy in his arms and talked (baseball, and especially Mickey Mantle, were favorite topics) while others worked to jack the car up enough to free him. As he gained the youngster's confidence and atten-

**TO THE RESCUE**—Navy men, joined by others, remove injured from cars.



tion, he was able to reduce his shock and near-hysteria, and to keep him from noticing what had happened to his father. Several observers feel that Pierce's action probably saved the boy's life.

Seaman Carl W. Willeford worked himself into a state of utter exhaustion, but stuck it out to the end, and then collapsed, unconscious. When first efforts failed to revive him, he was taken to Olmstead AFB Hospital, where he later regained consciousness. He was kept at the hospital overnight for rest and observation, and returned to his base the next day.

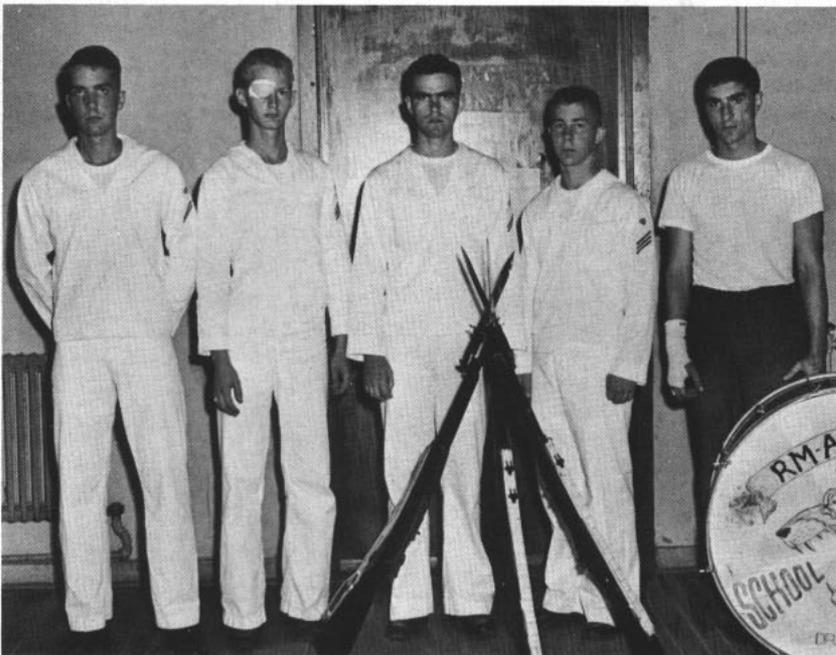
As originally submitted through the chain of command, CO Service Schools Command recommendation called for Navy Commendation Medals for Hodges, Pierce and Willeford, and Letters of Commendation from CO, NTC Bainbridge, for the others. These recommendations cleared with approval through CO, NTC Bainbridge; Commandant, Fifth Naval District; the Chief of Naval Personnel, and the Chief of Naval Operations, until they reached the Navy Department Board of Decorations and Medals.

This Board, after sifting all available evidence, and after due deliberation, reached the conclusion that the recommended awards were not enough.

**H**ERE IS AN EXCERPT from the Board's final recommendation to the Secretary of the Navy.

"The leadership and initiative demonstrated by Hodges was so far above that which could be expected of a person of his rate and experience that the Navy Commendation Medal is considered inadequate to provide appropriate recognition in his case. The Board therefore recommends that Hodges be awarded a Legion of Merit to afford this young Navyman the appropriate degree of recognition his outstanding performance deserves.

"The Board further recommends the award of the Navy Commendation Medal to Pierce and Willeford. It further recommends that the other participating members of the drill team—Seamen Andrew Flatley, Charles H. Fritz, Dennis J. McManus, Donald R. Peterson, Robert T. Rosensteel, Kenneth C. Shee and Lloyd M. Williams; Seaman Apprentices Gerald S. Burnette, Charles A. Dew, Donald T. Ellis, Gilbert D. Giles,



**MEDAL MEN**—M. J. Pierce (left), team leader W. D. Hodges (center), and C. Willeford (second from right) received medals for their actions.

Charlie N. Hancock, Kenneth E. Horton, Charles N. Hughes, Joseph J. Kelly, James A. Kohl, Arthur E. Lavoie, Joseph J. Lofano, John F. Machado, Steven Marino, Walter J. Montgomery, David E. Myers, Jack D. Radcliffe and Howard C. Thunell; and the driver of the bus, Constructionman Apprentice Thomas E. Farrell—be awarded Letters of Commendation from the Secretary of the Navy in recognition of their meritorious performance under very trying conditions."

On 12 Oct 1962, SecNav approved

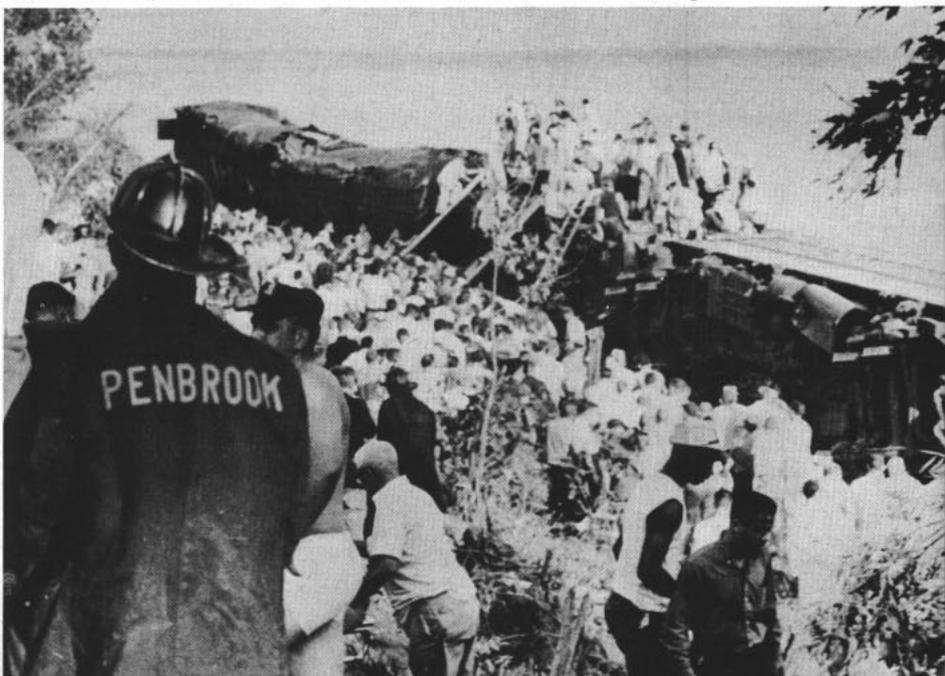
"with pleasure" the recommendations of the Board.

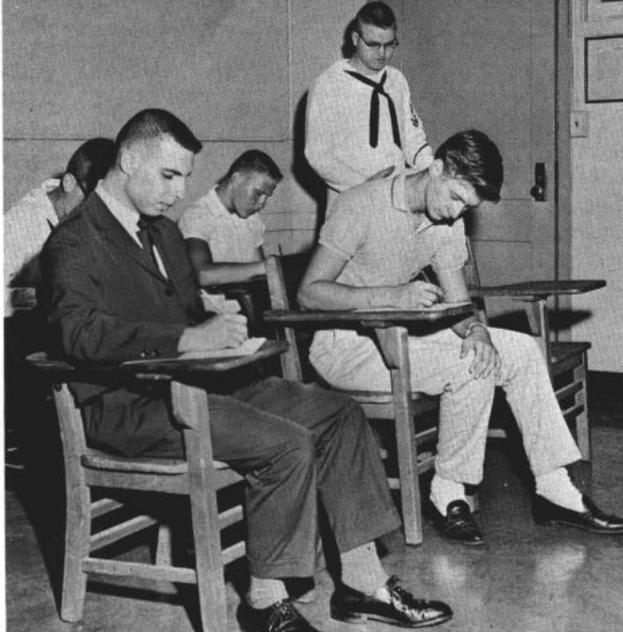
Hodges and his fellow drill teammates have graduated from school, and have scattered to their respective ships and stations. They will be presented their awards in ceremonies at their duty stations.

Theirs was an experience that will never be forgotten by any of the persons involved. It is to their everlasting credit that in an emergency they reacted like men—and good Navy men.

—Jerry McConnell, JO1, USN.

**SAD SCENE**—W. D. Hodges, RMSN, stepped in and directed rescue, showing leadership and initiative that were rewarded with the Legion of Merit.





**FIRST STEP**—Before signing up there is paper work, tests, and a physical examination to be taken.

# THIS IS A DRILL

**Y**OUR PULSE QUICKENS slightly as you mount the steps. Ahead of you, two sharp-looking whitehats salute the quarterdeck and head briskly down the passageway.

You pause for a second or two, then enter. The JOOD asks your business. Soon you are seated across a desk from a Naval Reserve recruiter and, before long, you emerge a seaman recruit, USNR-R. You will have enlisted for a six-year hitch, two years of which must be full-time active duty.

It's not quite as simple as that, of course. There is the tedious but important paperwork to complete. There are aptitude tests—the Navy's Basic Test Battery—a local record check and a physical exam to pass. Finally, if you are found to be quali-

fied, you are sworn in to the USNR.

But your processing is not over. There are interviews, immunization shots, and more interviews. You are fitted out in your naval uniform.

In some instances, you may take special radio and/or sonar tests to determine whether you are qualified for rate training in such fields.

Once your basic qualifications have been determined, you will be assigned an appropriate NEC trainee code. And you're on your way.

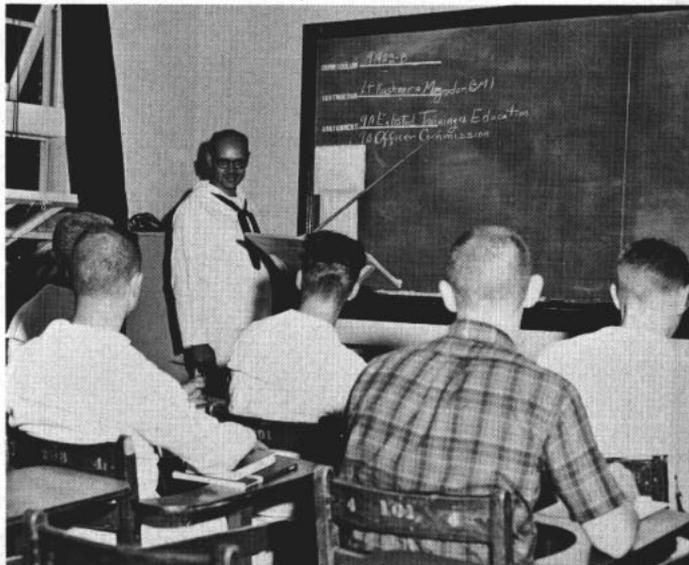
You've joined a surface division which is part of the Active Fleet Augmentation Component of the Selected Reserve. If so, your unit may schedule 48 weekly drills or 12 week-end drills a year, and its members will take part in 14 days annual active duty for training (ACDUTRA).

**Y**OURS IS A "MEDIUM" surface division, which means it has an allowance of 150 enlisted and eight officer drill pay billets; there are an additional nine enlisted and three officer associate pay status billets. ("Large" surface divisions have an allowance of 200 enlisted and 10 officer drill pay billets, plus 12 enlisted and four officer associate pay billets.)

According to the book, the surface program has a specific mission: "To provide trained officer and enlisted personnel available for immediate active duty to increase the manning level of afloat units of the active Fleet to full war complement."

Unless you were enlisted for immediate active duty, or are ordered to a recruit training command for accelerated recruit training, you are as-

**ON THE WAY**—Books are issued and classes attended, and the Reservist works towards his first stripe.





**SIGNING THE CONTRACT, after tests, makes the recruit a civilian sailor, and a Navy uniform is issued.**

signed to a class to prepare you for advancement from SR to SA. And so you begin the first phase or cycle of your training at the Naval Reserve Training Center.

When you report for drill, your unit's plan of the day will read something like this:

1915—Officers' meeting.

1925—Set the quarterdeck watch and all messenger watches.

1930—Muster for all hands.

1950—Period ALFA: Leadership discussion.

2000—Eight o'clock reports.

2030—Break in classes.

2035—Commence period BRAVO.

2125—Break in classes.

2130—Commence period CHARLIE.

2220—Classes secure; MAA makes security inspection.

2225—Quarters for all hands.

2230—Secure from drill. Officers' meeting.

Rating group supervisors remain for check-out with Training Officer.

**T**HE SR TO SA curriculum provides you with a basic knowledge of the Navy. You learn the Navy's mission, its organization, its customs and traditions. You are taught the parts of a ship. Somewhere along the way you spend 14 days on active duty for training at a recruit training command. After six months as a recruit, you may be examined and advanced to SA. (SRs who successfully complete accelerated recruit training may be advanced upon completion of that training without regard to length of service.)

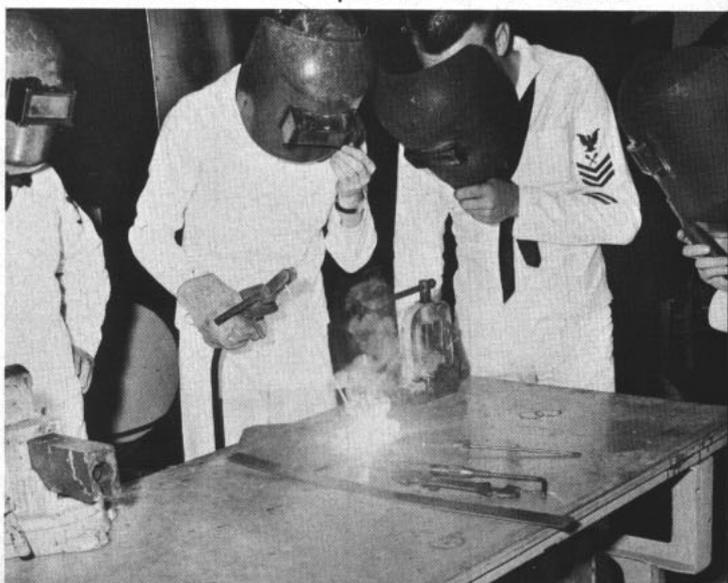
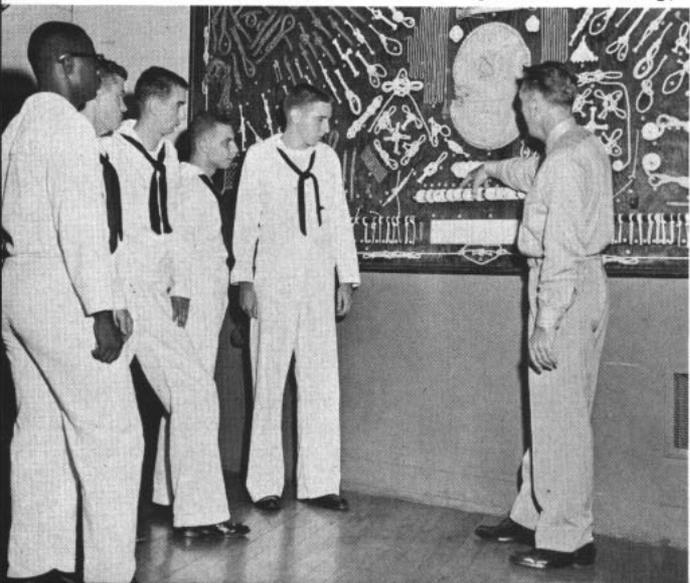
Once you've added the stripe of an SA, you begin the second cycle of your training. Having had a general

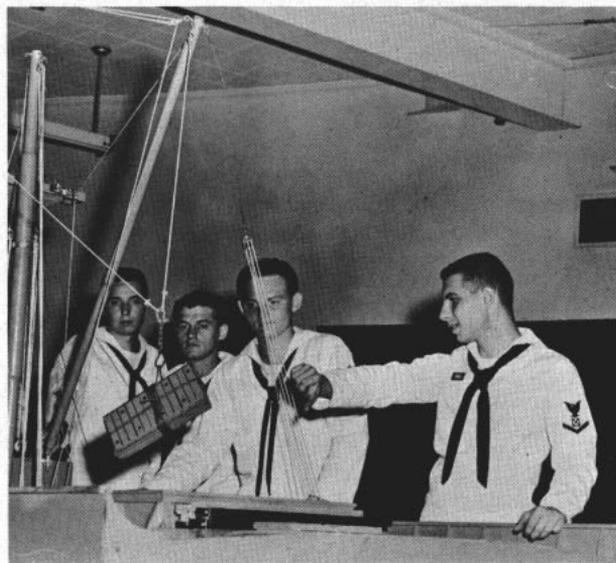
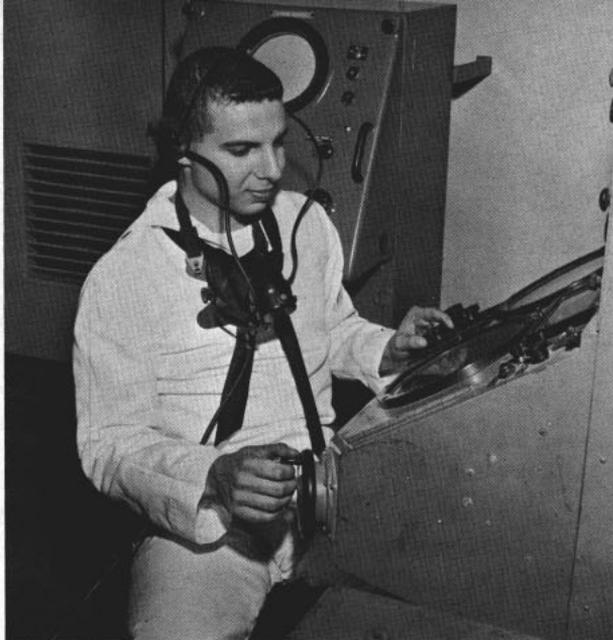
introduction to Navy life, you are now ready for more technical subjects. You learn knot-tying, damage control, ABC warfare techniques, and so on. During this period, you take part in ACDUTRA afloat. After six months in pay grade E-2, you may be examined and advanced to SN.

If you make the grade, you then begin rate training which will prepare you for petty officer status. By this time, you have some idea as to where you want to go, and you become a striker. Surface divisions are authorized to train 27 ratings: BM, QM, SM, RD, SO, TM, GM, MT, FT, MN, ET, RM, YN, PN, SK, DK, PC, MM, EN, MR, BT, BR, EM, IC, SF, DC and HM. Not all ratings are trained by each division, however.

Normally, you must spend about 15 months as an SN before you are eligible and qualify for advancement to PO3. However, those who have

**AT DRILLS, Reservists receive general training, attend demonstrations until qualified to be strikers.**





**TRAINING DEVICES** at Reserve Centers ready the civilian sailor for his part in ACDUTRA afloat.

completed accelerated Class "A" school training may become petty officers after nine months of service in pay grade E-3.

**A**FTER YOU'VE SEWN ON YOUR CROW, you're pretty much on your own. Progress up the advancement ladder is determined largely by self-study programs, augmented by on-the-job training—at the training center, on ACDUTRA, or on full-time duty.

If you've shown strong leadership qualities—and have the desire and ability to teach—you may be sent to an instructors' training school. Before long, you find yourself listed in the lesson plan as an instructor or alternate instructor. In fewer months than you'd suppose, you've come full circle—from bewildered recruit to confident, and competent, instructor.

The setting differs from town to town, city to city. Sometimes the action takes place in a sleek, new Naval Reserve Training Center located in a

park-like suburban area, sometimes in an aged but well-kept building on a long-established naval base.

**T**HESE TRAINING CENTERS are staffed by full-time active duty personnel who serve in training and administrative capacities. Many are members of the Regular Navy, some are Reservists on active duty in the TAR (Training and Administration, Naval Reserve) program.

The support personnel are responsible for most of the paperwork involved in the operation of the centers. They also see to it that the units served are supplied with everything from paper clips and training aids to uniform issues.

Some stationkeepers serve as instructors, teaching classes on drill nights in such subjects as first aid and sound-powered phones, or conducting review sessions for Reservists up for advancement.

Not all training is carried out in

center classrooms. Reservists get practical training in the machine shop, radio shack, welding shop, and so on—depending on the facilities and mission of the center.

And, of course, centers are not limited to training surface divisions. Units of other Naval Reserve programs also drill at the centers. And administrative support must be provided units which spend most of their time drilling in Selected Reserve ships or submarines.

There are more than 300 Naval Reserve or Naval and Marine Corps Reserve training centers located in various parts of the country. There are also more than a dozen Naval Reserve training facilities. Add to these, nearly 140 Naval Reserve electronics facilities, almost a score of naval air stations or Naval Air Reserve Training Units (NARTUs), and you have a pretty fair picture of the widespread training facilities of the Naval Reserve program. And these figures, of course, do not include the many activities which are primarily Regular Navy establishments but which take part in the training of Reservists.

All of them add up to a ready Naval Reserve.

• • •

*Most of the photographs illustrating this article show Surface Division 5-40(M), NR&MCRTC, Washington, D.C., Navy Yard Annex, in action. The civilian-sailor is Joseph Drago, BM3, USNR. Drago, selected as "Sailor of the Year" by his unit, is rounding out his first hitch—serving on active and inactive duty. He plans to ship over and continue his Navy career.*

**NOW HEAR THIS**—Reserve officers and chiefs are briefed by unit's XO.





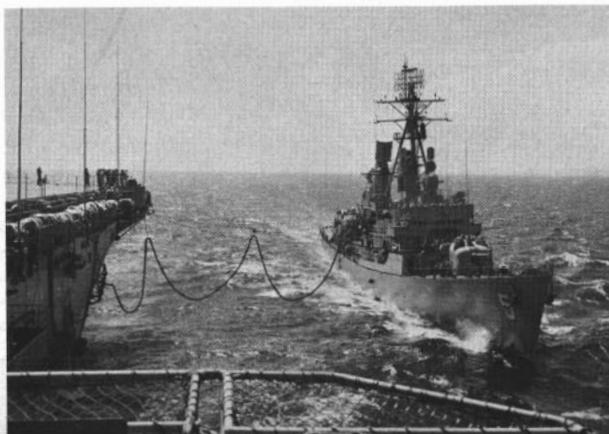
## Whirlybird Nest

**T**HE AMPHIBIOUS ASSAULT ship *USS Okinawa* (LPH 3) is part of the vertical envelopment team of Amphibious Force Atlantic. The versatile new ship is shown here during an extensive training cruise in the Atlantic earlier this year.

During the cruise *Okinawa* performed various exercises with a number of ships in the Atlantic Fleet to sharpen the seamanship and amphibious techniques of officers and enlisted men of her crew. Leathernecks and whirlybirds of Marine Air Squadrons 262 and 461 were also on deck for amphibious assaults.

The LPH, commissioned this spring, has an over-all length of 592 feet and a beam of 84 feet, enabling her to transport about 2000 troops and 24 large amphibious transport helicopters.

*Clockwise from top:* (1) *USS Okinawa* and *USS Vulcan* (AR 5) replenish at sea from *USS Mississinewa* (AO 144). (2) Fire drill is held on flight deck. (3) Bug-eyed HR2S's unload jeeps. (4) Marines board choppers for vertical assault. (5) Training in underway refueling is held with the destroyer *USS Biddle* (DDG 5).



# LETTERS TO THE EDITOR

## Polaris Missile Schools

SIR: Is training at a Polaris Missile School available to men in TM, AT, GMT and MN ratings?

We would like to know the locations of the schools on both coasts and the length of the courses, the requirements for the program and the availability of both sea and shore billets.—All hands at USNS AUW Shop, Navy 138, FPO New York, N. Y.

● Generally, all Polaris school quotas are granted on an annual basis to the Chief of Naval Personnel (Pers-B2121) who keeps program requirements filled by drafts upon EPDO. Right now the needs of this accelerated program are so great that quotas can be filled only by personnel who will stay in the program, and not by those who may have only a casual interest.

Courses at Polaris weapon system schools vary in length from five to 39 weeks for enlisted personnel and all training is conducted at U. S. Naval Guided Missiles School, Dam Neck, Va.

To be eligible:

All trainees must have at least 36 months of obligated service upon completion of training, or at least 30 months if career designated personnel.

ET, FT, MT, TM and IC trainees must have completed Class "A" school.

Personnel applying for training must have a clear record for at least one year prior to commencement of training and be recommended by CO.

Application for training should be made on a NavPers 1339 directly to cognizant EPDO.

All rates other than those mentioned above must convert their ratings upon completion of training in accordance with standard procedure for rate conversion in critical areas.

Navy men in rates mentioned in your letter except those rated as Mineman are eligible for Polaris missile training provided they meet the above requirements.

Men in the MN rate may only enter by a rate conversion process, preferably to MT. GMT would not be eligible for SSBN duty but could find billets at either a shore support activity or submarine tender. At present, EPDO takes each candidate for Polaris training separately, fitting him in as requirements come up. Waivers on Class "A" cutting scores are not granted. Aviation (Group IX) rates are treated exactly like their surface counterparts.

Since about 60 per cent of Polaris billets are submarine duty, an alternate

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.

route for any prospective trainee into the program is basic sub school.—Ed.

## No RD Billets on Subs

SIR: Browsing through a back issue of ALL HANDS (January 1962), I noticed that volunteers are needed to fill an ever-growing number of billets on board submarines. You listed a number of ratings needed most, but my rating, RD, was not among them. Isn't it possible for me to be assigned to submarine duty? I'd very much like to be a submariner—so much, in fact, I'd extend or ship over, if necessary.—W.W.T., RDSN, USN.

● Sorry. Radarmen are no longer ordered to submarine training, since most radar picket submarines have been decommissioned or converted to perform some other function.

The ALL HANDS item to which you refer indicated that only men in certain rates are urgently needed for sub duty, if they can qualify. (These are: MM1,2,3; ETC,1,2; MTC,1,2,3,SN; TMC,1,2,3,SN; QM1,2,3,SN; YN1,2,3; SK1,2; CS1,2,3; SD1,2,3,TN,TA. Additionally, there is a current need for

## Administrative Advancement?

SIR: I took both the February 1961 and February 1962 CPO examinations; I passed both times but was not advanced because of insufficient billets in my rating.

I will soon be transferred to the Fleet Reserve and would like to request an administrative advancement, if that is possible, before I retire.

Will you refer me to the current instructions on the subject?—H. P. J., SK1, USN.

● We hope you haven't budgeted your retirement check with a chief's pay in mind because administrative advancements went out with the Korean conflict.

The only way a man can retire as a chief petty officer is to pass the examination and be appointed before transfer to the Fleet Reserve.—Ed.

men in other rates for which there are billets in submarines. These are: FTC,1,2,3,SN; SOI,2,3,SN; RM1,2,3,SN; ETR3,SN; ETN3,SN.)

As the RD submarine billets are eliminated, many of the men who filled them are applying for change of rating in connection with the Polaris missile advanced training programs. Some now serve in surface ships, others at shore stations. None is likely to return to submarine duty as a radarman.

However, since RD is a critical rating, applications for conversion are approved only if the rating to which conversion is desired is just as critical, or more critical, than RD.—Ed.

## More On Early DDs

SIR: As an addendum to your destroyer issue of September, you may be interested in some information on two rather important classes omitted from "The History of the Greyhound," pages 8 and 9. These will have been especially missed by those of us who served in DDs in Queenstown and Brest in 1917-18, and by some people like Vice Admiral Reggie Kauffman, a real destroyerman a decade or so before World War I.

First there were the coal-burning flivvers—uss Lamson (TBD 18) was one—a class of five ships just before the oil-burning flivvers commencing with Terry (TBD 25) and including my old ship Monaghan (TBD 32). I think the Terry and Beale class were generally considered the same—750-ton oil burners.

But old destroyermen will particularly miss the "Thousand Tonners." Beautiful Wadsworth (DD 60) and Wainwright (DD 62) were in this class, which followed the oil-burning flivvers (Jenkins, Monaghan, etc.). Shaw (DD 68) also was a thousand tonner—had patent anchors with a new British bow after being cut in two by Aquitania, I believe.

Gwin (DD 71) and on up for several hundred numbers were all called "flush deckers" by the older generation. The younger men called them "four pipers," I suppose to distinguish them from the Farraguts and later vintage that came out when we finally started building DDs again in the '30s.

Pre-WW I "torpedo boat men" were plenty rugged—and those manning the coal-burning DDs were said to be "men of iron."

Just when the Navy commenced designating destroyers as DDs I don't know. But, following torpedo boats (TB classes), commencing with Lamson (TBD 18), I think, the boats were des-

ignated all like this—uss *Monaghan* (TBD 32), i.e., "Torpedo Boat Destroyer 32." Hence destroyer, hence DD.

Hope the foregoing is of interest.—Admiral J. L. Holloway, Jr., USN (Ret.)

● *Of high interest, Admiral. In the September ALL HANDS we tried to cover the major developments in destroyer growth over the years. Long-time Navy-men like you who served in the old DDs, TBs, TBDs, or what-have-you, certainly know them best and can fill us in on variations we missed.*

*And the Naval History Division of the Office of CNO sifted through their old destroyer-type listings and came up with some information that pretty well substantiates what you've told us.*

*Cushing, Torpedo Boat Number 1, through Wilkes, Torpedo Boat Number 35, were authorized by Congress between 1887 and 1898 for construction as torpedo boats, and were, indeed, called torpedo boats.*

*The construction of the first torpedo boat destroyers was authorized on 4 May 1898. There were 16 in all—one of them Bainbridge, officially designated in the authorization act as Torpedo Boat Destroyer Number 1.*

*Navy listings carried the name "torpedo boat destroyer" until publication of the Ship's Data Book of 1911, which used the term "destroyer." However, in 1917 and 1918, new construction authorizations referred to the same ships as both torpedo boat destroyers and plain destroyers. Thereafter, "destroyer" was used in new construction.*

*It wasn't until 17 Jul 1920 that a classification symbol was added to the hull number assigned to all ships on the Navy list. DD was assigned to all ships that had been built as torpedo boat destroyers, or destroyers, under the various shipbuilding programs.*

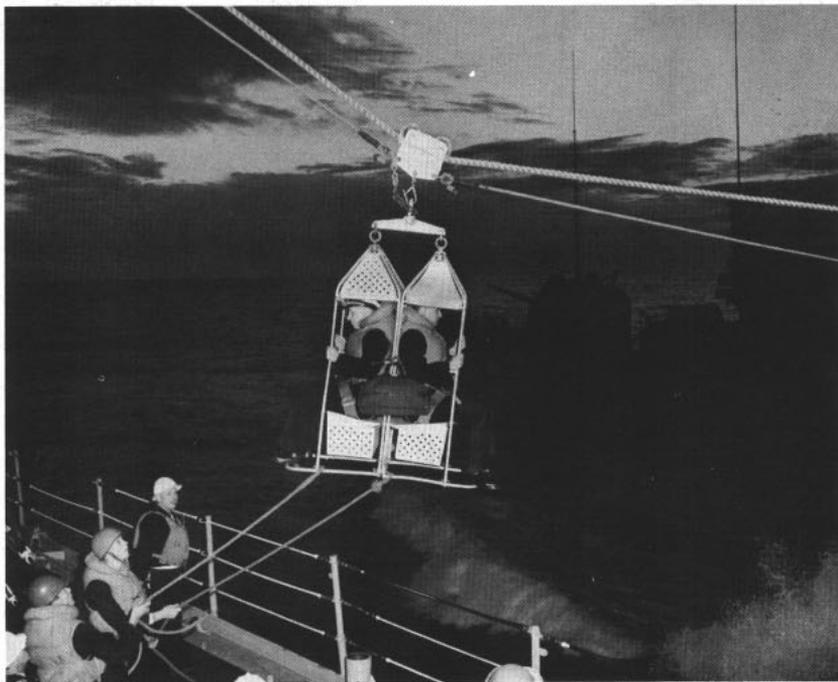
*The symbols TB and TBD were used more or less unofficially as a matter of convenience. They never were used as part of the hull classification of a ship (such as Cushing, TB 1 or Bainbridge, TBD 1).*

*Even before the official hull classification of 1920 was adopted, the term "destroyer" was widely used for reference to the torpedo boat destroyers, and torpedo boats.—Ed.*

#### **Augusta Homeward-Bound Pennant**

SIR: We noted with much interest your article entitled "Homeward-Bound Pennant" (August 1962 "How Did It Start").

Now serving as executive officer and assistant electronics officer of a communication station, we were dashing young radiomen aboard *uss Augusta* (CA 31) while she was in China and on her return to the states. We seem to remember ships like *Gold Star*, *Black Hawk*, *Tutuila*, *Bulmer*, *Edsall*, *Stewart*, *Asheville*, *Sacramento* and *Pittsburgh*, that had many years' service on the



**GOING OVER**—Deck hands man the lines during early morning highline transfer of personnel from *USS Boston* (CAG 1) to *USS Adams* (DDG 2).

*China Station, any one of which might make "Augie" seem like a Johnny-come-lately in that golden era when the American man-of-war was king of the Orient.*

*We are both proud possessors of strips of the longest homeward-bound pennant of which you've heard. To keep the record on course, we were several years too late for the hog bladder bit and had to be satisfied with three aerographer's balloons to keep our tail on high when we departed Manila, with Sid Zeramby and his boys playing "California, Here We Come."*

*As a matter of interest, the pennant carried away at the hoist shortly after getting underway, delaying our departure from Manila about two hours while boats were lowered to retrieve the pennant. Sid and his boys got pretty tired from playing the same chorus over and over while the *Augusta* lay dead in the water.*

*The pennant's colors ran together from the dunking, because the silk was anything but fast-dyed. When we streamed the pennant for entering Long Beach, it was hard to tell where the stars left off and the red and white started.*

*We are serving together again for the first time since returning to the U. S., and in discussing the homeward trip, fell to wondering if there are many more chunks of the "Augie" pennant still in the footlockers of active duty men. Could you enlighten us?—William A. Evans, LCDR, USN, and Opie H. Bittle, CWO-2, USN.*

● *Maybe some of our saltier readers can provide more information on the*

*pre-war China Station ships and how long they served.*

*Of course, we have no idea how many *Augusta* sailors of that period are still on active duty, but your letter will probably start some tall sea stories a-flowing from both active and retired Navy-men around the world.—Ed.*

**WET BACKS** — Men are transferred to safety from flooded compartments during damage control exercise at Fleet Training Center, San Diego.



## LETTERS TO THE EDITOR (Cont.)

### More on Pittsburgh

SIR: In your June 1962 number of ALL HANDS, I read in the "Letters to the Editor" section an inquiry about an LST named *Pittsburgh*.

I am a member of the Pittsburgh Naval Security Group and am now working for a corporation which built LSTs during the war. I checked with the editor of the company publication and we came up with the following information:

LST 750 was built by the corporation for which I am now working. A war bond drive was held to underwrite its cost and the vessel was referred to locally as "Allegheny County's Own." This was not, however, an official name.

LST 750 was sunk off Negros, in the Philippines, late in 1944. Another bond drive was held to underwrite the cost of building a new LST to avenge the sinking of 750.

The new ship was LST 1059. She was taken to the Sixth Street wharf in Pittsburgh for public inspection in May 1945. — Thomas P. Lachowicz, CT2.

• Thank you for the information. The records which we had readily available, showed LST 750 was completed in 1944. Although you did not mention that it was on public display, since it was underwritten by war bond sales in and around Pittsburgh, we think it likely that it might have been shown at the Sixth Street wharf in 1944.

The other possibility is that our first

### Sound Off, Seabees

The Bureau of Yards and Docks is trying to locate and identify Seabee units and Seabee veterans' organizations which stage annual reunions and other activities.

Presidents or corresponding secretaries of these organizations are requested to send their names and addresses to: Bureau of Yards and Docks, Code 21.3, Navy Department, Washington 25, D.C.

*correspondent was confused concerning the date on which he saw the LST.*

*Regardless, it seems apparent that either 750 or 1059 was the "LST called Pittsburgh." — Ed.*

### Pioneer Oil Burners

SIR: In the article "Pioneers of the Fleet" (June 1962), the statement was made that "in 1912 the U. S. Navy's first two oil-burning capital ships, USS *Nevada* (BB 36) and *Oklahoma* (BB 37) were laid down. They were commissioned in 1916."

For many a year now I have been telling anyone who would listen that my father, the late Alfred L. Gibson, Chief Electrician, USN, was in the crew that put the Navy's first oil-burning battleship in commission—USS *North Dakota* (BB 29) which I believe was commissioned in 1912.

If I am not mistaken, *North Dakota*

had oil-burning equipment which was auxiliary to her coal-burning setup.

Coming into Hampton Roads with the Fleet, shortly after she was commissioned, she shifted from her coal to her oil, and the oil caught on fire.

For years our family had a bunch of old snapshots (now lost) showing great clouds of black oil smoke pouring out of her stacks. My father got a citation for staying at his post and keeping blowers going, which drove the flames up the stacks.

Have I been incorrect in claiming that *North Dakota* was the Navy's first oil-burning BB? Perhaps your writer meant that *Nevada* and *Oklahoma* were the first BBs to use oil exclusively. — Edmund A. Gibson, Navy Training Publications Center, U. S. Naval Station, Washington 25, D. C.

• You might be called on a technicality. Actually the commissioning of USS *Delaware* (BB 28) took place a few days before that of *North Dakota* (BB 29).

*Delaware* was commissioned on 4 Apr 1910 while *North Dakota* wasn't commissioned until 11 April.

*Delaware* and *North Dakota* carried 2668 and 2676 tons of coal respectively. This served as primary fuel. In addition, they each carried 380 tons of oil as auxiliary fuel.

*Nevada* (BB 36) and *Oklahoma* (BB 37) were the first battleships to carry oil as their primary fuel.—Ed.

OTHER ADVANCING POs stand by as CO of USS *Edmonds* (DE 406) presents CPO's hat to Cornelius Wall, EM1, USN.



### Goldie Makes Mock of Record

SIR: Regarding your "Longest Continuous Deployment" in the August ALL HANDS, I was a crew member of USS *Gold Star* during 1935, '36 and '37. As such, I challenge *Mockingbird's* claim.

If my memory serves me correctly, "*Goldie Maru*" was deployed from 3 Nov 1924 until 23 Feb 1946—more than 21 years. If so, *Mockingbird* (MSCO 27) will have to sit in one of the last rows. — C.C.J., CWO, USN.

• USS *Gold Star* (AG 12) was indeed deployed from 3 Nov 1924 until 23 Feb 1946. She was on Pacific duty and did not return to the United States during that period.

Until Pearl Harbor day, she was station flagship for the military governor of Guam and was the island's main supply link with the world.

From Guam, she carried, among other cargoes, copra, Guam's main export item. Occasionally the wives and children of servicemen stationed at Guam sailed on board *Goldie Maru* as passengers on "health cruises" to Yokohama, Shanghai and other cargo stops in the Far East.

Her crewmen were proud of the old "*Hog Islander*" to the point of wearing a little gold star attached to their ear lobes.

The governor of Guam highly disapproved of this practice and attempted to stop it but some men removed the gold star, as ordered, then replaced it with a tattoo.

*Goldie Maru* was en route to the Philippines when the Japanese attacked Pearl Harbor and her cliff-hanging journey was the subject of a story by Captain Joseph Lademan which appeared in the March 1950 number of ALL HANDS Magazine. — Ed.

### Steam Powered Subs?

SIR: Recently I read a book in which the author stated that, during World War I, large submarines were built which were driven by steam while on the surface.

I found no further mention of this class of boat in the book and I have been unable to find any evidence to support the statement.

Can you recommend a publication which will verify the existence of these submarines or can you provide any information concerning them? — C.C.B., MMCA, USN.

• We rounded up some old-timers in the submarine service and culled the records of others in addition to searching the library for a mention of a World War I steam driven submarine.

We were not notably successful. However, for the record, here is what we found:

The first *Nautilus* (SS 168) had a boiler that provided steam for "hotel services" while surfaced. This is, of



NOSE UP HIGH — Navy's most powerful submarine hunter, the P3V-1 Orion, gets performance-proving evaluation at Patuxent River, Md.

course, a far cry from steam propulsion.

Holland's first submarine, *Plunger*, was intended to be steam-driven while on the surface but this submarine was never accepted by the Navy.

All United States nuclear submarines are now powered both on and below the surface by water cooled reactors (steam producing). Thus, so far as we could

ascertain, USS *Nautilus* (SSN 571) was the first submarine in the United States Navy which could be said to be steam-driven. — Ed.

### Training for Storekeepers

SIR: In recent years U.S. Navy Supply Department organizational functions have switched more and more to mechanized, or business machine, control. It figures that this trend will continue, and expand, in the future. I feel that storekeepers should start receiving some training in this direction, lest the storekeeper rating become obsolete.

I am an SK1 with 10 years' service. Is there any way I can switch to the machine accounting rating—or possibly into the new data systems technician (DS) rating recently established? Failing this, is there any way I can receive schooling in the business machine/computer field without a change of rating? — R.C., SK1, USN.

• Machine accountants receive their training through in-service training. No schooling is presently available in the machine accounting field for SKs. As for the data systems technician rating, SK is not one of the source ratings for this rating. BuPers Notice 1440 of 19 Mar 1962 contains complete information on this subject.

May we add that you appear to be becoming unduly haunted by the specter of machines taking over the functions of people. Machines will, no doubt, become increasingly important—but good Navymen have always been, and will continue to be, even more so. So far as the Navy is concerned, there will be plenty of need for the services of trained, top-flight storekeepers in the foreseeable future.—Ed.

### Waves and Nurses

SIR: We have been discussing your article on Waves in the July issue of ALL HANDS.

You stated that there were approximately 700 Wave officers on active duty in the Navy today.

We have noticed many women officers serving in billets in naval hospitals and we think they are Waves. If this is so, there must be a lot more than 700 Wave officers on active duty. Your figure must be incorrect. — P. C. K., SOG2, USN.

• Most women officers you are likely to see in Navy hospital billets are Navy nurses. They are members of the Navy Nurse Corps, which was established in 1908.

The Waves, as the July article pointed out, were established as an organization in 1942. The name, Waves, also as the article pointed out, stands for Women Accepted for Volunteer Emergency Service. Waves, both officer and enlisted, serve principally in such areas as line and supply.

Although there are both Navy Nurse and Wave officers, the Navy nurses are members of the Navy Nurse Corps. — Ed.



BACK FROM CUBA — USS Hunley (AS 31) has returned to Newport News, Va., for final adjustments following her six-week shakedown cruise.

#### KD Units Get Around

SIR: In the July 1962 ALL HANDS, KD Unit 25 claimed a "record of sorts" by serving on board 35 different ships in a three-year period. I agree that KD 25 really gets around, but I'm not so sure she established a record. A KD Unit (# 28) with which I served from October 1947 to February 1952 served on board 40 different ships in less than three years (January 1948 to October 1950) as follows:

uss Moale (DD 693), Henderson (DD 785), DeHaven (DD 727), Duncan (DDR 874), Isbell (DD 869), Fichteler (DD 870), Rupertus (DD 851), Brush (DD 745), Myles C. Fox (DDR 829), Huntington (DD 781), Collett (DD 730), Benner (DDR 807), Wood (DD 715), Berry (DDK 858), McAffery (DDK 860), Swenson (DD 729), Thomason (DD 760), Baussell (DD 845), Lofberg (DD 759), Hamner (DD 718), Wiltsie (DD 716), Carpenter (DD 825), Rogers (DDR 876), Perkins (DDR 887), Philip (DDE 498), St. Paul (CA 73), Rochester (CA 124), Astoria (CL 90), Pasadena (CL 65), Manchester (CL 83), Oakland (CLAA 95), Valley Forge (CV 45), Curtiss (AV 4), Carmick (DMS 33), Caliente (AO 27), Guadalupe (AO 57), Mispillion (AO 105), Navasota (AO 106), Cacapon (AO 26), Passumpsic (AO 107).

This may not be a record for all Navy units (frogmen, amphibians, Seabees and other airdale units), but I think it will stand up for all KD units. — G.K.G., ADJC, USN.

• You either have an amazing memory or keep mighty good records. In either case, you've confirmed the mobility of KD units (which maintain the drone aircraft ships fire at for gunnery

practice). It would be interesting to hear from the frogmen, Seabees, amphibians, etc., who keep track of duty stations for "the most" records. — Ed.

#### No Short Tour Before RID

SIR: Last January I reported aboard ship after a tour at Great Lakes, Ill., as a recruit instructor. When I received my sea duty orders I was told by a YN at Great Lakes to apply for recruit instructor duty upon completion of 12 months at sea, if I wished, and rest assured I would get it.

Now, the yeoman on board my ship says there is nothing in pertinent directives that permits me to apply for RID after 12 months at sea. Where do I stand? — B.A.M., SF1, USN.

• Right where you are—for perhaps another four years. If you wish to go back to instructor duty, you must qualify under the standard Seavey procedure for your rating, as outlined in the "Enlisted Transfer Manual," Chapters 3 and 5.

We can speculate on the length of your sea tour—based on current sea tour commencement date cutoffs for SF1s. At present, SF1s are serving at sea approximately five years before becoming eligible for Seavey transfer ashore. If manpower requirements remain pretty much the same in years to come, you'll have another four years at sea.

The school assignment section in this Bureau has received many queries similar to yours. The answer is always the same: Qualify under the Seavey in the normal manner for your rating. — Ed.

#### September Errors?

SIR: I have just finished reading the September 1962 issue of ALL HANDS. While the issue, as a whole, is very good and informative, I feel compelled to call your attention to several items.

In the article "Guided Missile Destroyer," reference is made to "electronic technicians, fire controlmen, missile technicians and gunner's mates."

I realize that among Navymen it is common practice to refer to a man in the FT rating as a fire controlman. However, there has not been a fire controlman in the Navy for several years.

The old fire controlman, of necessity, became a fire control technician with the advent of radar electronics. This made the requirements of the FT rating in the electronics field second to none.

Getting that off my chest was the main purpose in writing this letter but I would like to call your attention to several other things.

I realize your writers can't be experts in all matters concerning the Navy but I feel these items need some comment. Here they are:

1. On page nine, uss Young (DD 580) is listed as having six 5-inch/38-caliber guns. Actually, she has only five.

2. On page 33, you state Forrester Sherman class DDs were the first United States warships to have more firepower aft than forward. This is incorrect.

3. On page 16, the middle, left photo is captioned: "Chief Champion inspects ship's fire control radar." The chief is checking a Mark 1A computer.

4. On page 35, the middle right photo is captioned: "Missilemen check Tartar system." It should read "Missile Technicians check out Tartar missile." There is a whole lot more to the Tartar system than the missile. — Henry A. Wristen, FTCS, USN.

• Thanks for your fine letter, chief. We don't like to make mistakes, but when we do (gulp) we want to correct them.

As you say, the rating of fire controlman went by the board some time ago. However, as you know, ALL HANDS Magazine endeavors to speak the same language the Navy speaks.

When we have a choice between a technically correct term and one that is as universally used as fire controlman, we frequently cast our lot with common usage.

Using the value of hindsight, however, we concluded that, since the article was in a rather technical vein, we should have used the technical term—therefore deserve your correction.

Now to reply to your other comments. Our replies are numbered to correspond with the remarks in your letter.

1. "Jane's Fighting Ships" lists destroyers in the Fletcher class, to which

Young (DD 580) belongs, as being armed (when new) with five 5-inch/38-caliber guns—not six. We gave the right number on page 19, but we slipped up on page nine.

We understand there has been a modification in Young's armament which "Jane's" does not list.

2. Your letter is the first to call our attention to this boo boo. As we just said, the Fletchers, which preceded Forrest Sherman class DDs, have five guns—two forward, three aft.

3. It is indeed a Mark IA computer that Chief Champion checks.

4. The people who sent us the picture say the men were really checking out the Tartar system. They just happened to be checking the missile when the picture was snapped. — Ed.

### Army, Navy, Paratroop Insignia

SIR: A picture of an SM2 who wears an Army paratroop insignia on his Navy uniform appears on page 26 of the April 1962 ALL HANDS. It's my understanding that wearing insignia of another service is not correct.

For example, I was awarded gunners wings after being graduated from the U. S. Army Air Force Aerial Gunnery School in Panama City, Fla. I served as tail gunner on a B-24 heavy bomber over Italy in World War II.

After seeing the picture of the Navyman with Army paratroop insignia, I'm confused. If he is authorized to wear that, why can't I wear my gunners wings? I have been informed by some that it would be against regulations. Others have told me I must apply for a letter of authorization which will be kept in my service record. If so, to whom do I write?—W. H. K., DMCA.

• The paratroop and Navy parachutist insignia are identical. The SM2 to whom you refer is a Navy parachutist.

### Ship Reunions

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

• *uss Arizona* (BB 39)—A reunion for those who served on board from date of commissioning to 7 Dec 1941 is scheduled for 20 April 1963, at the Lafayette Hotel, Long Beach, Calif. For details, write to Joe Keehen, 811 Locust Ave., Long Beach 13, Calif.

• *uss Elmore* (APA 42)—A reunion is scheduled for 19-21 Jul 1963, in Wilmington, Del. For more information, write to Harvey P. Parry, Jr., 1431 Wedgewood Rd., Oak Hill, Wilmington 5, Del.

As for your gunners wings—sorry, you are not authorized to wear them on your uniform. Qualification insignia of other services are not worn on the Navy uniform (Uniform Regs, articles 0768 and 0656.1A). — Ed.

[Note to purists: Although Webster's still lists "insigne" as the singular form, the Permanent Naval Uniform Board says armed forces experts on the subject no longer use the word. In fact (the recorder of the Uniform Board informs us) as far back as 1944, Arthur E. DuBois, Chief of the Heraldic Section, Office of the Quartermaster General, War Department, wrote:

"Within the services custom has abolished the singular 'insigne.' 'Insignia,' plural, does for both."

Henceforth, ALL HANDS will go along with that custom. — Ed.]

### Who's Shippingest?

SIR: At the Receiving Station, Treasure Island, Calif., we've been following with interest the "best" reenlistment rate percentages claimed by the Naval Air Facility, Monterey, Calif., and the Naval Air Auxiliary Station, Fallon, Nev. The RecSta at T.I. has them both beat. Our reenlistment percentage was 94.4 of those eligible to ship over during the 10-month period from August 1961 through May 1962. Of 36 men and women eligible to reenlist, 34 did so. Our average on-board count is 240 enlisted personnel. — J.N.U., PN1, USN.

• Let's see now. In the December 1961 ALL HANDS, NAF Monterey challenged all commands with an average on-board count of 500 enlisted personnel to a duel with reenlistment percentages recorded over a 10-month period. The one with the highest percentage would be honored as the shippingest. Over a 10-month period, Monterey had 83.5 per cent reenlistments among those eligible.

In the August 1962 ALL HANDS, NAAS Fallon took up the challenge with an 85.2 per cent ship-over rate recorded over a nine-month period, one month short of the period laid down in the ground rules by Monterey, but close enough to be considered by our self-styled Editor in Charge of Reenlistment Statistics. Fallon's average on-board count of 585 enlisted personnel was also close enough to the 500 stipulated by Monterey.

Your 94.4 per cent reenlistment at T.I. is mighty impressive, but, says E-in-C of RS, in all fairness to Monterey and Fallon, which have larger turn-overs of enlisted personnel, your statistics would probably be best challenged by commands with on-board counts in the 200 range. Any takers? — Ed.

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

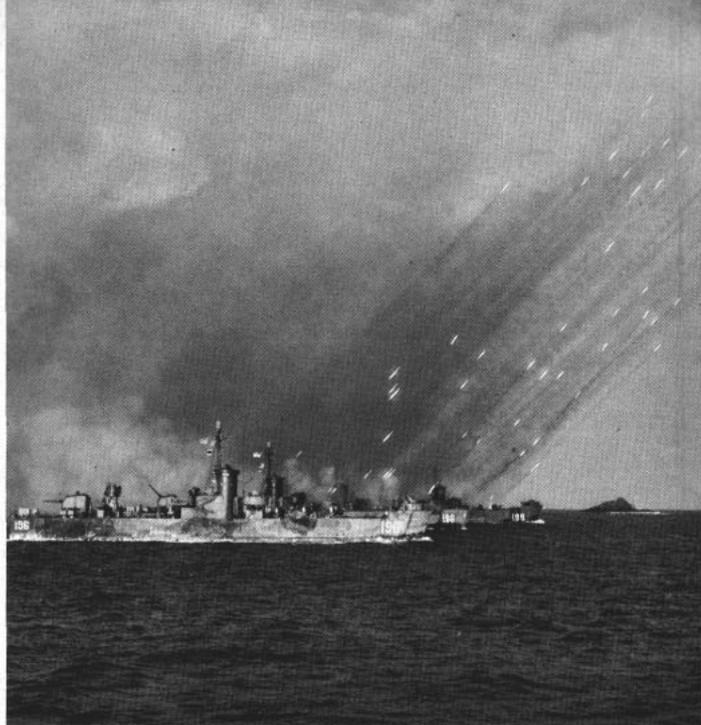
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ADDRESS.....

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LANDING CRAFT head for Normandy as USS Augusta stands by. Rt: LSMR fires on Japanese-held Okinawa.

# Spotlight on the Navy in

**F**ROM THE BEGINNING of our existence as an independent nation composed of 13 sparsely populated, loosely connected states in the 18th century, to the world power the United States is today, the Navy has been a vital and often decisive factor in whatever military operations we have undertaken.

The history of the Navy since our country gained its independence has been so entwined with our national history that it is known to almost every schoolboy.

For many Navymen, however, history left off and current events began about the end of the first World War. For others, the events of World War II are shadowy memories; almost everyone has some memories of the Korean conflict.

Since the Navy's role in each of these conflicts has been one which affected the life of every American, ALL HANDS has selected the following naval actions of the 20th century as examples of the way the Navy has helped to shape the course of history. Significant naval actions of the 18th and 19th centuries were covered in the June 1962 issue of ALL HANDS.

## WW I—The North Sea Mine Barrage

The German policy of unrestricted submarine warfare during World War I had succeeded in placing England in a dangerous situation by cutting off almost all food and war supplies.

The entry of the United States into the war did not immediately alter the situation, although the use of destroyers to escort convoys across the Atlantic did enable ships to reach safety in increasing numbers.

The British had tried to bottle the German submarine fleet in its North Sea ports by laying a mine barrage across the entrance of the North Sea, but their efforts were nullified by German countermeasures.

When the United States entered the war, the only mine in the American arsenal required direct contact to

produce detonation. To use such a weapon effectively would have meant hanging a curtain of mines in water which varied in depth from 400 to 900 feet, in order to prevent submarines from passing either over or under them.

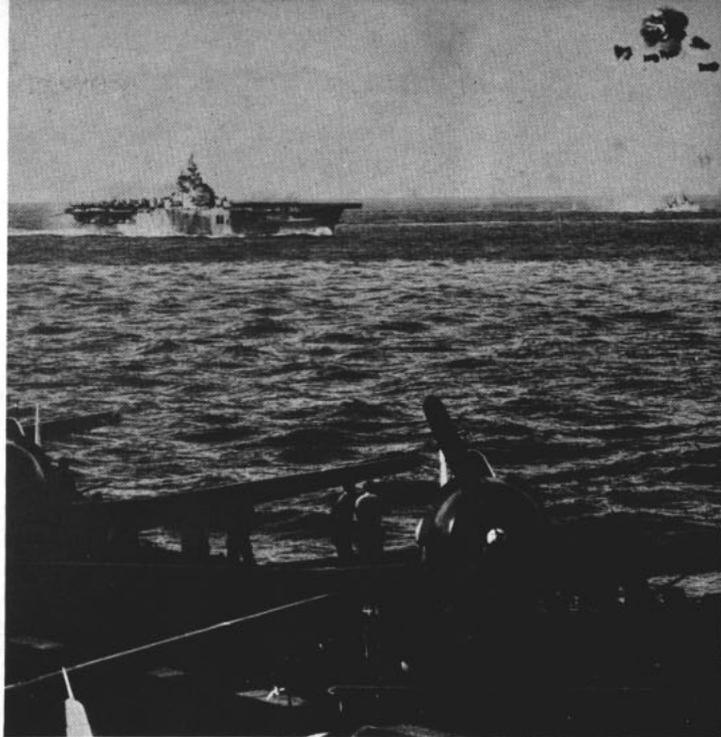
After considerable experimentation, the United States produced a mine which had a long "antenna" made of thin copper cable which reached within a few feet of the surface and was supported by a small metal buoy.

Any metal surface which touched the antenna at any point produced an electric current which detonated the mine. This meant the number of mines needed to close the entrance to the North Sea would be reduced by one fourth with a proportionate decrease in the number of minelaying ships, crews, officers, bases and supplies that would be needed.

In November 1917, the British and United States Governments agreed to lay a barrage from Scotland to Norway, a distance roughly equivalent to that from

## AA GUNS blast away during action in Philippine Sea.





BIG GUNS blast the enemy shores. Rt: Navy gunners explode Japanese suicide plane short of its mark.

# the Twentieth Century

the city of Washington, D. C., to New York.

To do the job Captain Reginald R. Belknap, USN, was selected to supervise the conversion of coastal merchant vessels to minelayers, train crews and tie together the problems of bases and supplies.

Actual minelaying began in June 1918 with a squadron capable of planting 5500 mines in four hours.

While the work was in progress, the minelayers were escorted by destroyers and protected from the German Fleet at Kiel by battleships.

When the undertaking came to an end in October 1918, a total of 70,263 mines, supplied by the United States, had been planted in an area of 550 square miles. As many as eight submarines were known to have been destroyed by the barrage and possibly more were damaged.

But it was the strain upon German submariners during the hours required to pick a path through the barrage which had the most telling effect. German morale was

**LOOKING UP** — All eyes are skyward during air attack.



delivered a terrible blow, and the mine barrage contributed toward speeding up the collapse of the German war effort.

## Comeback after Pearl Harbor

Accounts of the attack on Pearl Harbor are replete with contrasts which include telltale signs of the approach of war, posed side by side with pleasant breakfasts in pre-Christmas Honolulu which were interrupted when the first bombs fell on the morning of 7 Dec 1941.

The Japanese planes swept over Pearl Harbor almost completely unopposed. In a matter of minutes, they had sunk or disabled eight battleships and most of the other ships which were peacefully at anchor that morning.

Not only did the toll include a large portion of the nation's seapower but nearly half of the Navy's best aircraft were either destroyed or badly damaged.

What bombs and torpedoes didn't accomplish, the strafing Japanese planes did. Before the sun had set, over 2000 Navymen had died, were missing or were to die of wounds received that day.

Much has been written about what the Japanese did that day. Less has been said about what they failed to do.

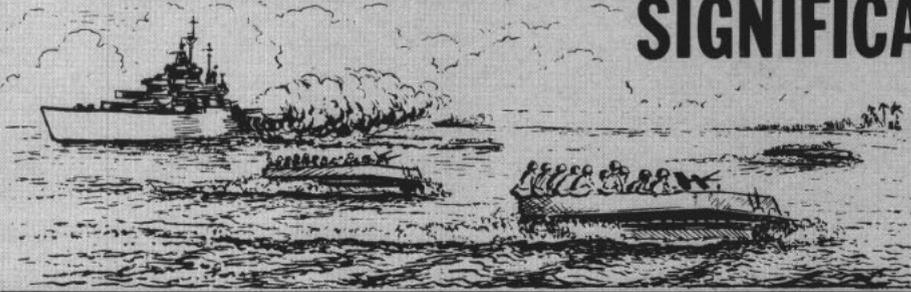
The Japanese planes concentrated on the mobile power of the Fleet and almost completely ignored the permanent repair facilities of Pearl Harbor. Those facilities, in the hands of workmen—civilian and military—raised, repaired and patched up all but two of the sunk or damaged combatant ships. The ships that were patched at Pearl were sufficiently seaworthy to cross to the mainland for further work in West Coast shipyards.

This accomplishment, which was a tremendous testimonial to the Navy's regenerative power, was unparalleled in the history of naval salvage and repair.

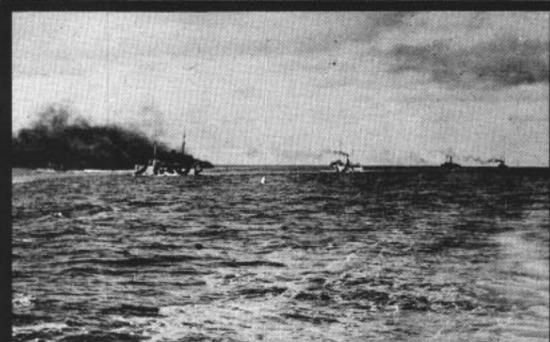
It did two important things for the United States: It minimized the actual loss of ships and it modernized

*(Continued on page 34)*

# SIGNIFICANT NAVAL ACTION



**INTRODUCTION**—The Navyman of this century, in times of great trial, the courage and sea sense of a great naval power during America's first century, and the accompanying article give an account of the greatness during our century. June 1962



**WORLD WAR I MINE BARRAGE**—Perhaps the most outstanding offensive United States naval action of World War I was the laying of the 240-mile-long mine barrage across the North Sea from Scotland to Norway. This was a joint operation conducted by the United States and British navies to barricade the German submarine fleet. In 6 months a total of 70,263 mines were planted in the 240-mile stretch.



**COMEBACK AT PEARL**—The Japanese raid on Pearl Harbor almost crippled the U.S. Pacific Fleet, but it left most of Pearl's repair facilities intact. Thus, before the smoke had cleared, the Navy was able to begin its rescue and salvage effort. Of the 15 combatant ships sunk or damaged, all but two lived to fight again. USS Nevada (above) later saw action from Normandy to Japan.



**CORAL SEA**—Port Moresby, New Guinea, was indispensable to the United States Navy's 1942 invasion force bent on taking the island. The Japanese followed, although the Americans checked the Japanese. Above: The Japanese flattop takes a beating.



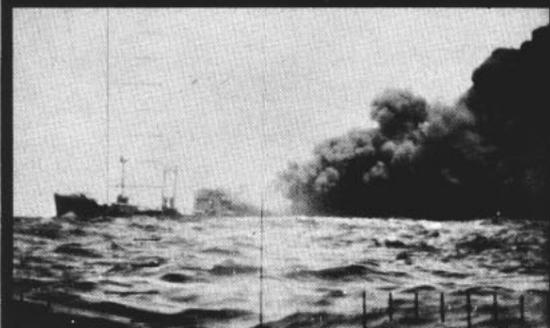
**THE SOLOMONS OFFENSIVE**—The ultimate objective of the Solomons offensive was the big Japanese base at Rabaul. As in the fight for Guadalcanal, the fighting in the upper Solomons involved a series of surface battles which the U.S. Navy won. In the entire Solomons operation the Japanese lost 50 combat ships and 2935 planes. Above: The objective of the United States Navy, the big Japanese base at Rabaul.



**BATTLE FOR THE ATLANTIC**—"The only thing that really frightened me during the war was the U-boat peril." So wrote Winston Churchill. In 1942 the German submarines were inflicting severe losses on Allied shipping. The situation reached a critical point before Allied anti-sub forces took the upper hand in 1943. Eventually, they sank over 750 German U-boats, including this one.



**NORMANDY LANDINGS**—The American carrier task force was supported by the American Navy. Early dawn disclosed to the Allies a large array of ships ever assembled. The warships rendered invaluable aid by bringing their guns to bear on the beach. Above: The tide is in.



**SUBMARINES vs JAPAN**—The Empire of Japan would survive so long as her ships fed her at home and sustained her armies abroad. All over the Pacific our subs had one prime objective, sink Japanese merchant ships. Our submarines accounted for a total of 1113 of them and literally sank the Japanese Empire. Above: On the horizon a Japanese merchant vessel is seen as she goes down in a cloud of smoke.



**FIGHTING OFF THE KAMIKAZES**—To win the Okinawa campaign the Navy withstood the heaviest punishment in its history, with 36 ships sunk and 369 damaged. Most of these ships were victims of suicide planes, some 1500 of which struck between 6 April and 28 May 1945. In the first large attack alone, Japan used some 400 planes, but even these tactics couldn't stop the United States Navy.



**CARRIER STRIKES AGAIN**—The carrier task force was the most powerful naval power in history. Carriers were the way for the invasion of Okinawa. The source of the kamikaze attack was destroyed. 1223 enemy aircraft were destroyed. merchant ships in little over a week.

# ONS of the 20th CENTURY

...tury has often been called upon to display, ...nship that helped the United States become ...century and a quarter. This centerspread ...ant of some of the Navy's times of trial and ...LL HANDS covered earlier naval actions.



located on the underside of ...le to the Allies. In May of ...moved in to stop a Japanese ...hat base. In the battle that ...ans suffered greater losses, ...dvance. Pictured above, a ...ng from our carrier planes.



**MIDWAY**—Up until the Battle of Midway the Japanese navy had never known defeat. Facing a superior force, the Americans won this decisive battle by sinking all four of the Japanese carriers in the attacking force. From this point on the Imperial Navy turned from the strategic offensive to the defensive. Above: This Japanese carrier, its flight deck riddled with holes, did not escape the attacking force.



**THE FIGHT FOR GUADALCANAL**—In the struggle for Guadalcanal the U.S. Navy engaged the Japanese in a number of sea battles resulting in heavy losses to both sides. However, the Japanese were so weakened that the initiative passed definitely to us for the rest of the war. Above: Men of a U.S. Navy warship scan the skies just after an encounter with Japanese aircraft at Guadalcanal.



...e Normandy landings were ...ritish, and Canadian navies. ...nished German sentries the ...embled up to that time. Our ...support to forces on shore, ...the enemy as far as ten miles ...at didn't stop at Normandy.



**PHILIPPINE SEA**—The invasion of Saipan constituted a most serious threat to the Japanese cause. In mid-June 1944 the Japanese fleet moved to repulse the invasion. In a two-day fight we won so decisively that the Japanese high command thoroughly understood the war was lost. Our subs sank two of the three carriers Japan lost. Above: Retreating Japanese maneuver in a vain attempt to avoid our bombs.



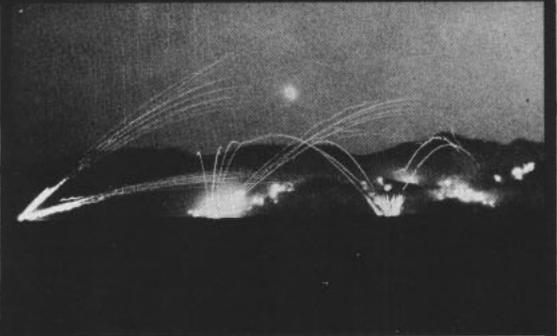
**LEYTE GULF**—This three-part battle evolved from a desperate Japanese attempt to hold the Philippines. Although weakened by 3 years of war, the Japanese fleet still had substantial gun-power. However, when the smoke had cleared from this battle the Japanese fleet was through as a fighting unit. Above: An American cruiser engages in a gunnery duel during the night action off the coast of Leyte.



**JAPAN**—The WW II fast ...eate concentration of sheer ...er-based aircraft helped pave ...nawa and later in striking at ...In their final raids they de ...nd sank 23 warships and 48 ...month.



**INCHON LANDING**—With no time for rehearsal and only minimum time for combat loading, Joint Task Force Seven successfully executed this difficult amphibious attack in a harbor famed for abnormal tide conditions. Once ashore, the land forces went on to take Inchon, Kimpo airfield, and Seoul. Thus, the North Korean army's drive into South Korea was smashed. Above: U.S. Navy at Inchon.



**COMBAT IN KOREA**—During the Korean fighting, which lasted a little over 3 years, the Navy carried out a tough job with traditional skill and efficiency. Besides conducting amphibious, blockade, minesweeping and transport operations, Seventh Fleet ships fired 4 million rounds of ammunition at the enemy and Navy and Marine aircraft flew 276,000 combat sorties. Above: LSMR rockets bombard Hungnam.



**DARING DEEDS** by submen far from homeport sank many enemy ships spearheading advance in Pacific.

(Continued from page 31)

nearly all the damaged vessels so they were more efficient than before. Navymen and shipyard workers started the comeback within hours of the attack.

In less than two weeks after the attack, the battleships *California* (BB 44), *Nevada* (BB 36) and *West Virginia* (BB 48) were at sea. Three light cruisers, *Helena* (CL 50), *Honolulu* (CL 48) and *Raleigh* (CL 7) left Pearl Harbor by the end of January.

Possibly the most important effect of the Japanese attack eventually worked against them. The damage to our battleship strength by carrier aviation led the Navy to place great reliance in aircraft carriers. In a war in which planes often came to be used as the Navy's main weapon the importance of this factor is incalculable.

### The Battle of the Coral Sea

The Halsey-Doolittle raid on Tokyo on 18 Apr 1942 had provided even the most victory-happy member of the Japanese high command considerable food for thought and helped cause a reappraisal of Japanese capabilities.

Out of this reappraisal came several objectives on the part of the Japanese which led to the Battle of the Coral Sea in May 1942. These were:

- To take Port Moresby in southern New Guinea to secure the Japanese Empire in the Southeast and provide a springboard for further advances.
- To extend Japanese defenses in the central and northern Pacific by taking Midway and the Aleutians.
- To cut off Australia from the United States by taking New Caledonia, Fiji and Samoa. This would put Australian cities within range of Japanese bombers.

Some serious obstacles stood in the way of Japanese realization of their goals. Their fleet was dispersed because of the United States raids on Ceylon and Tokyo. Moreover, the Americans, who had broken the Japanese code after Pearl Harbor, knew of their plans.

Although pre-knowledge of Japanese intentions was all to the good, the United States had trouble gathering sufficient force to counteract the Japanese plans.

Two carrier task forces were available and RADM J. G. Crace, RN, brought *HMAS Australia* and *Hobart* from down under.

The battle was one in which the Japanese made some incredible blunders. After the battle had ended, the damage to each side was about the same, and each side

was to claim victory.

Objectively, the Japanese were defeated. They failed to land at Port Moresby and, never again did Japanese ships penetrate the Louisiades.

Had the Japanese carriers, which were either sunk or disabled in the Coral Sea, been available for use during the Battle of Midway, it is possible that a different ending might have been written to that latter story.

On the propaganda front, while Japan announced a victory in the Coral Sea, Hitler sent a message of congratulations, saying that the United States would hardly dare to engage the Japanese Navy again.

The United States government made no official announcement of the battle's outcome until after the Battle of Midway. However, reports trickled back to the newspapers and gave the impression of a tremendous victory, which provided a much needed shot in the arm to Allied morale.

Victory, it was indeed for the United States—not in comparative damage inflicted on the enemy, but in objectives gained. The effects of the battle could not accurately be judged until later in the war.

### The Battle of Midway

On 4 Jun 1942, when the attack on Midway began, the cards were stacked heavily in favor of Japan. Her aces were four aircraft carriers which were 180 miles offshore when first spotted.

All planes on Midway were ordered into the air to meet the impending attack and the island's antiaircraft batteries opened up as soon as enemy planes came within range.

The Japanese losses in the first encounter were heavy, but so was the damage done to the island's defenses. Within a matter of minutes after the first bomb fell, everything above ground on Midway, except the runways which the Japanese themselves expected to use, had been destroyed. Worse still, half the island's defending planes had been lost and not one Japanese vessel had been damaged.

RADM Raymond A. Spruance, USN, commanding Task Force 16, was on his way to Midway and intended to launch his planes within about 100 miles of the Japanese striking force.

When he learned of the attack, however, he ordered an immediate launching in the expectation that the American aircraft would find the Japanese planes on deck after their return from the strike on Midway.

The admiral's assumption proved correct, for the Japanese carrier decks were covered with refueling planes. As luck would have it, the planes from Task Force 16 were joined by planes which had been dispatched from RADM F. J. Fletcher's Task Force 17. The result was a smashing loss for the Japanese of all four of the carriers with which they entered the battle, in addition to one heavy cruiser and 253 aircraft.

The Japanese also lost 3500 men, including 100 first-line pilots which they could ill afford to lose.

On the American side of the ledger, one carrier and one destroyer were sunk and 150 planes were shot down. Three hundred and seven men lost their lives.

It was the first major defeat Japan had suffered since the 16th century and was the turning point of the war in the Pacific.

### The Fight for Guadalcanal

The factor that brought about the decision to invade

Guadalcanal in August 1942 was the construction of a Japanese airbase on the island. It was discovered during U. S. operations aimed at the eventual capture of Rabaul.

A Japanese airbase on Guadalcanal could possibly turn back the Allied drive toward Rabaul and endanger the Allied base on Espiritu Santo, in the New Hebrides.

U. S. planners saw the airfield as a crucial point and believed that whoever initiated attack from it or against it might well emerge victorious from the Solomons venture.

The importance of the airfield is attested by the fact that the offensive against Rabaul was nearly sidetracked in what became largely an effort to take Guadalcanal. As part of that effort, the U. S. and Japanese navies clashed violently in the sea battles of Savo Island, the Eastern Solomons, Cape Esperance, Santa Cruz, Guadalcanal and Tassafaronga.

Even to summarize here the various phases of the campaign for Guadalcanal would not be feasible because of the length of the fighting and the complexity of operations.

It will suffice to say that, by the time the Japanese became reconciled to the United States' seizure of Guadalcanal, Japan had so weakened herself on the sea and in the air that the initiative passed to the United States for the remainder of the war.

Thereafter, the Japanese efforts were limited to selling their remaining real estate at the highest possible price; attempting to supply their troops (not too successfully); and finally, withdrawing them from untenable positions.

### The Solomons Offensive

The Japanese defeats at the Battles of the Coral Sea and Midway, before the Guadalcanal campaign, had already caused the Imperial High Command to stop and evaluate the offensive capability of its armed forces.

In the final analysis, they decided that U.S. naval opposition made offensive operations impracticable. They therefore called off their invasions of New Caledonia, Fiji and Samoa, giving priority to the strengthening of their defensive perimeter. The success of the American offensive on Guadalcanal was to demonstrate that they had already bitten off more than they could chew.

The Allies, now that Guadalcanal was in their hands, could take further steps to eliminate the threat posed by the Japanese base at Rabaul. The plan adopted called for one thrust up the central and northern Solomons, coordinated with another up the southeast coast of New Guinea. The two advances were to converge on Rabaul.

In this operation, which lasted over six months, the fighting was fierce on land, sea, and in the air, with control passing from one side to the other. During this period the Navy made great strides in the techniques of amphibious warfare, and it also met the Japanese Navy in a series of hard-fought sea actions which included the battles of Kula Gulf, Kolombangara, Vella Gulf, Vella Lavella, Empress Augusta Bay and Cape St. George.

The loss of equipment and life was tremendous on both sides. Materiel losses were much more serious to the Japanese, who had little or no possibility of replacement.

To the United States, the greatest flow of materiel was yet to come.

Rabaul was neutralized at about the same time that



**CHANGE OF COMMAND** — Boarding party of Navy men prepare to bring captured German U-boat back to U.S.

Tarawa fell into American hands (November 1943). In general, all fronts in the Central Pacific were thereafter joined.

### The Battle for the Atlantic

Immediately after our entry into the war against Germany, German submarines began making themselves felt off our eastern coast. After a slow start due to a shortage of antisubmarine escort craft, East Coast shipping was provided with protection against submarine attack, making the hitherto unprotected shipping lanes far less profitable for German efforts.

This factor, and the invasion of northwest Africa in November 1942, caused German submarine activity to be shifted to mid-Atlantic, where the risk was less and the quarry larger in the form of big transatlantic convoys.

The number of merchantmen sunk by German subs rose from two a day to five a day in the first three months of 1943. The figures quickly reversed themselves to a ratio more favorable to the Allies when they began the extensive use of naval air in the detection of submarines.

Allied planes were equipped with radar which enabled them to detect a surfaced submarine, whereas the submarine had no way of detecting the plane until it was often too late.

Since its antiaircraft guns were not effective, the only escape path open to the sub was a quick underwater getaway which it often failed to make.

The emphasis by the United States on the hunter-killer group, which replaced the convoy-escort groups, accounted for the sinking of numerous submarines.

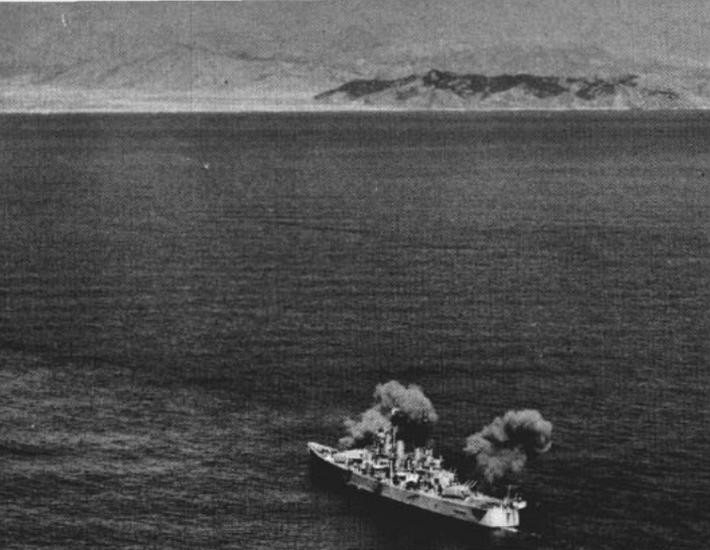
Shortly before the German collapse, improved German submarines led to renewed concentration off the east coast of the United States.

A report that bomb-carrying rockets might be launched against New York from German submarines brought strong countermeasures. In April 1945 a powerful force of destroyers and destroyer escorts pursued the German subs to mid-Atlantic, killing six along the way at the cost of one destroyer escort.

Before the fighting in Europe ended, the American antisubmarine forces scored 177 kills, with an additional 16 kills through joint effort with other Allied nations. Altogether, Germany lost 750 subs.

### Normandy

During the night preceding D-Day in Normandy, in



**ON TARGET** — U.S. ships soften Korean shore positions.

weather so foul that the German High Command was convinced invasion was impossible, an incredible armada crossed from the points of embarkation in England to Normandy. The United States alone deployed 1000 ships and other sizable craft.

Ahead of each large group leaving England, minesweepers spearheaded the crossing to France and then swept the anchorage grounds.

When dawn broke on 6 Jun 1944, transports and larger landing craft were anchored and had disembarked assault troops into smaller craft. Battleships and cruisers were lying at anchor closer to shore and destroyers were closer still.

As the troops stormed ashore, naval gunfire countered the fire from onshore guns. During the next four days naval gunfire frequently cleared the way for the push inland.

When the advance inland was established, a fleet of old merchant ships (gooseberries); enormous concrete caissons (phoenixes); and large cross-shaped steel floats (bombardons)—only the heads of which could be seen above water—set sail from England. Their purpose was to create a harbor where none existed.

It took this extraordinary fleet one night to get into position and construction began the following afternoon.

The line of merchant ships was sunk in an arc out from the shore. This line was extended by the caisson phoenixes which were sunk so their flat surfaces protruded above water. Outside the then created harbor was a breakwater of floating bombardons. Floating metal piers which could rise and fall with the tide extended out into the harbor from the beach.

Soon the harbor was open for business, and unloading proceeded rapidly until the worst storm in 50 years nearly destroyed the American ersatz harbor.

One built in the British sector under the lee of Cap de La Hève sustained only minor damage and shipping was routed through it.

Meanwhile, events ashore progressed to the point at which troops were in a position to besiege Cherbourg in order to obtain permanent harbor facilities.

The city was under fire from the land and from the guns of *uss Nevada* (BB 36) and British and American cruisers. The city fell within a matter of a few days.

With a permanent harbor, from which troops in France could be replenished and supplied, the invasion could proceed for a drive on the channel ports, Paris,

the Low Countries and eventually on to the Ruhr.

### **The Philippine Sea**

On 16 Jun 1944, the morning after United States forces landed on Saipan, an American submarine spotted the main units of the Japanese Fleet in the Philippine Sea.

The situation on Saipan was still critical, and the importance of the island to the Japanese almost insured U. S. forces an engagement with the Imperial Navy.

The first Japanese attack was met on 19 June by fighters from United States carriers which kept all but about 40 planes away from the ships. Most of the 40 which penetrated the fighter screen were dispatched by the ships' guns. At the end of the attack, the battle efficiency of none of the American ships was seriously impaired.

In the evening, U. S. planes intercepted a large group of planes on its way to Guam. Our fighters followed and shot them down when they were about to land.

It was a successful day for the Americans. A grand total of 402 Japanese planes had been destroyed. The action came to be called "The Marianas Turkey Shoot."

The enemy had also suffered heavy losses at sea. Two large carriers had been sunk by submarines.

The Japanese Fleet withdrew and was about to make good its escape when it was sighted nearly out of range of American carrier planes. A deck-load of planes was dispatched and made contact late in the afternoon.

Twenty-two of the 35 interceptors the Japanese sent up were shot down by U. S. fighter planes. The ship toll to the Japanese after the attack was one aircraft carrier, two fleet oilers and damage to four carriers, a battleship, a cruiser and an oiler.

The United States planes returned in the direction of their home carriers, but it was nightfall before they reached their destination. The carriers risked submarine attack and used their searchlights as beacons. Most of the planes succeeded in landing.

### **Leyte Gulf**

The Japanese faced the Battle of Leyte Gulf (23-26 Oct 1944) with desperation. American submarines had harassed their shipping to the point where fuel shortages were seriously hampering operations.

If the Japanese lost at Leyte Gulf it would mean the loss of the Philippines. The lifeline between the home islands and the East Indies would be cut. The Mobile Fleet would be divided between its fuel supply in the south and its repair facilities in the north, thus insuring its defeat and making a blockade of the home islands possible.

The Japanese hoped to sink Allied amphibious ship-

**BEACH PARTY** — Marines head for assault on Inchon.



ping in the Battle of Leyte Gulf. They failed miserably. They lost three battleships, four carriers, 10 cruisers and nine destroyers—about 306,000 tons in all.

The Americans lost one light aircraft carrier and two escort carriers, two destroyers and a destroyer escort, totaling 37,000 tons.

Each segment of the American Fleet performed brilliantly, taking advantage of the catastrophe suffered by the Japanese.

In addition to its ship losses, the Japanese lost 350 airplanes and, worse still, they lost the skill of the pilots who flew them.

Discouragement concerning their own losses, coupled with the growing American air power, caused the Japanese for the first time to use the kamikazes—suicidally inclined pilots who used their bomb-laden fighter planes as weapons, diving at their target in the hope of obliterating it and with the certainty of obliterating themselves.

### Subs vs. Japan

Too much cannot be said in praise of the United States submarine effort in the Pacific. The obstacles which submariners faced were formidable.

They generally had to travel some 3000 monotonous sea miles before they reached the Japanese shipping lanes; their living quarters were cramped, noisy and badly vented. The risks were great.

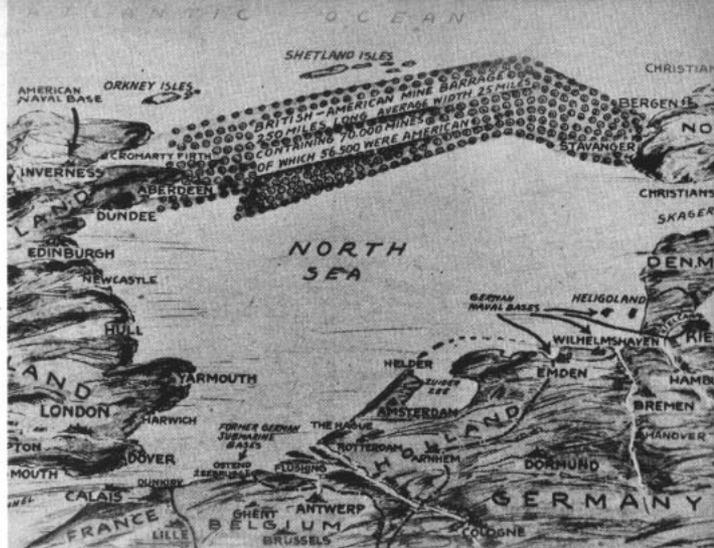
In spite of these difficulties, submarines spearheaded the United States advance in the Pacific and were responsible, through the large number of tankers they sank, for dividing the Japanese Mobile Fleet, forcing it to choose between its facilities in the home islands and its fuel supplies in the South Pacific. This alone had a profound effect on the outcome of the war.

Each year, the toll taken by United States submarines on Japanese ships mounted higher and higher. In 1944, the submarine force nearly doubled its record of sinkings during the preceding 12-month period. By 1945, worthwhile targets were becoming difficult to find.

American submarines adopted the same tactics against the Japanese that were used by the Germans in the Atlantic against the Allies. They traveled in packs (usually of three or less) and would attack a convoy, then run ahead to attack it again and again. There is at least one instance in which an entire convoy was sunk in this manner.

By the end of 1944, because of submarine attacks, Japan was operating less than half the shipping she needed to conduct a war. Japanese war plants were eating into their stockpiles, thus seriously impairing the

**FIREWORKS — LSMRs cover landing with rocket fire.**



**BIG JOB—WWI North Sea mine barrage looked like this.**

nation's ability to wage war. In short, the submarines had insured the collapse of Japanese industry.

By the end of the war, United States submarines had sunk 4,779,902 tons of merchant shipping. They had also sent to the bottom 201 naval units, totaling 540,000 tons.

In spite of the conspicuous lack of the comforts of home on board, submariners displayed a devotion to their boats which is incomparable. Many of them gave up their well-earned rest periods rather than take a chance of being assigned to a surface-type ship.

This was in spite of the fact that 16 per cent of submarine officers and 13 per cent of enlisted men were lost during the fighting in the Pacific.

### The Okinawa Campaign

The Kamikaze Corps of suicide-bent Japanese represented the substitution of fanaticism for military capability. They had been known and dreaded by U. S. Navymen for some time, but nowhere did they present such a threat as during the operations at Okinawa.

Kamikaze pilots would dive their battle-worn and sometimes decrepit planes into the target with no thought of saving themselves or their planes. Their one object was to plant the bomb they carried on whatever target they selected. Later, man-guided bombs were released on American targets from the undercarriages of Japanese planes.

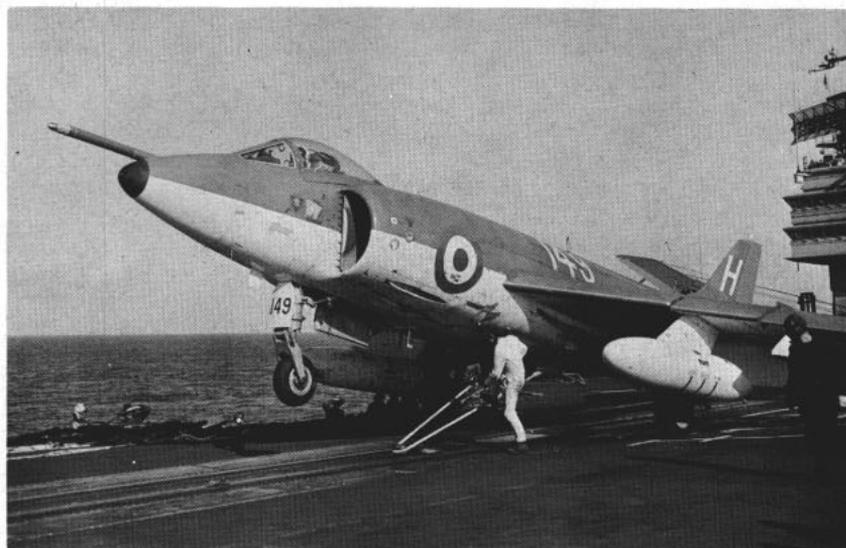
In one day (6 Apr 1945), between 350 and 400 kamikaze planes took off from airfields on Kyushu to attack U. S. shipping off Okinawa. About half of them were intercepted and shot down by U. S. carrier air groups before they reached the island, and when the survivors got to the amphibious force they were met by more U. S. planes and such heavy flak that United States personnel were in danger of the falling fragments from their own fire. This reception accounted for another 100 attackers, but the rest still managed to do considerable damage.

Another type of suicide attack was attempted that day by a Japanese battleship, a cruiser and eight destroyers from the Inland Sea, carrying enough oil to reach Okinawa but not enough to return to Japan.

When they reached their destination, they were to beach themselves and shoot until they were out of ammunition or destroyed.

United States planes let the ships come close enough  
(Continued on page 58)

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**BRITISH LAUNCH**—Flight-deck crew on board USS *Forrestal* (CVA 59) ready British *Scimitar* jet for launch during cross-deck exercises.

## Worden Is the Latest Word

About the latest thing in destroyer types is the guided missile frigate *Worden* (DLG 18). *Worden* is so new she isn't even in commission.

The frigate, which weighs in at 5670 tons, was launched this summer at Bath, Maine. She won't be ready for commissioning until next year. When she does join the Fleet, however, she'll bring a lot of punch with her. The sleek, 535-foot ship will be armed with two dual *Terrier* ship-to-air missile launchers and the *Asroc* antisubmarine weapon system, plus 3-inch guns and antisubmarine torpedoes. She'll also be equipped with a helicopter landing platform and the latest in search and detection devices for her varied missions.

The ship is named in honor of Rear Admiral John L. Worden, who commanded the ironclad *Monitor* during her historic Civil War clash with *Merrimac*. Admiral Worden also served as superintendent of the U. S. Naval Academy (1869-1874).

The new frigate is the fourth ship of the Fleet named *Worden*. The first, a torpedo boat destroyer, was built 60 years ago and served the Navy for 17 years. The second (DD 288) was commissioned in 1920 and served for 11 years.

The third *Worden* (DD 352) joined the Fleet in 1935. She saw action in the Pacific during World War II before running aground in the midst of a storm off the coast of Alaska in January 1943.

## NATO Naval Exercise

U. S., French, British and Portuguese ships of NATO's Striking Fleet Atlantic have completed *Operation Riptide III*, a four-day exercise to develop inter-navy readiness under wartime conditions.

Carrier-based aircraft conducted simulated nuclear and conventional strikes as well as a cross-deck exercise.

A cross-deck exercise consists of landing planes on carriers of countries other than their own. The British carriers HMS *Hermes* and HMS *Centaur* and the U. S. carriers USS *Forrestal* (CVA 59) and *Enterprise* (CVAN 65) exchanged planes, fueled and serviced them, and sent them back to their parent carriers.

In addition, each plane was armed with the other nation's weapons in a demonstration of interchangeability. (The armament was dropped by the planes before landing.) Helicopters of the U. S., United Kingdom and France also took part in the cross-decking.

In a less dramatic, yet no less important maneuver, surgeons and other medical personnel were exchanged between ships, as if a real emergency called for inter-ship medical assistance. In this, as well as other phases of the exercise, the participating navies attempted to make the four-nation force as interchangeable as possible.

## Award Winners

Winners of the Chief of Naval Operations special award for aviation safety and the Arleigh Burke Fleet trophy have been selected for fiscal 1962.

In addition, USS *Gyatt* (DDG 1) has won the CRUDESANT award for proficiency in anti-air warfare, and USS *Blandy* (DD 943) earned the award for outstanding capability in antisubmarine warfare for fiscal 1962.

The Arleigh Burke Fleet trophy is presented annually to the ship in the Atlantic and the ship in the Pacific Fleet that has achieved the greatest improvement in battle efficiency over the past fiscal year. This year USS *Forster* (DER 334) won the Pacific

## YESTERDAY'S NAVY



On 1 Dec 1944 the naval operating base at Kwajalein was established. On 2 Dec 1941 the U. S. merchant ship *Dunboyne* received the first naval armed guard crew. On 10 Dec 1941 the Cavite Navy Yard, P. I., was heavily damaged by Japanese air attack. On 11 Dec 1775 a committee was appointed by Congress to devise ways and means of furnishing the colonies with naval armament. On 18 Dec 1807 Congress authorized the construction of 188 gunboats. On 31 Dec 1941 Admiral (later Fleet Admiral) Nimitz assumed command of the Pacific Fleet.

Fleet trophy. *Forster* is homeported at Pearl Harbor and is a unit of Escort Squadron Five. *USS Vesole* (DDR 878) is the Atlantic Fleet winner.

The amphibious assault ship *Valley Forge* (LPH 8) received the CNO aviation safety award. During the past competitive year, 12,636 safe landings were made aboard her. She is now with the Seventh Fleet.

### Marjorie Sterrett Awards

Fourteen ships have been selected to receive the Marjorie Sterrett Battleship Fund Awards for fiscal 1962. The ships, seven from the Atlantic and seven from the Pacific Fleet, were named by their respective type commanders on the basis of the annual battle efficiency competition. The awards now go to one ship from each type command.

Marjorie Sterrett prize money is assigned to recreation funds of the winning ships and used for the benefit of the ships' enlisted men.

Here are the Pacific Fleet winners: *Bon Homme Richard* (CVA 31), *Providence* (CLG 6), *Rupertus* (DD 851), *Prime* (MSO 466), *Paul Revere* (APA 248), *Arikara* (ATF 98), and *Sargo* (SSN 583).

Winners in the Atlantic Fleet are: *Lake Champlain* (CVS 39), *Newport News* (CA 148), *Joseph K. Taussig* (DE 1030), *Entemedor* (SS 340), *Amphion* (AR 13), *Grant County* (LST 1174), and *Exploit* (MSO 440).

### New Ships Named

Names have been assigned to four guided missile frigate hulls (DLGs 27, 28, 29 and 31) now under construction at shipyards in the states of Maine and Washington and two combat store ships (AFSs 1 and 2) being built in California.

DLG 27 will bear the name of *Josephus Daniels*, the North Carolina journalist who served as President Woodrow Wilson's Secretary of the



**ARLEIGH BURKE** Fleet Trophy, for most improvement in battle efficiency during fiscal '62 in Atlantic, goes to *USS Vesole* (DDR 878).

Navy from the year 1913 to 1921.

It was during his administration of the Navy that service schools were established on board ships and stations for officers and enlisted men.

Daniels favored the appointment to commissions of men from the enlisted ranks and inaugurated the practice of making 100 enlisted men eligible for entrance into the Naval Academy each year.

*Wainwright*, the name with which DLG 28 will be christened, is the family name of five men who served the Navy well: CDR Jonathan M. Wainwright (1821-1863), his son, ENS Jonathan M. Wainwright, Jr. (1849-1870), their cousin, CDR Richard Wainwright (1817-1862), his son, RADM Richard Wainwright (1849-1926) and grandson, CDR Richard Wainwright (1881-1944).

Two U. S. Navy destroyers (DD 62 and DD 419) have already borne the name *Wainwright*.

DLG 29 will bear the name of RADM James E. Jouett (1826-1902) who distinguished himself in action against the Confederate Navy during the Civil War.

As with the Wainwrights, two de-

stroyers (DD 41 and DD 396) have borne the name *Jouett*.

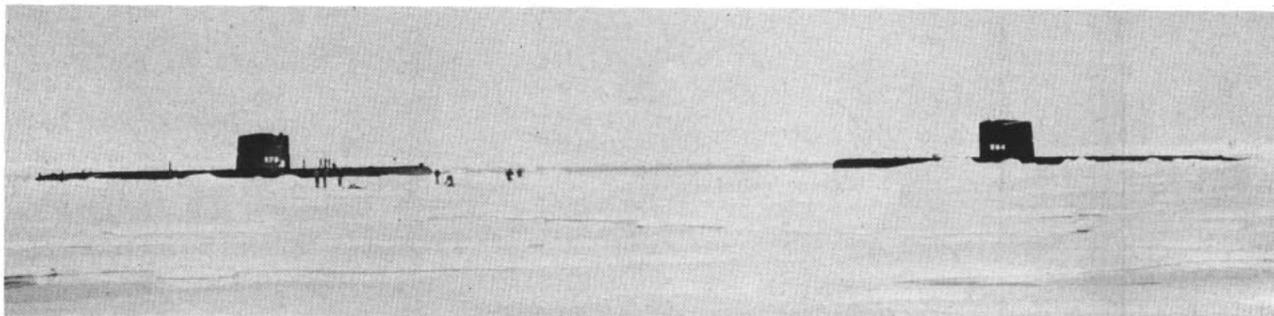
*Sterett*, the name assigned to DLG 31, honors LT Andrew Sterett (1760-1807) who commanded the schooner *Enterprise* against French privateers and Tripolitan pirates in the Mediterranean.

The name *Sterett* has also been borne by two destroyers in the past (DD 27 and DD 407). The latter was awarded the Presidential Unit Citation for action against the enemy during the Battle of Guadalcanal in November 1942.

The two combat store ships now abuilding in California will be named *Mars* (AFS 1) and *Sylvania* (AFS 2).

They are the first of a new type which will eventually replace the present store ships (AF), the general stores issue ships (AKS) and the aviation supply ships (AVS) in underway replenishment operations.

The AFS types will carry a variety of items, including fresh provisions, general stores and aviation supplies. They will also carry two cargo helicopters and will be armed with four 3-inch/50-caliber twin gun mounts.



**COOL GREETING** — Nuclear subs *USS Skate* (SSN 578) and *USS Seadragon* (SSN 584) rendezvous at North Pole.



ROUND THE HORN — USS *Constellation* (CVA 64), shown here on her highly successful shakedown cruise in Atlantic, is now with Pacific Fleet.

### Constellation Shakedown

The shakedown cruise of *uss Constellation* (CVA 64) off Guantanamo Bay, Cuba, earlier this year, has been termed a success. How much of a success may be indicated by some of the statistics recorded during her vigorous operational readiness trials.

**LIBERTY BOUND** — Navymen of USS *Constellation* (CVA 64) leave liberty launch at Fleet landing and head for a tour of Rio de Janeiro.



*Constellation*, last of the six *Forrestal*-class carriers to be constructed, began test operations last January. By early May she had, among other things:

- Become the first carrier to launch *Terrier* surface-to-air guided missiles. In the process she recorded 11 hits out of 15 attempts.
- Chalked up more than 3500 arrested landings.
- Steamed nearly 25,000 miles.
- Received "outstanding" marks in her Navigational Ship Control and Rescue Assistance departments.
- During a low visibility exercise performed the smallest fixed error position (41 yards) of any large combat ship ever to undergo operational readiness tests at Guantanamo Bay.
- Received "excellent" marks in her Electronics, Medical and Communications departments. (The Fleet Training Group officer who graded the Communications department said its mark was the highest he had given any ship during his 29 months as an area inspector.)

*Constellation* has been assigned to the Pacific Fleet. Her home port is San Diego, Calif.

### Carriermen Visit Rio

Men of *uss Constellation* (CVA 64) say that Rio de Janeiro has the best liberty in the world. They should know, because *Constellation* had a

four-day stay there on her way around South America to her new home port of San Diego.

Crew members ashore in Rio found that across the street from rows of first-class hotels were several beaches—Gavea, Ipinema, Flamengo, Leblon, and the Copacabana with its mile-long crescent of white sand. And they learned that for \$2.50 they could get a first-class hotel room complete with continental breakfast.

Information booths on the pier gave tips on what to see in the city. Many *Constellation* sailors visited Corcovado Peak to see the statue of Christ, and others took the cable-car ride to the top of 1200-foot Sugarloaf Mountain for a panoramic view of Rio and the surrounding area.

But it wasn't all play.

One-hundred-twenty-eight officers and men gave blood to the Rio blood bank. *Constellation's* first class petty officers invited 120 underprivileged boys aboard for movies, ice cream, cake and soft drinks, and bought each boy a *Constellation* T shirt.

A *Constellation* softball team defeated a Rio all-star team 10-0, and Air Squadron VAH-10's basketball team downed a Brazilian five 45-33.

More than 20,000 visitors came aboard during the four-day visit and 15,000 Portuguese-language welcome aboard pamphlets were distributed.

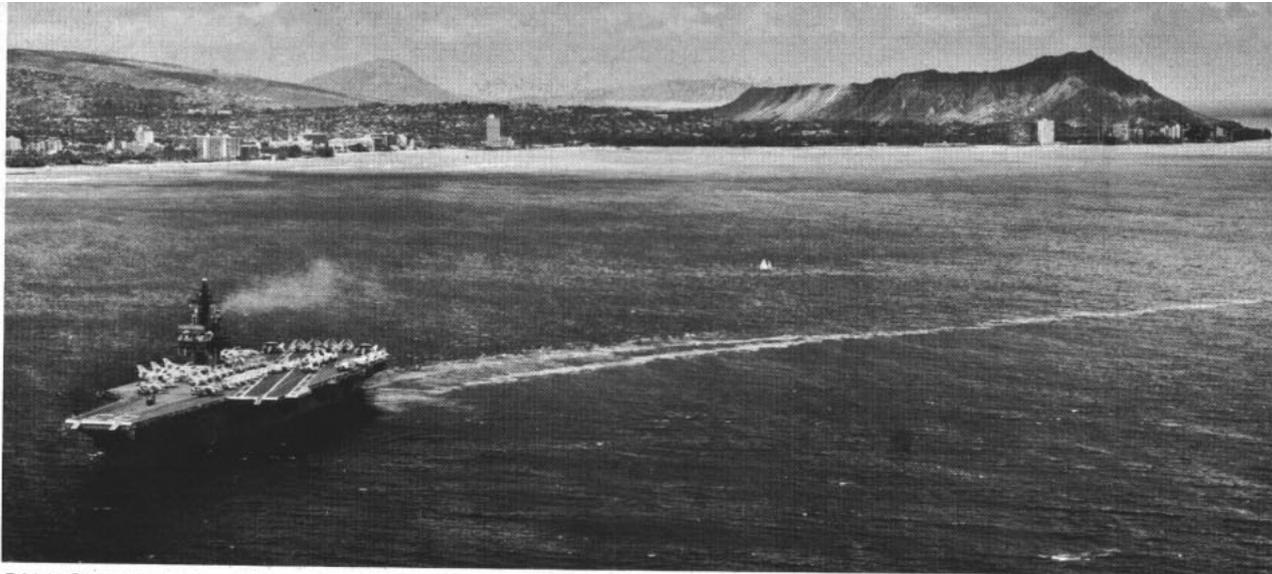
For many Brazilians, one of the highlights of the tour of *Constellation* was seeing themselves—live—on television. The ship's closed-circuit TV system was put in operation in the hangar bay, with a camera beamed on the people, who watched themselves on a receiver placed nearby. Crewmen below deck watched the hangar bay proceedings via their compartment receivers.

On the final day of the port visit, after the tours of the ship were over, crewmen found these words scribbled on the desk in deckhouse three: "Remember of Brazil. This ship is wonderful. Good return your country. God help you and family."

### Pre-Commissioning Training

When a new-construction or re-activated U. S. Navy ship is scheduled for commissioning on a certain date, that ship's crew doesn't just wander aboard en masse on commissioning day. The resultant chaos would definitely not be in the best tradition of the Navy.

Obviously, some previous training and organization are called for. In



DIAMOND HEAD and the city of Honolulu provide scenic background for USS *Kitty Hawk* (CVA 63) in the Pacific.

the Atlantic Fleet, such essentials are furnished by the Pre-commissioning Training Department of the Fleet Training Center, Norfolk.

Pre-commissioning crews are divided into two groups, the nucleus crew and the balance crew. The nucleus crew—selected, experienced officers and key petty officers—is ordered directly to the building shipyard or reactivating activity some weeks before the commissioning date. They assist in assembling outfitting materials, witness tests of machinery and equipment, and thoroughly familiarize themselves with the ship, so that they can serve as on-the-job instructors to the balance crew when it reports.

Meanwhile the balance crew, comprising approximately 80 per cent of the ship's personnel allowance, reports to FTC Norfolk. There, each man is interviewed to determine his qualifications and experience, and is briefed on the pre-commissioning program, the various schools which will be required, and station orders and regulations.

Every officer and enlisted man in the balance crew is required to attend fire-fighting, damage control and ABC defense schools. Gun crews are formed and trained at the Fleet Anti-Air Warfare Training Center, Dam Neck, Va. CIC teams, communications personnel and repair parties receive practical training at the Fleet Training Center, while boat crews are formed and trained at the Norfolk Fleet Boat Pool.

Together—one of the best ways to build morale and ship's spirit—is emphasized during this period. Each balance crew is quartered in its own barracks, organized by departments and divisions, and

receives practical and team training together. It works, too. Men who have never laid eyes on their prospective new duty station are oftentimes overheard bragging that their ship is the best in the Navy.

While the balance crew is training, the prospective executive officer supervises the operation of a paper mill which turns out all of the organizational material necessary for the future operation of the ship. This includes the ship's organization manual, ship's regulations, CIC doctrine, battle bill, cleaning bill and berthing bill. The Pre-commissioning Training Department maintains a complete library, containing all of the necessary publications and reference material to aid the prospective executive officer in accomplishing this task.

About a week before the commissioning date, the balance crew is transferred to the building or reactivating site. There, they join the nucleus crew and are molded into a ship's company, ready to undergo shakedown training.

Since its establishment in September 1953 the Pre-commissioning Training Department, Norfolk, has provided training for the prospective crews of 77 ships. In 1961 alone more than 10,000 Navymen assigned to 16 ships scheduled for reactivation or commissioning were trained there. They included the crews of the aircraft carriers *USS Constellation* (CVA 64) and *Enterprise* (CVAN 65), plus 10 ships reactivated as a result of the Berlin crisis.

—LCDR L. J. Tucker, USN.



TOP RIGGER — USS *Lake Champlain* (CVS 39) claims Atlantic Fleet record for rigging Davis (S2F) barrier with a time of 59 seconds.



SCHOOL DAYS — FTG, WestPac, keeps Navymen of the Seventh Fleet in the know with a variety of classes at Yokosuka. Left: Class is conducted in sonar methods. Rt: Students practice at radioman school.

### It's a Small World

Running across an old shipmate after a 17-year separation is not unheard of in this world—but when that old shipmate is a torpedo, it does become a mite unusual.

Back in April 1945, when both the world and Chief Quartermaster (SS) James Kirkland were younger, he headed out of Pearl Harbor for the western Pacific on board *uss Springer* (SS 414). *Springer* was bound for her second war patrol, and Kirkland was making his seventh of a total of eight such patrols.

It was a highly successful venture, for *Springer* expended almost all of the torpedoes in her forward torpedo room. One of the few left aboard

when the sub finally turned back toward Pearl again was a Mark 14, Mod 5, bearing the serial number 26718.

Back at Pearl, Kirkland and the torpedo went their separate ways. And the path that torpedo somehow followed to wind up in Charleston, S. C., 17 years later is unclear.

Get there it did, however, some way or other. And you could have bowled the chief over with a feather when he idly checked over the serial numbers of a load of torpedoes aboard his current ship, *uss Harder* (SS 568), one day late the past summer. Among them, slightly the worse for wear but still going strong, was old tin fish, serial number 26718.

### Fleet Training Group, WestPac

Thousands of Seventh Fleet Navy-men go to school in the Far East every year—some ashore in Japan, others at sea. Teaching them is a big job, one which you might well suppose would require the services of a whole raft of instructors. It doesn't, though—simply because the 36 Navy-men who staff the Fleet Training Group, Western Pacific, are just about as efficient and hardworking a batch of teachers as you'll find anywhere.

The westernmost outpost of the Navy's Pacific Fleet Training Command, FTGWP furnishes both underway training for Seventh Fleet ships and training courses ashore which vary in length from one day to 12 weeks.

In providing its particular brand of sea-shore pedagogy, FTGWP forms one of the Navy's more unusual organizations. Normally training at sea is conducted by Fleet training groups, while training ashore is provided by Fleet training centers.

An average of 13 Japan-based U. S. ships are given the three-week underway refresher training course each year, normally just after a ship has completed an extensive shipyard overhaul period. During those three weeks an FTGWP team guides and supervises all manner of shipboard exercises with a two-fold aim: To bring the ship to its highest possible degree of combat readiness in the short time available, and to assist the ship in developing its own internal self-training program.

FTGWP's scheduling office lines up training areas for both U. S. and foreign ships off the coasts of Japan and Okinawa, and also handles some



HELLO AGAIN — Chief Quartermaster (SS) James Kirkland poses on board *USS Harder* (SS 568) with torpedo he last saw during World War II.

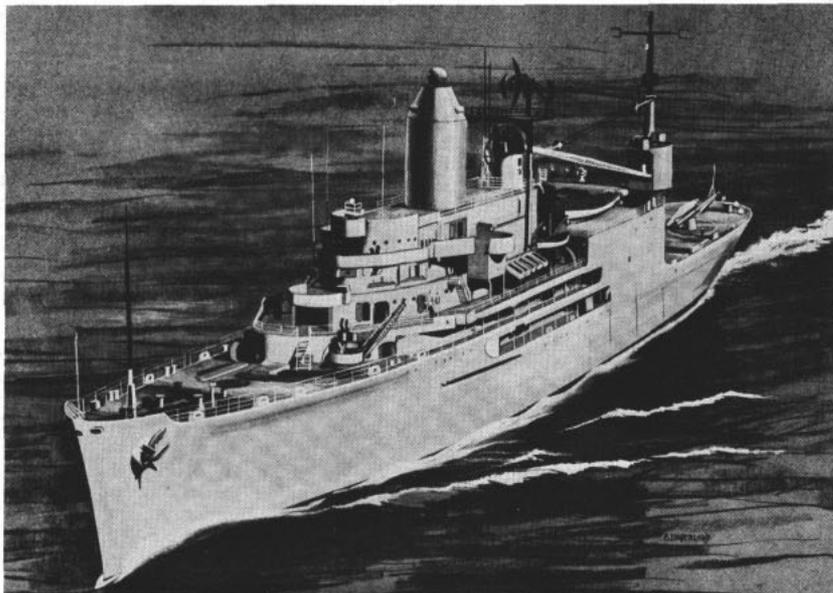
20 requests per day for towed surface targets, radio-controlled target aircraft and plane-towed targets for anti-aircraft drills.

Among the 14 courses conducted ashore are a motion picture operator's course; a gunnery tracking school which includes a half-day course in Navy gunpointing systems and another half-day course in naval gun loading; a five-day course in the principles of naval leadership; a 12-week radio operator's school and a signalman school. There is also a dual-scanning sonar attack teacher—an intricate hunk of equipment which permits students to simulate an attack on a mock submarine target, learn modern methods of submarine tracking and practice the correct method of moving in for the kill.

FTGWP's firefighting school (the only one in the Far East) is located in a remote section of the base, and consists of a classroom, maintenance space, fire tank and boiler room mock-up. The one-day course begins with films on firefighting techniques and the chemistry of fire, and ends with students extinguishing simulated shipboard fires in both the mock-up and open tank.

FTGWP instructs more than 500 Navymen ashore each month. The courses are taught by the same men who conduct refresher training at sea, and thus the ashore courses are often suspended while sea training is in progress. In addition, a large number of Japanese Maritime Self-Defense Force personnel attend the courses each year.

Cecil G. Smith, JO3, USN.



**NEW SOUND** — Artist's conception shows how *USS Norton Sound (AVM 1)* will look when converted to test ship for *Typhon* weapons system.

### **Norton Sound Gets Typhon**

A weapons system which incorporates recent improvements in the *Tartar* and *Talos* guided missiles is being installed in *USS Norton Sound (AVM 1)*. The new weapon has been called *Typhon*. The name supersedes the designation of Advanced Weapons System formerly used to identify improved *Tartar* and *Talos* missile gear. Super-*Talos* will be renamed Long Range *Typhon*. Super-*Tartar* will be Medium Range *Typhon*.

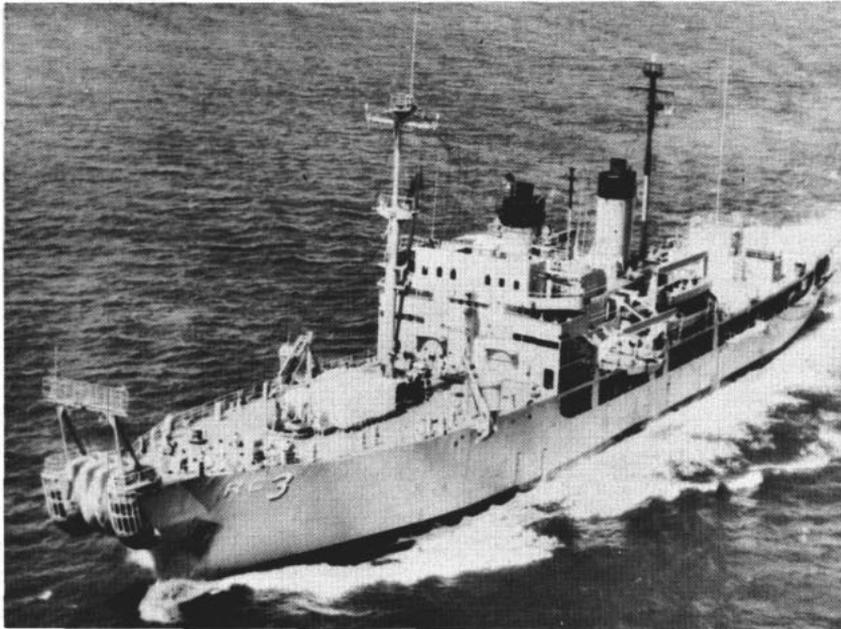
The radar designed for *Typhon* outperforms systems in present use. The *Typhon* weapon control system will consist of advanced long-range search, track and guidance radar, high-speed computers which provide

faster target selection and designation, and display and monitor gear. The system will extend the range and improve the accuracy, target-handling capacity and reaction time of future guided missile ships.

*Norton Sound* is no stranger to missile projects; the ship has played a major role in the development of a wide variety of Navy guided missiles. She was commissioned a sea-plane tender in 1945, but in 1948 underwent conversion to the guided missile ship status. *Norton Sound* has served mainly as a floating laboratory and launching platform for high-priority missile projects. Her present conversion will take place in a shipyard at Baltimore, Maryland.

**DOUBLE SPLASH** — Champagne and water foam high as *Polaris* submarine *Alexander Hamilton* is launched.





CABLE LAYER—USS *Aeolus* (ARC 3) slices through calm seas while lending support to Logistics Service Group, U. S. Atlantic Fleet.

### New AGOR Is Launched

Number three of a new class of United States Navy oceanographic research ships has been launched. She is *Charles H. Davis* (AGOR 5).

The other two similar ships are *Robert T. Conrad* (AGOR 3) and *James M. Gillis* (AGOR 4).

Like her predecessors, *Davis* is 209 feet long and accommodates a crew of 22 officers and enlisted men, plus 15 scientists who are assigned by the Navy Hydrographic Office.

The scientists will conduct studies of underwater acoustics and will collect meteorological data for the U. S. Naval Underwater Sound Laboratory's west coast offices.

The new AGOR was named for the late RADM Charles H. Davis, USN, and for his son RADM Charles Davis, II, USN, also deceased. The senior Davis is known for his sponsorship of the National Academy of Sciences and for his efforts in establishing the *American Ephemeris and Nautical Almanac*. He also won repute for his studies of the dangerous waters around Nantucket.

The younger Davis was superintendent of the Naval Observatory, a post once held by his father, and worked with several expeditions studying longitudinal differences by means of submarine telegraphic cables.

Three other ships, (TB 12), (DD 65) and (DD 395), had been named for the senior Davis. The new AGOR

is the first ship named in honor of both the deceased rear admirals.

### Sara Modified

The attack aircraft carrier *USS Saratoga* (CVA 60) is being modified to handle heavier aircraft and give pilots greater safety in landing than before.

A change in the arresting gear will enable her to handle heavier aircraft, and installation of the new PLAT (Pilot Landing Aid, Television) system will give a greater measure of safety to pilots.

The carrier is undergoing the modifications at Norfolk Naval Shipyard, Portsmouth, Virginia.

### Army's Gift to Navy

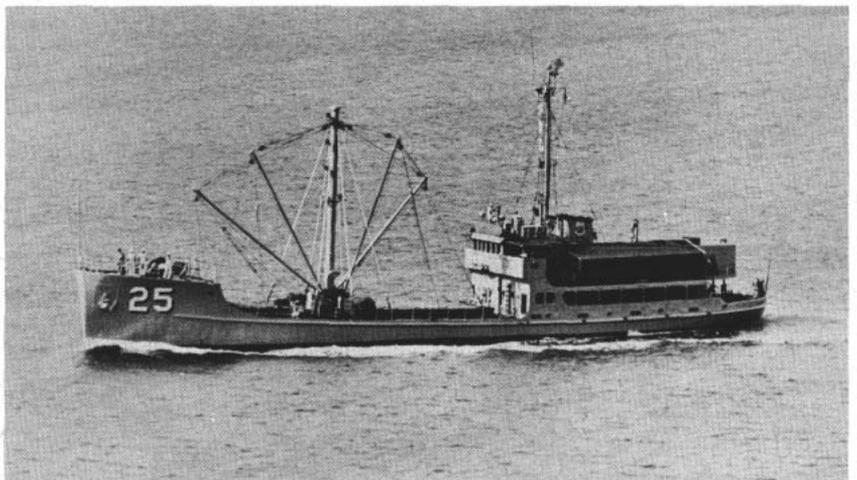
There are a lot of bigger ships in the U. S. Navy, and most of them get to play more exciting roles—but still and all, *USS Banner* (AKL 25) holds a distinction precious few other craft can claim. She's one of a kind.

*Banner*, you see, is a rare breed of ship, for she originally belonged to the U. S. Army. She's the last of her class remaining on active commissioned service, and, as she chugs busily along from island to island in the western Pacific these days, she's preventing the door from closing completely on one brief page of Navy history.

*Banner* came into this world back in 1944 as an Army cargo carrier bearing the name *Captain William Galt*. Her mission then was to supply islands in the Gulf of Mexico.

When the Korean conflict erupted, the Navy acquired *Captain Galt* and her sister cargo carriers, and designated them as light cargo ships. *Galt* became *USS Banner* in November 1952, after minor conversion at Pearl Harbor.

*Banner* and her sister ships saw limited action in the waning days of the Korean conflict. In the years since the cease-fire, the others have one by one joined the mothball fleet, MSTs, or, in some cases, the fleets of allied countries. The 177-foot *Banner*, however, is still hard at work for the Navy. Operating between Guam and isolated ports in the Mariana-Bonin Islands area, she carries loads of general cargo to places not normally served by larger logistic ships of the U. S. Navy.



SEA LOADER — Toy-like appearance of *USS Banner's* (AKL 25) hoisting gear belies strength she uses to load and unload cargo.

## Sunnadin's Replacement

Life on board a tug is pretty work-a-day, and duty in *uss Sunnadin* (ATA 197) at Pearl is no exception. Sometimes there isn't much to do and other times there's too much. Her crew members, like most other people, get up in the morning, go to work and trek home in the evening.

One day, however, *Sunnadin's* leading petty officer, BM1 Willis J. Judy, received some advance orders on Seaman A. J. Salen, who was to be transferred to *Sunnadin* from the U. S. Naval Air Station at Jacksonville, Fla.

The orders looked like any other 1A card. BM1 Judy had seen dozens of them, but there was something about this particular card which caused Judy's jaw to tighten its hold on the cigar it gripped and small beads of perspiration to stand out on his forehead.

Behind Seaman Salen's serial number stood a telltale "W" which, as any Navyman knows, stands for Wave.

Judy called his crew together for consultation. Everyone examined the card carefully. The "W" was there, all right; there was no mistaking that. But maybe it was just a typographical error, like the million-dollar tax refunds you read about in the paper sometimes.

Just to play it safe, Judy and his crew went out and bought some curtains for the portholes and scattered a few books authored by Emily Post and Amy Vanderbilt here and there. Even after being gussied-up, however, *Sunnadin* was still quite obviously a tug.

It wasn't long before Judy and his crew learned the awful truth. Seaman Salen was indeed a Wave, the initial "A" being for Alice. Her orders were canceled.

Judy and his crew regretfully removed the curtains from *Sunnadin's* portholes; stowed the copies of Amy Vanderbilt and Emily Post and sat back to wait for another crew member—male type.

## Hospital Gets Navy Overhaul

When the word goes around that the Fleet's in, regardless of what language is used, it's usually good news for some kids.

Not long ago, when the ASW carrier *uss Randolph* (CVS 15) dropped anchor in the harbor at Palermo, Sicily, it was good news for the doctors, Sisters of Charity and the chil-



**HAPPY BIRTHDAY** — *USS Sheldrake* (AGS 19) celebrated the 20th anniversary of her commissioning. The former AM is with Navy Hydrographic Office.

dren at the Palermo Hospital for crippled children, where more than 250 youngsters afflicted with the ravages of polio and other paralytic diseases receive care and treatment.

The hospital was pretty well equipped with the necessities for treating its charges but the physical condition of the 200-year-old building left something to be desired.

*Randolph's* carpenters, glaziers, plumbers and electricians went to work with the various tools of their trade and made the place as bright as the smiles on the children's faces.



**ON TARGET** — *USS Sunnadin* (ATA 197) prepares to put out to sea with target sled for gunnery practice.

Of course, there was the customary party on board *Randolph* for the young patients who ate steak, ice cream and cakes with the crew. *Randolph's* cakes were facsimiles of the Italian and U. S. flags.

Before *Randolph* hove anchor, her CO made a little speech at the renovated hospital and signed the guest book in which the first entry was dated 1878.

## Lexmen Round the Cape

Nowadays, relatively few ships choose to steam from the Pacific to the Atlantic, or vice-versa, by way of the stormy, rock-strewn waters off Cape Horn in southernmost South America. One of the few is the carrier *uss Lexington* (CVA 16).

Transferred from the Pacific Fleet to the Atlantic for conversion to CVS (support carrier) status recently, *Lexington* crossed through stormy Drake Passage within 100 miles of Cape Horn.

*Lexington's* Attack Squadron 52 took advantage of a brief spurt of comparatively fair weather by launching 36 AD-6 *Skyraider* aircraft—thereby becoming (according to *Lexington*) the first carrier to conduct air operations in the Cape Horn area.

By the time the unusual calm had lifted and Drake Passage was restored to her normal queasy self, the aircraft were safely back on board and the 40,000-ton carrier groaned on through gale winds, severe storms and heavy seas to the other side.



OF ALL PLACES — Pearl Harbor-based tug, USS Sunnadin (ATA 197), had a Wave assigned to her crew until mistake was noted and orders canceled.

### Seaplanes with Hydrofoils

Successful test flights of an experimental seaplane equipped with a modern hydrofoil, conducted recently under the auspices of the Bureau of Naval Weapons at College Point, Long Island, N. Y., may someday result in a brighter and more expansive future for the Navy's flying boats.

The tests are aimed at discovering if the use of hydrofoils on seaplanes would aid and improve the performance of those craft in rough waters.

A JRF-5 *Goose*, loaned to the Navy by the Coast Guard, is being used as the test aircraft. It has been fitted with a supercavitating type of hydrofoil system, designed for extremely high water speeds. It is an adaptation of a hydrofoil system developed in France in the 1930s.

A single high-speed hydrofoil, mounted between two ventilating struts, is located directly below the plane's center of gravity and just forward of the hull step. Two skis, rigidly mounted on twin struts, extend beyond the bow to help stabilize the aircraft during take-offs and landings, and to prevent diving should the hydrofoil be damaged or destroyed.

The tests are confined entirely to high-speed runs and take-offs and landings, rather than conventional flights.

### New Core Sampler Tested

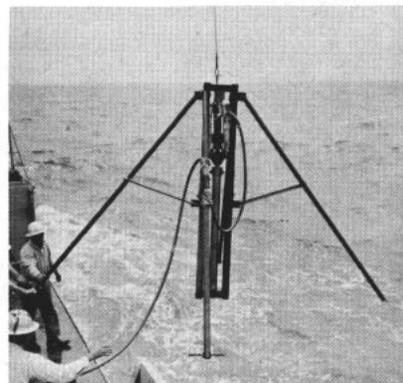
The Navy is testing a lightweight, pneumatic core-sampling device that will make it possible to take undisturbed samples of hard ocean floor in

deep water without using large drill rigs.

Designed and developed at the Naval Ordnance Laboratory in White Oak, Md., the 700-pound underwater rig obtained a core sample of coral and sand, four feet long and three inches in diameter, in 90 feet of water during a test off Fort Lauderdale, Fla.

Frequently, the Navy needs core samples to determine the suitability of an area for holding underwater ordnance tests. Analysis of undisturbed cores reveals whether or not the area will hold mine anchors which are driven into the bottom with explosives.

The new sampler is held in an upright position by a four-legged pyramidal frame about eight feet high. When the rig is lowered by cable from a ship, it settles squarely on the ocean floor. Once the sample is obtained, the entire rig is raised and the core is removed for analysis.



BOTTOMS UP — Lightweight pneumatic core sampler is lowered over side in tests off the Florida coast.

### New Zealanders Get the Works

After a visit to Hawaii last summer, crewmen of New Zealand's HMNZS *Royalist* were confident their ship was at the peak of operational efficiency, if not the best cruiser anywhere. U. S. Navymen of the Pearl Harbor-based Pacific Fleet Training Group were inclined to agree. The Group had provided the New Zealanders with a 26-day course in engineering, damage control, communications, fire-fighting and gunnery.

The training was a "first" of sorts; *Royalist* was the first ship built and manned by a U. S. ally to enroll for instruction at FTGPac. (Navies of other nations have received instruction by FTG only when the ships were purchased from, or on loan from, the U. S.)

A short time earlier, *Royalist* had undergone a major refitting in Auckland. Many of her veteran crewmen had been transferred or discharged. Replacements included many inexperienced men who were unfamiliar with the equipment and operating procedures on board ship. Because of limited training facilities in New Zealand, RADM Peter Phipps, Chief of the New Zealand Naval Staff, requested the Pacific Fleet Training Group to provide underway training.

FTG was ready for *Royalist* when the cruiser arrived at Pearl Harbor. Underway training began on 9 Jul and continued until 27 Jul, the day before *Royalist* departed Pearl Harbor. During the period the cruiser worked with various Pacific Fleet units, including USS *Bon Homme Richard* (CVA 31). The training was, as FTG puts it, extensive. Only six of the 21 operating days were spent in port.

Damage control problems were made realistic by smoke-filled passageways. Refueling and supply replenishment at sea were practiced with Fleet oilers. Antiaircraft gunnery exercises were conducted with both prop and jet aircraft. The cruiser conducted shore bombardment exercises off the island of Kahoolawe, and practiced surface gunnery by firing at a target sled towed by a Fleet salvage ship. Communications drills, both in port and at sea, were conducted at all hours of the day and night.

Engineering casualties, man-overboard drills, aircraft intercept and tracking problems, maneuvering drills while acting as a screen ship, and moving independently through a

mined area were other exercises.

The final day of training was spent in evaluating the *Royalist* crew. Improvement was determined by comparing after-training grades with the marks the ship received before her instruction, and *Royalist* showed a considerable increase in her degree of readiness.

—Chuck Brown, JO1, USN.

### Slingshot Catapult Tested

A large-scale adaptation of a long-popular child's toy familiar to most of us—the slingshot—may soon be in use as a jet aircraft catapult.

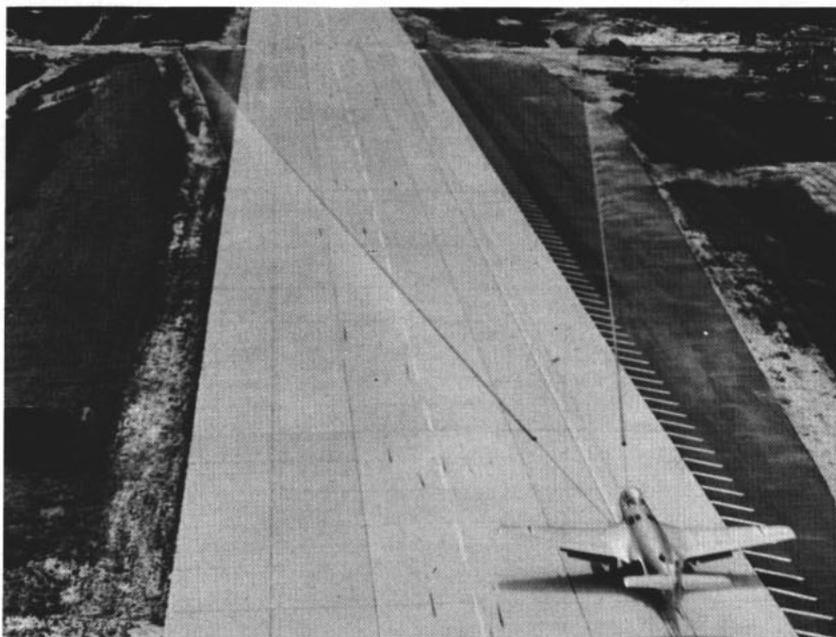
The new-style catapult, known as the RE-1, is currently being put through evaluation testing at the Naval Air Test Facility, NAS Lakehurst, N. J. Its slingshot technique, designed mainly for Marine Corps use, is expected to provide a means of launching high-performance jet planes at advance bases where runways may be crude, limited in length, or even non-existent.

RE-1 is an "assisted take-off" catapult which supplies 50 per cent of the energy required for launch, with the aircraft contributing the other 50 per cent. Thus it differs radically from the steam-driven catapults used aboard aircraft carriers, which provide approximately 95 per cent of the energy required.

Because the RE-1's use will be limited, in most cases, to just such situations as those outlined above, its design is simplicity itself. Its main components are: A shuttle and a 1000-foot shuttle track; a T-34 turbo-shaft engine; a nylon tape; a hold-back unit; a retraction system and a control console.

Here's how it works. Before a launch, the plane's nose wheel is placed on the shuttle and secured to the shuttle by a bridle. A wire rope pendant which goes through the shuttle is attached at both ends to the nylon tape, which is in turn connected to a reel on the engine.

To launch the plane, the engine is started, and the aircraft's engine is run up to full RPM. As the clutch on the RE-1's engine is engaged, the tapes are pulled on the reels, thus exerting a force on the shuttle. At a predetermined force level, the hold-back unit fails, and the released plane is hurled down the track. The shuttle and tape come to a halt at the end of the 1000-foot power stroke, and the aircraft, accelerated to flying speed, is airborne without great difficulty.



**TOW GO** — An A4D-2 Skyhawk is 'slingshotted' into air by new type catapult being tested at Naval Air Test Facility, Lakehurst, N. J.

### Vietnam Crew Learns Ropes

A South Vietnam navy crew of four officers and 50 enlisted men recently spent an intensive two weeks in Subic Bay learning the ropes aboard a medium landing ship which was later turned over to South Vietnam by the United States under the Military Assistance Program.

A U. S. Navy 17-man mobile training crew spent the first four days alongside Subic Bay piers checking out the Vietnamese on how to operate the equipment on board the ship, as well as how to operate and read U. S. navigation equipment and vari-

ous types of communications devices.

After a thorough check-out, the ship went to sea manned by the Vietnamese crew. Normal shipboard procedures were practiced during the first days at sea, with the exception of firing the twin 40 and 20mm gun mounts aboard the ship. The final days consisted of more on-the-job training and firing the armament.

When the ship was turned over to Vietnam, it was completely fitted out with battle dress, medical and administrative supplies and ammunition—everything needed to run a ship efficiently was on board.

### Reserve Ship and Crew Earns Pat on Back

Reservists released from active duty after serving under last fall's emergency activation program have received a hearty well done for their efforts. Pats on the back have been issued by many U. S. and foreign officials, and, in many cases, the men with whom the Reservists worked added their own special thanks.

This message, for example, was received by *USS Charles E. Brannon* (DE 446) before she departed the Far East for deactivation in Seattle, Wash. It was addressed to the CO.

"After the time we have been together for training, you have shown to us a very good friendship. On the training, on the repairing of my

*gyro compass and radio. Your personnel has helped us with their finest will. It has testified very clear and friendness.*

"Before you leave my country, we have nothing but only the thanks of our ship *Lima 8* to you and your men. The best wishes for your getting underway, the good health of all.

"Maybe we don't meet you again, we don't hope so, but remember sir there was a Vietnam ship, you had made a exercise with them, they don't forget *Brannon*. I hope our friendship will be still for ever.

"Good bye Sir, and your men, "LT *Vu Trong Do*, CO, South Vietnam Ship, HQ 328."

# THE BULLETIN BOARD

## Here's How 12-Month Extension of Enlistments Affects You

ON 24 Oct 1962, the Department on the Navy was instructed to extend for 12 months the enlistments, appointments and periods of active duty and obligated service of all naval personnel who were to be released before 28 Feb 1963. This has been done.

The primary reason, of course, is the U. S. quarantine on arms shipments to Cuba.

This means that if you were due to be released from active duty, or discharged, between 24 Oct 1962 and 28 Feb 1963, forget it. Your enlistment is involuntarily extended for 12 months, unless you voluntarily extend or reenlist for 12 months or more under the normal procedures.

If you have already received, or do receive, authorization for transfer to the Fleet Reserve before 28 Feb 1963, the transfer is automatically deferred for 12 months.

There are, however, exceptions.

If you're an officer, the extension order does not apply to you if you are:

- To be retired under statutory retirement laws.
- Involuntarily released from active duty.
- A Reservist on active duty for training or temporary active duty.
- Already retired, and on active duty.

If you're an enlisted man or woman, the order does not affect you if you are in one of the following categories:

- Reservist, on active duty for training.
- Reservist, or Fleet Reservist, on temporary active duty.
- You have completed more than 30 years of active service, or have already been authorized to retire after 30 years of service.
- You are involuntarily released from active duty.

Otherwise, voluntary retirements, resignations, releases from active duty, and reversions to previous grades for retirement purposes are being considered only on an indi-

vidual hardship basis. If you have a legitimate case for a humanitarian or hardship release, it will be acted upon.

Personnel involuntarily extended under the order will not be entitled to additional pay in the form of reenlistment bonus, lump-sum leave payment or mileage payment.

Physical examinations for involuntary extendees are not required.

The normal Seavey-Shorvey transfer procedures remain in effect.

The authority upon which the extension order was based is Public Law 87-736, a three-paragraph, joint resolution of Congress, approved on 3 Oct 1962.

This resolution gives the President the authority to call up 150,000 Ready Reservists of all services before 28 Feb 1963 to serve on active duty for up to 12 months. Reservists called up last year for the Berlin crisis are excluded.

Public Law 87-736 further provided that until 28 Feb 1963 the President could authorize the Secretary of Defense to extend, for up to 12 months, the enlistments, appointments, periods of active duty, periods of obligated service or other military status of personnel in any

component of an armed force.

Why this special authority for a President who already had the power to declare a national emergency, under which he could call up as many as a million men?

Public Law 87-736 is simply an added option afforded the President by Congress. The resolution was judged necessary for two good reasons:

- It permitted quick response to a crisis without declaring a national emergency. Declaration of national emergency, however justified it might be, could have many unfavorable side effects. Tension would be increased not only in the United States, but throughout the world.

- The resolution permits the extension of the active-duty enlistments of men in all services. Under existing laws, declaring a national emergency does not bring with it the authority to extend the tours of Army and Air Force personnel.

As this report is being compiled, the extension of Army and Air Force tours had not yet been required. But, should it be necessary, the President and the Secretary of Defense, under the provisions of Public Law 87-736, have the authority to extend the active-duty tours of short-timers of all services.

On 7 Sep 1962, the date the President asked Congress to give him the new authority, no specific problems warranted immediate new military preparedness of the scope requested. But Congress was preparing to adjourn. The request was based on general military precaution.

The way things turned out, the President might have had to declare a national emergency if the special Congressional action had not been taken.

All this is not without precedent. In many respects, PL 87-736 is similar to the resolution Congress passed last year during the Berlin crisis. Then, a large number of Reservists were called to active duty, and a number of active-duty personnel

### All-Navy Cartoon Contest S. R. Moore, JO2, USN



"We're gonna need a lil' shorin' abaft that port bicuspid on the O1 level."

were involuntarily extended.

The extension order was announced Fleetwide on 24 October in the form of Alnav 39. The directive which spells out exceptions to the order was released the following day as NavAct 16. Some of the more detailed administrative points followed a few hours later in NavAct 17.

### TARs and Some Reservists Eligible to Enlist in USN

Many TAR billets are being transferred to the Regular Navy and the TARs, as well as other active duty Reservists, are being permitted to enlist in the Regular Navy.

In the future, the only TARs remaining on active duty will be those under the cognizance of the Chief of Naval Air Reserve Training and men in YN, PN, DK and SK billets under district commandants.

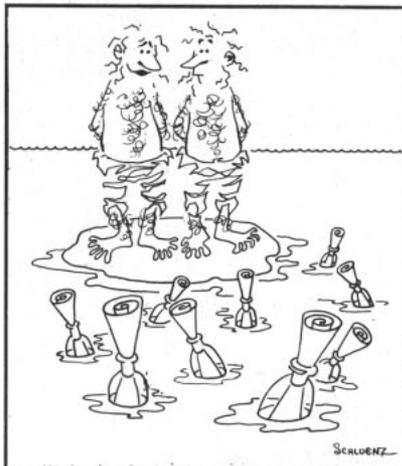
To be eligible for transfer into the Regular Navy, the man must be qualified in his rate and must have served on active duty in the Navy for 12 months before he enlists in the Regular Navy.

He must also be a citizen of the United States or an immigrant alien who can present proof of his declaration of intent to become a United States citizen.

He must be under 40 and be able to complete 20 years of active duty before he is 51 years old.

Men who first enlisted in the Naval Reserve after 9 Aug 1955, and who are thus obligated for two years of active duty, may enlist only for six years if they enlist before they serve 21 months.

Other Reservists can enlist in the Regular Navy for either four or six years. Reenlistees will be accepted in



I've just sent out this year's Christmas cards.

the Regular Navy at the same pay grade and rating held as Reserves.

A TAR serving in a YN, PN, DK or SK rating under a district commandant can reenlist in the Naval Reserve or extend his Reserve enlistment and be retained as a TAR.

He also has the choice of enlisting in the Regular Navy at the same rate he held as a Reserve, provided he does so within 24 hours after his Reserve enlistment expires.

The CNARESTRA TARs have a choice of enlisting in the Regular Navy after they complete their obligated service provided they are in one of the following open ratings: QM2, QM3, RD1, RD2, RD3, SO1, SO2, SO3, MTC, MT1, MT2, MT3, TM3, FT1, FT2, FT3, GMTC, GMT1, GMT2, GMT3, ETC, ET1, ET2, ET3, DSC, DS1, DS2, DS3, RM1, RM2, RM3, CT2, CT3, MfU3, MM1, MM2, MM3, MR2, MR3, BT3, BR1, EM1, EM2, EM3, IC1, IC2, IC3, CE3, BU3, SW3, ADJ1, ADJ2, ADJ3, ADR3, AT1, AT2, AT3, AO2,

AO3, AQ1, AQ2, AQ3, AE3, PR2, PR3, PH3, PT2, PT3, AN, AA, AR, SN, SA, SR, FN, FA, FR, CN, CP, CR, TN, TA and TR.

### Majority of STARs Choose To Ship Over For Six

For those who have wondered how successful the STAR program has been in terms of reenlistments, here are some figures which cover from September 1960, when the program began, to 30 Jun 1962.

Number who reenlisted for six years	9723
Number who reenlisted for four years	819

Over-all STAR reenlistments 10,542  
Ninety-two per cent of total reenlistments were for six years.

Petty Officer/Striker Reenlistments	
In critical ratings	5921
In other ratings	1643

Total of petty officer/striker reenlistments 7564  
Non petty officer reenlistments 2978  
Breaking the figures down, the totals for fiscal year 1962 look like this:

Six year enlistments	4986
Four year enlistments	656

Total STAR reenlistments 5642  
Eighty-eight per cent of enlistments during FY 1962 were for six years.

Petty Officer/Striker Reenlistments (FY 1962)	
In critical ratings	3159
In other ratings	899

Total of petty officer/striker reenlistments 4058  
Non petty officer reenlistments 1584  
STAR reenlistees average 2.6 years of active service on reenlistment.



DECK THE HULLS with Yuletide spirit . . . share this issue of ALL HANDS with nine shipmates.

**Officers Should Report Changes In Language Ability and Advancement in Education**

If you're an active duty naval officer, the Navy wants to hear from you when, through voluntary off-duty study, a change occurs in your educational level, degrees earned or foreign language proficiency.

BuPers Inst. 1520.83A asks you to submit a letter report to the Chief of Naval Personnel (Pers 1923) when you:

- Acquire an additional degree, or acquire additional education which raises your educational level. The report should list the major field of study, and the specialty within the major, when applicable.

- Attain proficiency in a new language, reach a higher level of proficiency in any language or become aware of a loss of proficiency. The language or dialect concerned should be listed in each case.

An academic transcript should be submitted as an enclosure to this report in all cases except those in which language proficiency has been gained through other than a formal course of study. You need not report education completed as a result of orders to duty under instruction.

Inactive officers will continue to report education and language information on the Annual Qualifications Questionnaire (Inactive Reserve, NavPers 319), and submit transcripts to the Chief of Naval Personnel (Pers-E221).

In submitting your report, you should use the educational level codes and/or foreign language proficiency codes listed in BuPers Inst. 1520.83A.

EDUCATIONAL LEVEL		
Code	Abbreviation	Definition
0	LS THN HS	Did not graduate from high school.
1	HS	High school graduate, or GED equivalent.
2	LS2YR COL	Less than two years of college credit, or college level GED test.
3	2YRS COL	Two years of college credit, but less than three years, or 2CX test.
4	3YRS COL	Three or more years of undergraduate college credit but no bachelor's degree awarded, or a degree from a non-accredited school.

5 PG NO DGR Significant postgraduate study, no degree granted and no prior bachelor's degree; including:

(a) Certificate of completion from a Navy-sponsored postgraduate course.

(b) Satisfactory completion of one or more years of a Navy-sponsored PG course without completion of the course.

(c) Completion of a specialized medical service or nursing program which does not lead to a degree, including anesthetics, dietetics, sanitary science and occupational or physical therapy.

(d) Completion of at least 18 semester hours of graduate credit without receiving a master's degree.

(e) Completion of education required for commission in the Chaplain Corps without receiving any bachelor's degree.

6 BACHELOR  
7 POSTGRAD

Bachelor's degree Significant postgraduate study, no additional degree granted; officer has prior bachelor's degree in any subject; including:

(a) Any of the circumstances described under (a), (b), (c) or (d) in the definition of code 5, PG NO DGR above.

(b) Completion of edu-

7 POSTGRAD (Cont.)

8 MASTER

9 DOCTOR

education required for commission in the Chaplain Corps with a bachelor's degree for pre-theological education but no degree for theological education.

Master's or professional engineer degree.

Doctor's degree.

Code	Foreign Language Proficiency Definition	
	Spoken Ability	Written Ability
L (Linguist)	Fluent,	and can translate competently into the language from English.
I (Interpreter)	Fluent, or can converse, and serve as interpreter,	and can read simple texts, or translate into or from English.
T (Translator)	May be able to use routine expressions,	and can translate competently from the language into English, may be able to translate into the language from English.
X (Some knowledge)	Can use routine expressions	and/or read simple texts.

Note: In order to report "some knowledge" proficiency in French, German or Spanish, you must possess the ability to speak *and* read the language. For all other languages, *either* ability is sufficient.

Specific levels of educational achievement and language proficiency, as revealed by these codes, are used to standardize reporting and recording procedures. They are the same as those reflected on the Officers Data Card, NavPers 2626. Reports submitted in accordance with this instruction should specify the level which you believe to be justified in your case.

It should be noted that education is recorded at the level indicated by the number of credits accepted by and/or completed at each institution. Therefore, in order that education completed at more than one institution be counted in a cumulative manner in establishing the final educational level, it is necessary that the transcript from last school attended show acceptance of prior credits.



What makes you think it rains here a lot?

# Quarters Allowances Increased, Navy Allotment Rules Revised

**T**WO NEW POLICIES on subjects of high interest to all married Navy-men on active duty—family and money—become effective on 1 Jan 1963. One calls for an increase in quarters allowances, which means more money for all Navy families. The other changes the family allotment requirements of most petty officers.

## More BAQ

If you're an E-4 with over four years of service, or are in any higher grade, you are no longer required to have three or more dependents as basic entitlement to your grade's top quarters allowance. The new BAQ scales are set up on a flat "with dependents" and "without dependents" basis.

However, if you're an E-4 with four years' or less service, or an E-1, E-2, or E-3, your BAQ will continue to be based on the number of dependents you have.

The official word on the increase in BAQ is contained in SecNav Inst. 7220.42 which was issued last September. It also spells out the BAQ entitlements of active duty Reservists and Aviation Cadets.

## Revised Allotment Procedure

The new allotment policy which becomes effective on 1 Jan 1963 is also discussed in SecNav Inst. 7220.42. In general, it involves these six points:

- If you are in pay grade E-4 with over four years' service, or in any higher grade, you will no longer be required to have a monthly allotment sent to your wife as a requirement to receive basic allowance for quarters.

- Any allotments to your wife, including the basic allowance for quarters, will be automatically discontinued by the Navy Finance Center on 1 Jan 1963.

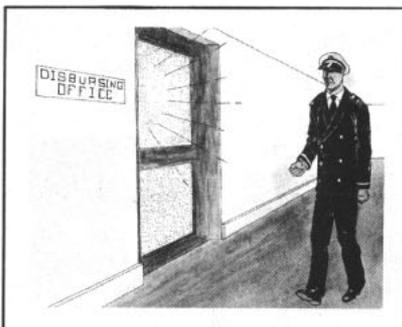
- You may, if you wish, register a "D" (dependency) allotment to your wife, in any amount you choose.

- If you do not register a "D" allotment, your BAQ and any former payments to your wife in allotment form will be automatically shifted to your regular pay.

- Other allotments (savings, insurance) will not be affected.

- Non-rated men, and men in pay grade E-4 who have four years' or less service, must continue to provide "Q" allotments to wives as a require-

All-Navy Cartoon Contest  
H. L. Funston, BT2, USN



"I'll see your thousand and raise you two."

ment for BAQ entitlement. The monthly allotment must be for an amount not less than the new applicable BAQ, plus \$40.00.

## Allotment Encouraged

Even though an allotment to your wife may not be required under the new laws, you are urged to continue one as sound family financial protection. BuPers Inst. 1620.1C makes

it clear the Navy will not be a haven for individuals who attempt to evade their family responsibilities.

All Navy men are expected to conduct their personal affairs satisfactorily. This means that adequate and continuous financial support must be provided for all dependents.

An allotment to your wife in an amount as great, or greater than, the amount she received under the "Q" allotment laws, may be the financial protection it takes to avoid trouble.

Failure to fulfill family financial obligations could mean disciplinary proceedings which would result in your separation from the service—under conditions that would not be considered fully honorable.

Commanding officers have been instructed to consult BuPers Inst. 1620.1C as a reference in handling all doubtful support cases. The directive contains a complete description on the Navy's policy for handling disputed support cases.

## Before and After Table Shows Increase in BAQ

Here's a roundup of revised monthly BAQ rates which become effective on 1 Jan 1963. Corresponding figures in parentheses represent BAQ amounts before the increase

Grade	Without Dependents	Increase of:	With Dependents	Increase of:
O-10	\$160.20 (136.80)	\$23.40	\$201.00 (171.00)	\$30.00
O-9	160.20 (136.80)	23.40	201.00 (171.00)	30.00
O-8	160.20 (136.80)	23.40	201.00 (171.00)	30.00
O-7	160.20 (136.80)	23.40	201.00 (171.00)	30.00
O-6	140.10 (119.70)	20.40	170.10 (136.80)	33.30
O-5	130.20 (102.60)	27.60	157.50 (136.80)	20.70
O-4	120.00 ( 94.20)	25.80	145.05 (119.70)	25.35
O-3	105.00 ( 85.50)	19.50	130.05 (102.60)	27.45
O-2	95.10 ( 77.10)	18.00	120.00 ( 94.20)	25.80
O-1	85.20 ( 68.40)	16.80	110.10 ( 85.50)	24.60
W-4	\$120.00 ( 94.20)	\$25.80	\$145.05 (119.70)	\$25.35
W-3	105.00 ( 85.50)	19.50	130.05 (102.60)	27.45
W-2	95.10 ( 77.10)	18.00	120.00 ( 94.20)	25.80
W-1	85.20 ( 68.40)	16.80	110.10 ( 85.50)	24.60
E-9	\$ 85.20 ( 51.30)	\$33.90	\$120.00	(Formerly \$42.90 or 23.10
E-8	85.20 ( 51.30)	33.90	120.00	77.10 for 42.90 or 23.10
E-7	75.00 ( 51.30)	23.70	114.90	one or two 37.80 or 18.00
E-6	70.20 ( 51.30)	18.90	110.10	dependents; 33.00 or 13.20
E-5	70.20 ( 51.30)	18.90	105.00	96.90 for 27.90 or 8.10
*E-4	70.20 ( 51.30)	18.90	105.00	more.) 27.90 or 8.10
**E-4	55.20 ( 51.30)	3.90		
E-3	55.20 ( 51.30)	3.90		
E-2	55.20 ( 51.30)	3.90		
E-1	55.20 ( 51.30)	3.90		

\* More than four years' service.

\*\* Four years' service or less.

Under the new BAQ scales, an E-4 with one or two dependents receives 83.10 which denotes an increase of 6.00. All E-1 through E-3 with one dependent receive 55.20 for an increase of 3.90. All E-1 through E-4 with two dependents receive 83.10, an increase of 6.00. All E-1 through E-4 with three or more dependents receive 105.00, an increase of 8.10.

## Opportunity Knocks for Commissions in Medical Service Corps

**Q**UALIFIED Navymen (and women) will have a chance next May to obtain temporary or permanent commissions in the Navy Medical Service Corps.

The Navy, however, intends to be satisfied, by means of considerable documentation and testing, that the applicants are professionally qualified and fit to be officers.

Interested applicants will have to satisfy numerous qualifications and pass two sets of examinations.

Here are the general requirements for eligibility under the program:

- Applicants must be United States citizens.
- They must meet physical standards contained in the *Manual of the Medical Department*. Women must meet dependency requirements stated in Article C-1102(2) of the *BuPers Manual*.

• Applicants can have had no court-martial convictions during the two-year period before they take their written professional examination.

Enlisted Navymen who have satisfied these requirements will be given an Officer Selection Battery Test which will indicate their general aptitude and military knowledge and their proficiency in English, mathematics, science, history and social studies.

The test will be administered at the applicants' station on 8 Jan 1963. The Chief, Bureau of Medicine and Surgery, will establish a cutoff score after 1 Mar 1963. Only those above the line will be eligible to participate in the professional examination which will be given on 1 May 1963.

Several fields are open to applicants. They are supply and administration, optometry, pharmacy, and medical allied sciences. Each has its own specific requirements.

Those who want to try for an ensign's commission in supply and administration must meet the general requirements and, in addition, must have the following qualifications:

- Applicants must be serving as Medical or Dental Service warrant or chief warrant officers or as chief or first class hospital corpsmen or dental technicians at the time of their application. An applicant must also have served as a petty officer or higher for at least one year before 1 May 1963.
- To receive a permanent appoint-

ment, applicants must be at least 21 years old and less than 32 years old when they are appointed. Temporary appointments will be given to men who have not reached their 35th birthday by 1 July of the year in which they are appointed.

• Applicants must have successfully completed 30 semester hours of work in an accredited college or university. Applicants who are otherwise qualified but lack the 30 hours of college credits, may substitute a service-accepted equivalent of the college work, or be high school graduates and have a GCT or ARI score of 60 or above.

Regular Navymen and Reserves on active duty are eligible for the optometry, pharmacy and medical allied sciences sections.

The specific requirements for Navymen interested are as follows:

• Applicants must be at least 21 and under 32 years of age when they are appointed.

• Those appointed to the grade of ensign in the pharmacy section must have a bachelor's degree from an accredited college or university, with a major in pharmacy. The applicant must also be registered as a pharmacist in one of the United States or the District of Columbia.

• Optometrists must have a bachelor's degree with a major in optometry. The applicant must also be registered as an optometrist in one of the 50 states or the District of Columbia.

• Those interested in the medical allied sciences section must have a bachelor's degree with a major in one of the following fields: bacteriology, biochemistry, biophysics, chemistry, entomology, hematology,

industrial hygiene, microbiology, parasitology, pharmacology, physiology, physics, public health, radiobiology, radiochemistry, radiophysics or virology.

There will be a limited number of Regular Navy chiefs and first class hospital corpsmen who meet all other requirements for participation in the medical allied science section professional examination but who do not have a degree.

They will be considered eligible to take the professional exam if they:

• Have shown superior performance in their assignments and have demonstrated outstanding aptitude for advanced training.

• Have proof of at least 30 hours of college work to their credit.

The Bureau of Medicine and Surgery intends to sponsor a training program to augment the college work of these applicants, thereby providing a professionally acceptable educational background for those who have less than a bachelor's degree in their specialty.

Navymen who have not been eliminated up to this point are now ready to take the professional examination in their specialty.

Candidates for commissions in the supply and administration section will be tested on their knowledge of all fields related to medical department administration.

The test will include general Navy organization and administration, including personnel, records, finance, supply and food service.

Those who aspire to be ensigns in the pharmacy section will be examined on general inorganic, organic and pharmaceutical chemistry, materia medica, toxicology, principles of pharmacy, incompatibilities, dispensing and the history and literature of pharmacy.

Prospective optometrist ensigns must be familiar with ocular anatomy and pathology, theoretic optometry, practical optics, visual fields, physiology and orthoptic treatment and procedures.

Those interested in the medical allied sciences section will get a basic general examination which will include experimental design in the candidates' specialty.

Most of the applicants who suc-

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



"Where to, Chief?"

cessfully complete these examinations will be appointed by the President to the grade of ensign, although it is possible to receive an appointment to the grade of lieutenant junior grade.

To be eligible for an appointment to LTJG, the applicant must have a doctor's degree (philosophy or science) in optometry, pharmacy or the listed allied sciences.

All applications for participation in this program must have the forwarding endorsement of the applicant's commanding officer.

Complete details concerning Medical Service Corps officer procurement programs, including suggested study material and required documentation, can be found in BuPers Inst. 1120.15E.

## 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. 35—Announced the convention of the Congressional Medal of Honor Society in Detroit, Mich., 25-27 October.

No. 36—Announced approval by the President of the report of a selection board which recommended line officers for temporary promotion to the grade of commander.

No. 37—Announced extension for two years of the law which provided for free importation of personal and household effects of personnel in the service of the United States.

No. 38—Announced approval by the President of reports of selection boards which recommended active duty officers of the Medical Corps and Supply Corps for promotion to captain and to commander.

No. 39—Announced authorization by the Secretary of Defense for the

Navy to extend enlistments, appointments, periods of active duty and periods of obligated service.

No. 40—Announced security guidance pertaining to the dissemination of information by military and civilian personnel in the Department of Defense.

No. 41—Stated that, until further notice, urgent purchases in direct support of operations resulting from the Cuban situation are exempted from approval requirements of certain directives.

### Instructions

No. 1211.3A—Discusses the identification of officer postgraduate billet requirements.

No. 1620.1C—Announces the policy concerning support of dependents and related matters, and emphasizes command responsibility for leadership and counseling concerning the change in the "Q" allotment program.

No. 1910.11E—Directs the early elimination of enlisted personnel who lack potential for a Navy career and are considered to be a command burden by reason of poor performance and/or conduct.

No. 6100.2A—Reemphasizes the responsibility of commanding officers for maintaining the level of physical fitness among their personnel.

### Notices

No. 1120 (27 September)—Announced the selection of personnel recommended for appointment to the grade of ensign, Medical Service Corps, USN.

No. 1530 (2 October)—Announced the selection of Navy and Marine Corps personnel for assignment to the Naval Preparatory School, Bainbridge, Md., as candidates for appointment to the U. S. Naval Academy.

No. 1500 (5 October)—Clarified Scuba requirements for divers second class and above, and alerts commands to forthcoming changes to the Navy Enlisted Classification codes as related to divers.

No. 19 (17 October)—Authorized the early separation of enlisted personnel who became eligible for separation during the Christmas-New Year holiday period. (Superseded by Alnav 39.)

No. 1440 (25 October)—Reemphasized the Selective Training and Retention program (STAR) and the Selective Conversion and Retention program (SCORE).

There was a day when a destroyer was a DD and that was the end of it. In today's Navy, however, we have a family. Are you keeping abreast of our destroyer Navy?

1. Escort ships have always played a major role in the U.S. Navy's wartime activities. Currently being built is a DEG. It is a: (a) Guided missile escort ship; (b) guided missile destroyer escort; (c) nuclear powered destroyer.



2. Guided missiles and nuclear power are being teamed up on many ships in the United States Navy. Destroyer types have theirs in the DLGN which was placed in commission last summer. It is: (a) The nuclear powered guided missile frigate *Bainbridge*; (b) nuclear powered destroyer leader *Bainbridge*; (c) guided missile destroyer *Biddle*.

3. Destroyers have grown considerably in recent years. It has been said that they have now become capital ships. For example, the standard displacement of the light cruiser *USS Juneau (CLAA 53)* was 6000 tons. In comparison, the standard displacement of *USS Norfolk (DL 1)* is: (a) 4600 tons; (b) 5600 tons; (c) 6600 tons.

4. The complement of destroyer types has also grown. The *Fletcher* class destroyer of World War II fame, for example, carried a wartime crew of 353 men. The wartime crew of *USS Norfolk*, however, is: (a) 500; (b) 550; (c) 600.

5. Destroyers of the *Forrest Sherman (DD 931)* class are equipped with three 5-inch/54 gun mounts. These are single-gun mounts, whereas many earlier destroyers carried 5-inch/38 twin-gun mounts. The single-gun 5-inch/54 mount, compared to the twin 5-inch/38 mount, fires: (a) More rounds per minute than both guns of the twin mount; (b) fewer rounds than both guns of the twin mount; (c) one and one half times as many rounds as one of the guns of the twin mounts.

(Answers are on page 55.)

## Here's What BuMed Reports on the Subject of Colorblindness

IF YOU'RE THE ONE Navyman out of every 25 who has defective color perception, better known as "colorblindness," here's a nutshell description of the nature and consequences of your ailment, as seen by the Bureau of Medicine and Surgery. No other physical ailment, says BuMed, is as widely misunderstood as defective color perception.

First, there's a matter of definition. The word "colorblind" is commonly used as an informal, easily understood way of saying color perception defect. The word, however, is a misnomer. It implies you are unable to see colors, which, insists BuMed, is not true. You do, in fact, see colors, but you tend to confuse certain pairs of colors.

Color perception defects are usually categorized into four grades of severity. These are: Mild, mild to moderate, moderate to severe and severe.

There are three types of color defective men who have some kind of color discrimination. The first type is termed a "Protan" (which simply means type one, and is often called "red blind"). To him the color red appears as some shade of gray. The second type is the "Deutan" or so-called "green blind." He perceives green as some shade of gray. The third type is the "Tritan" or "yellow-blue" blind. The latter are quite rare.

Approximately two per cent of the entire male population of the United States have severe color perception defects. However, diagnosis can be made only by using an expensive and highly technical piece of equipment known as the anomaloscope. Only a few medical facilities in the U.S. are equipped to conduct a thorough, complete, color perception examination. One of these is the

Naval Medical Research Laboratory at the Submarine Base, New London, Conn.

The administrative difficulties and high cost of anomaloscopic equipment prohibit distribution on a Navy-wide basis. Therefore, the Navy must rely on less expensive, less complicated devices for detecting color perception defects.

The most common Navy test—the Farnsworth Lantern—permits men with mild color perception defects to pass with flying colors. Only six per cent of the U.S. male population will fail the Farnsworth Lantern, while 10 per cent will fail more critical examinations.

Men who can pass the Farnsworth Lantern are considered capable of performing all Navy duties.

Normal color perception is mandatory in certain rates, such as electronics technician, interior communications technician and hospital corpsman (laboratory technician).

But the importance of near-normal color perception in the performance of Navy duties goes far beyond any specific task. All daylight vision is color vision. Men who have defective color perception have difficulties with all types of daylight vision.

What's more, color coding is used to some extent in almost every Navy job. A few examples are pipes, munitions, flags, wires and lights. Color is the easiest and most convenient device to use in coding.

Hospital corpsmen need extra-sharp eyes. Many laboratory tests depend upon color changes, or changes in the intensity of any given color. Nearly all materials examined under a microscope are stained with dyes.

A ship's cook with a severe color perception defect would be unable to distinguish green tomatoes from ripe ones. He could probably distinguish mustard from catsup, but would have difficulty distinguishing mustard from Worcestershire sauce if they were stored in the same kind of bottles.

Men with severe color perception defects may accumulate more traffic tickets than those who see colors normally, even though most designers, including the designers of traffic lights, usually reinforce color clues with other clues.

In most U. S. cities the green traffic light (bottom) is always brighter than the red one on top. Men with severe color perception defects can distinguish between colors on the basis of the intensity of color saturation of the object viewed. The color-defective driver learns by experience that the brighter light is the green one.

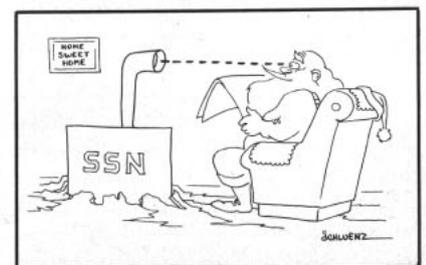
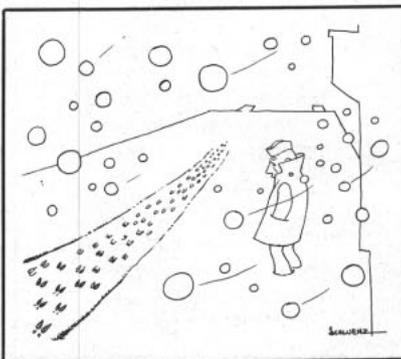
Perhaps the greatest misunderstanding on the subject of color perception requirements for Navy duty concerns the submarine service. Recruiters are frequently asked about the "strict" color perception requirements for submarine duty.

Near-normal color perception (passing the Farnsworth Lantern) is required for sub service, but not, as many men believe, because of "Christmas Tree" display lights. As you've already seen, passing a Farnsworth Lantern test is usually required for any Navy job, submarine or otherwise. Men who have severe color perception defects (two-color vision)—are military liabilities. There are few Navy jobs they can perform in a satisfactory manner.

Even with near-normal color perception, certain problems are occasionally encountered. The quality of the light under which the Navyman works may have considerable bearing on his ability to distinguish between colors.

An ET with a color perception defect not serious enough to bar him from service may perform very well in a test in which he is asked to distinguish between new wires of several different colors at a bench lighted by a brilliant fluorescent light.

The same ET could have some trouble, however, when faced with the task of sorting out a collection of faded wires in a dark compartment with a tired old Navy flashlight as his only assistant.



**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: *The Dick Powell Show*, *The Detectives*, and *Target—The Corruptors*—Melodramas; and *Rawhide*—Western.

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**

*Two Weeks in Another Town* (2102) (C) (WS): Drama; Kirk Douglas, Edward G. Robinson.

*My Geisha* (2103) (C) (WS): Comedy Drama; Shirley MacLaine, Yves Montand.

*Payroll* (2104): Drama; Michael Craig, Francoise Prevost.

*Three Stooges in Orbit* (2105): Comedy; Three Stooges, Carol Christensen.

*Adventures of a Young Man* (2106) (C) (WS): Drama; Richard Beymer, Diane Baker.

*I Like Money* (2107) (C) (WS): Drama; Peter Sellers, Nadia Gray.

*Wild Westerners* (2108): Western; James Philbrook, Nancy Kovack.

*Kid Galahad* (2109) (C): Drama; Elvis Presley, Lola Albright.

*Tarzan Goes to India* (2110) (C) (WS): Melodrama; Jock Mahoney, Leo Gordon.

*The Spiral Road* (2111) (C): Drama; Rock Hudson, Gema Rowlands.

*Carry on Teacher* (2112): Comedy; Kenneth Connor, Leslie Phillips.

*The Phantom of the Opera* (2113) (C): Melodrama; Herbert Lom, Heather Sears.

*Five Weeks in a Balloon* (2114) (C) (WS): Melodrama; Red Buttons, Fabian.

*Ring-A-Ding Rhythm* (2115): Musical; Chubby Checker, Gary Bonds.

*Air Patrol* (2116): Drama; Willard Parker, Merry Anders.

*Village of Daughters* (2117): Comedy; Eric Sykes, Scilla Gabel.

*The Pigeon that Took Rome* (2118)

**QUIZ AWEIGH ANSWERS**

(Quiz Aweigh Is on Page 53.)

1. (a) Guided missile escort ship.
2. (a) Nuclear powered guided missile frigate *Bainbridge*.
3. (b) 5600.
4. (c) 600.
5. (a) More rounds per minute than both guns of the twin mount.

(WS): Comedy; Charlton Heston, Elsa Martinelli.

*Guns of Darkness* (2119): Drama; David Niven, Leslie Caron.

*Big Red* (2120) (C): Drama; Walter Pidgeon, Gilles Payant.

*Bon Voyage* (2121) (C): Comedy; Fred MacMurray, Jane Wyman.

**Television Programs**

5288: TV-1 *The Dick Powell Show*—A Time to Die. TV-2 *The Detectives*—Saturday Edition.

5289: TV-1 *The Dick Powell Show*—A Swiss Affair. TV-2 *The Detectives*—Three Blind Mice.

5290: TV-1 *The Dick Powell Show*—No Strings Attached. TV-2 *The Detectives*—Barrel Full of Monkeys.

5291: TV-1 *The Dick Powell Show*

—Boston Terrier. TV-2 *The Detectives*—Pandora's Box.

5292: TV-1 *The Dick Powell Show*—Doyle Against the House. TV-2 *The Detectives*—One Lucky Break.

5293: TV-1 *The Dick Powell Show*—The Prison. TV-2 *The Detectives*—Walls Have Eyes.

5294: TV-1 *Rawhide*—Incident Near the Promised Land. TV-2 *The Dick Powell Show*—The Hook.

5295: TV-1 *The Dick Powell Show*—Obituary for Mr. X. TV-2 *The Detectives*—Finders Keepers.

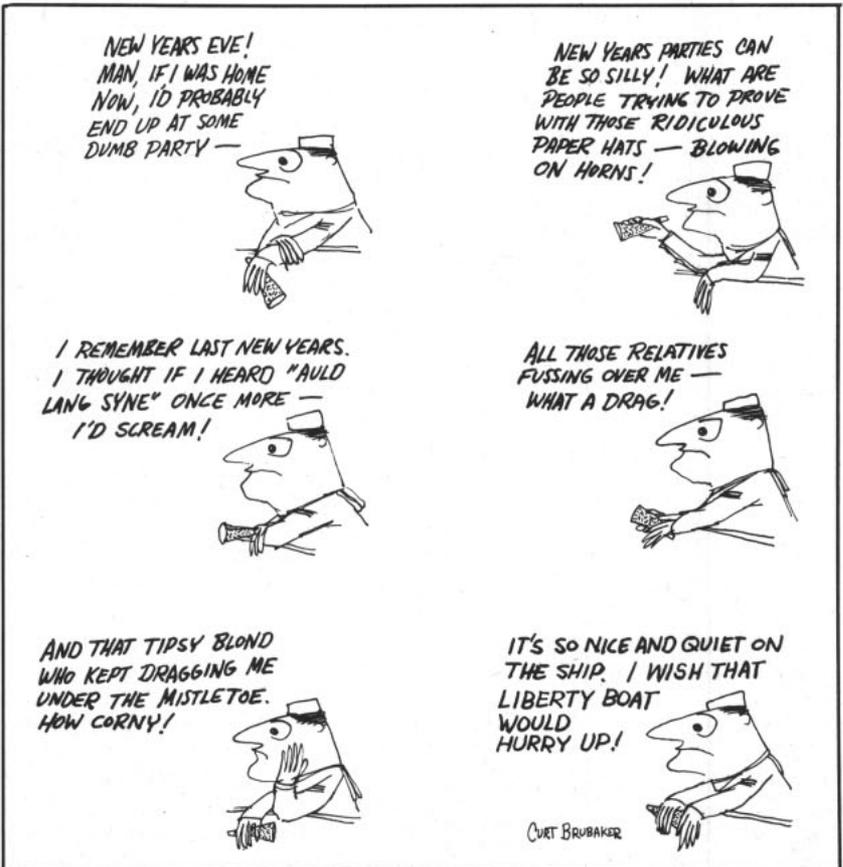
5296: TV-1 *The Dick Powell Show*—Killer in the House. TV-2 *The Detectives*—Jagged Edge.

5297: TV-1 *Target—The Corruptors*—The Invisible Government. TV-2 *The Detectives*—Escort.

5298: TV-1 *Target—The Corruptors*—Golden Carpet. TV-2 *The Detectives*—Point of No Return.

5299: TV-1 *Target—The Corruptors*—Journey into Morning. TV-2 *The Detectives*—One Lousy Wednesday.

5300: TV-1 *Target—The Corruptors*—Babes in Wall Street. TV-2 *The Detectives*—Night Boat.



**You're Treated like a Guest on MSTs Ships**

Ever since you got your orders, life has been in a turmoil. Will your family have concurrent travel? When will your household goods be picked up? Will your car accompany you? How are you going?

If the answer to the last question is MSTs, there are some advantages which you will probably enjoy. For you and your wife, it will provide a time for unwinding after the hectic and periodic Navy routine of folding one tent and setting up another.

If you have kids (and it seems that almost everyone who travels on an MSTs ship does) you can even relax with them.

Every effort is made to keep them from getting out of hand and annoying other passengers, but if the baby cries in the middle of the night, or the three-year-old announces loudly that he must depart immediately for the bathroom, nobody cares too much, because his baby might be howling or his three-year-old might commit the same faux pas within the next few hours.

For small children there is a well-equipped playroom on the ship, where there are playpens for the creepers and hobby horses and other toys for the slightly older children.

There are usually clubs formed the first day out, in which kids from three to ten are instructed not to run, not to lean over the rail, not to be too active during rough weather and not to make any more noise than they have to.

On some ships they are given badges with the implied threat that the badge will be taken away if the member becomes obstreperous and breaks the club rules which he has promised to obey.

Much of the child's time is spent watching movies. There are special

kid shows, usually in the morning. In some ships, there are two daytime shows and another movie (usually two showings) in the evening for adults.

There are three high points of the MSTs day for everyone. They occur immediately after the dinner gongs are rung.

For veteran MSTs travelers, there is usually considerable comparison of the cuisine in the ship on which they are currently sailing to the cuisine of a ship in which they had formerly traveled.

Some vow that one ship has better food than another, but it's all good and one is sometimes confronted with the dilemma of choosing between two entrees, both of which set the salivary glands to working overtime.

For the time in between meals, there are cards in the lounges, refreshments at the snack bar, strolls on the deck, relaxing in a deck chair, playing shuffleboard or whatever other deck games the ship provides.

If you just want to read, there is a library which is adequately stocked with reading material, both of the paper- and hard-back variety.

After the kids are tucked in and asleep, you and your wife can enjoy the company of the other passengers without the perils of having children (somebody else's, of course) underfoot, for there is a strict curfew imposed on the very young.

The last event of the day for adults is a late evening snack then off to bed.

By the time you get to where you are going, you have usually recovered sufficiently from your last week on the beach and are ready to set up housekeeping in a new country and a new situation.

they happily furnish their customers.

While the destroyers are secured alongside for repairs, the tender furnishes them with electrical power, water and steam so the destroyer's engineering plant can shut down completely.

Tenders come in several sizes. The smallest are about 465 feet long and displace approximately 14,800 tons fully loaded.

They graduate in size to the largest which are about 530 feet long and, fully loaded, displace approximately 17,176 tons.

They carry crews which vary in number from 826 to 1262 officers and enlisted men.

The noise and activity aboard are prodigious; in fact, the crew often works in shifts around the clock.

**Opportunity of Lifetime For NESEP Graduate**

The weapons department of *uss Little Rock* (CLG 5) has a new officer. His name is Snyder, Christian R. He is an ensign—one among many to acquire a college education and a commission through his participation in NESEP (Navy Enlisted Scientific Education Program).

To produce the scientifically trained men it needs, the Navy organized the NESEP in colleges and universities throughout the country, where selected enlisted students could obtain degrees in science and engineering.

Ensign Snyder may not be the statistically typical NESEP graduate but he is representative.

He is married and the father of three children. He joined the Navy in 1946 as a seaman recruit and worked his way through the ranks to chief petty officer.

In 1958, he decided NESEP was the educational opportunity of a lifetime for a Navyman and, this year, was awarded his BS degree in electrical engineering. He then went on to four months at the Newport, R. I., Officer Candidate School, where he was commissioned.

It wasn't easy for either Ensign Snyder or his family, for there was little respite from study during his four college years. However, the new officer in *Little Rock's* weapons department considers NESEP the best opportunity to come his way during his life in the Navy.

**Destroyer Tenders**

A destroyer tender is, logically enough, a ship that tends destroyers. As such, it often resembles a mother of a string of small boys for there are almost invariably several destroyers moored alongside waiting their turn for attention.

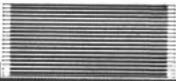
A destroyer can get almost anything done at these floating shipyards.

The tender's versatility ranges from manufacturing tiny parts for shipboard instruments to overhauling a bull gear.

Tenders have divers for underwater work, carpenter and radio shops, and workshops for electronic repair.

They also have a supply of depth charges and ready torpedoes which

# DECORATIONS & CITATIONS



## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ CLIFFORD, George M., CAPT, USN, for outstanding service from July 1960 to June 1962 as Assistant Deputy Chief of Staff, Intelligence, Headquarters North American Air Defense Command. CAPT Clifford conceived and developed many policies and procedures which contributed significantly to the successful accomplishment of the intelligence mission of the North American Air Defense Command (NORAD). His capacity for organization and management has resulted in NORAD intelligence being recognized in both Canada and the United States as an outstanding organization. Keenly aware of the aerospace threat to North America, he quickly took effective action to establish the necessary requirements to carry out the NORAD intelligence mission.

★ PARKS Joel D., RADM, SC, USN, for outstanding service as Commanding Officer, U. S. Naval Supply Center, San Diego, Calif., from August 1958 to June 1962. A pioneer and recognized expert in the field of mechanized supply management and in the application of automatic data processing systems in naval supply operations, RADM Parks has brought this concept into use in the Shop Stores System in this area, and has provided advice in its implementation in other areas, resulting in greatly improved inventory management practices at local levels, reduced inventory investment, and sustained supply effectiveness. He skillfully directed the consolidation of major supply operations under the Supply Center, including assumption of responsibility for all technical materials, thereby improving Fleet support in technical materials, better coordinating the total support to Fleet units in the area, and achieving monetary economies in the consolidation of inventories.

★ TRIEBEL, Charles O., RADM, USN, for outstanding service as Director, Logistic Plans Division, Office of the Deputy Chief of Naval Operations (Logistics) from September 1960 to August 1962. Responsible for providing logistic support to the rapidly expand-

ing Fleet Ballistic Missile Weapon System, RADM Triebel anticipated and met the requirements for this vital new weapon system. As Chairman of a Secretary of Defense Budget Review Committee on Bases and Installations, he exercised organizational, planning, and administrative abilities of a high order, resulting in the achievement of great savings to the government without sacrificing the military posture of the Navy or incurring adverse publicity.

## Gold Star in Lieu of Second Award

★ DOLAN, William A., Jr., RADM, USN, for outstanding service as Commander, Puget Sound Naval Shipyard, and Industrial Manager, Thirteenth Naval District, from June 1960 to June 1962. RADM Dolan brought the activities under his command to a high state of efficiency, resulting in the handling of a greater workload with increased economy. Through his keen foresight and sound judgment, he has been responsible for the building of ships of the highest quality, which have been delivered ahead of schedule at costs below estimates. In the establishment of the Nuclear Power Division, he saved the government over one million dollars by consolidation of space. By his dynamic leadership, analytical skill, and diplomacy, he has contributed immeasurably to the effective support and material readiness of the Operating Forces and the Reserve Fleets.

## Gold Star in Lieu of Second Award

★ MCKINNEY, Eugene B., RADM, USN, for outstanding service as Commander, Military Sea Transportation Service, Pacific Area, from January 1960 to June 1962. During this period, RADM McKinney established an outstanding record as a planner and coordinator for the movement of 200,000 measurement tons of cargo per month. Although faced with a period of recurring, major, maritime strikes, he made plans in advance and skillfully coordinated these plans with representatives of industry and labor, thereby preventing a disruption in the flow of essential supplies to our forces in the Pacific area. Through his sound judgment, keen foresight, and thorough understanding of the needs of the Military Sea Transportation Service, he was instrumental in the maintenance of a high state of readiness of government-owned ships, an outstanding safety record, and a constantly improving utilization of facilities.



## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ HAGEMAN, Joseph W. AD3, USNR, for heroic conduct in effecting the rescue of the co-pilot of a U. S. Navy helicopter which crashed and burned in a wooded area near Medford, N. J., on 15 Aug 1960, killing the pilot upon impact. Occupying a rear passenger seat in the helicopter, Hageman managed to free himself from the wreckage and, although in a dazed condition, re-entered the helicopter with another passenger to remove the helpless co-pilot to safety. Moments later, the aircraft was consumed by intense fire. By his selfless efforts, Hageman risked his own life to save that of another.

★ HERBERT, Frank R., LT. USN, for heroic conduct during the hours of darkness on the early morning of 18 Feb 1962, while serving on board USS *Taluga* (AO 62), en route to rendezvous with units of the Seventh Fleet. When two crew members were swept overboard from *Taluga* by an unusually large wave, LT Herbert unhesitatingly dove into the rough waters, swam a distance of approximately 40 yards to the victims, and succeeded in bringing them to the ship's side, where heavy seas washed them away before they could be brought on board. When the men were again sighted, LT Herbert once more entered the water and brought them alongside the ship where all were lifted to safety.

★ THORNTON, John W., CDR, USNR, for heroic conduct in effecting the rescue of the co-pilot of a U. S. Navy helicopter which crashed and burned in a wooded area near Medford, N. J., on 15 Aug 1960, killing the pilot upon impact. Occupying a rear passenger seat in the helicopter, CDR Thornton managed to free himself from the wreckage and, although his flight clothing was saturated with gasoline and his shoulder badly injured, re-entered the helicopter with another passenger to remove the helpless co-pilot to safety. Moments later, the aircraft was consumed by intense fire. By his instinctive leadership, cool courage, and selfless efforts in risking his own life to save that of another, he upheld the highest traditions of the U. S. naval service.

## SPOTLIGHT ON THE NAVY

(Continued from page 37)

to Okinawa to be out of the protection perimeter of Japan and too far away from their base to turn back; then they struck. The suicide fleet was destroyed.

Meanwhile, Navy men developed techniques whereby they could overcome the kamikazes, and carrier strikes had destroyed many kamikaze bases.

### Carrier Strikes Against Japan

The Doolittle raid on Tokyo, launched by Admiral Halsey's flattops 650 miles from Japan in the early days of the war in the Pacific, gave the enemy a small taste of things to come from U. S. aircraft carriers.

The fast carrier task force developed later in the war was, according to one naval historian, "unrivalled in all history for speed, mobility, endurance and sheer smashing power."

The first such force—11 carriers assembled in four groups, each with its own screen of battleships, cruisers and destroyers—was assembled in the fall of 1943 to prepare the way for the Gilbert Islands invasion.

In February 1944, planes from the carriers of the Truk Striking Force hit "Impregnable Truk," the enemy naval base sometimes dubbed The Gibraltar of the Pacific or the Japanese Pearl Harbor. When the striking force had finished its two-day pounding of that base, Impregnable Truk was impregnable no more.

The "Marianas Turkey Shoot" of 19 Jun 1944 was also the work of a fast carrier task force (TF 58). In just one day, in this action during the Battle of the Philippine Sea, planes from the force destroyed 366 enemy planes in the air and 17 more on the ground, while anti-aircraft fire from ships of the force downed another 19—for a total of 402.

In the spring of 1945, with the United States closing in on the enemy, carrier raids were launched against airfields on the Japanese island of Kyushu which had been used as take-off points for the kamikazes. The carrier-based planes also struck at all enemy ships they spotted in the Inland Sea. So many Japanese planes and warships were destroyed or damaged during these attacks that the Japanese counterattack on Okinawa was delayed for several days.

In July and August 1945 Task Force 38, supported by replenishment and antisubmarine groups, raked military targets in the Japanese homeland from Kyushu to Hokkaido, in a series of strikes on airfields, war and merchant shipping, naval bases and military installations.

In this final carrier action of the war, carrier aircraft destroyed 1223 enemy planes—over 1000 of them on the ground—and sank 23 war and 48 merchant ships, totaling 285,000 tons.

### Korea: Inchon Landing

The interval between the Japanese surrender on the deck of *Mighty Mo* and the North Korean invasion of the Republic of Korea was brief.

Navy men who had unpacked their seabags repacked them. Those who hadn't unpacked slung them over their shoulders and were off again for points east.

One of the first operations to reverse the tide in Korea was the capture of Inchon—the product of Navy-Marine Corps-Army teamwork and a smooth amphibious landing against a number of natural obstacles.

The landing, which was an excellent example of the way seapower can influence land warfare, took place less than three months after the communists had invaded South Korea. In those first few months the North Koreans

had taken all of the Korean peninsula except the Pusan Perimeter, a semicircular area of UN resistance centered around the last remaining major port in South Korea. At one point the reds were within about 30 miles of that port, and the picture did not appear bright.

However, the picture was reversed on 15 Sep 1950, when the Navy landed the First Marine Division at Inchon—not far below the 38th Parallel where the invasion of South Korea had begun.

The approach to Inchon was guarded by two small islands. Attacks from the air softened up the defense of the first. It took only slightly more than an hour for the island to be secured.

The second island was to be reached over a causeway which connected it with the island just occupied by the Americans. The situation was such that one enemy with a machine gun could stand off any number of attackers. This obstacle was removed by naval gunfire. While the North Korean defenders were taking cover, Marines crossed the causeway and the island was captured.

Downtown Inchon was the only place where heavy equipment could be landed. All the other approaches to the city were complicated with tides, mud and seawall.

Carrier-based planes pounded enemy troops dug in on a hill which was the location of Inchon's largest cemetery. They also demolished parts of the seawall.

The harbor facilities at Inchon were taken in an almost intact condition. Within 24 hours after the landing operations began, the landing phase was complete and a command post was set up in Inchon.

The cost of the landing operation to the United States was 21 killed and 186 wounded, yet it was a major factor in driving the communist invaders out of South Korea, in a limited war which was to drag on for interminable months. (See Special Supplement, P.59.)

### Korea: Navy in Limited War

The naval gunfire support for the landing at Inchon was the first major bombardment the Navy executed during the Korean conflict, but it was only one of a number of actions in which the Navy contributed to the writing of history during the Korean struggle.

Early in the conflict President Truman ordered the Navy to blockade the coast of Korea. The Navy responded immediately by taking up blockade positions and denying the communists use of the seas.

While maintaining the blockade, the Navy also used its guns to bombard surface military targets and its carrier-based planes to attack enemy troops, supplies and major lines of communication and transportation.

By July 1953, four battleships, eight cruisers and about 80 destroyers were involved in the Korean action and had fired over four million rounds of projectiles.

No less than 13 United States aircraft carriers were in operation at one time or another in Korean waters, and Navy and Marine Corps aircraft flew more than 276,000 sorties.

From sweeping mines to transporting troops and supplies over the long dreary sea miles to Korea, the Navy was on the job then as it was before, has been since and will be in the future.

In this summary it has only been possible to touch some of the highlights of significant naval actions of this century. For a more complete account of these and other vital actions, check the numerous books on the subject which should be available in your ship or station library.

— Robert Neil.

# The NAVY in the KOREAN CONFLICT



*The Potsdam Conference of July 1945 set the 38th Parallel as the line dividing Soviet and American occupation zones in Korea. Subsequent attempts by the Korean people to unite their country were thwarted by organized socialist and communist opposition.*

*On 1 May 1948, the communists formed the People's Republic of Korea, an organization which was not recognized by the United States.*

*The possibility of union gone, the South Koreans formed the Republic of Korea which was formally proclaimed on 15 Aug 1948.*

*Both United States and Soviet troops were withdrawn from Korea, the Soviet troops leaving several months after the formation of the North Korean government.*

*An uneasy peace prevailed in Korea until 25 Jun 1950 when the well-equipped army the Soviets had left behind crossed the 38th Parallel.*

**J**UNE WAS AN IDEAL TIME for an attack on the Republic of Korea. Its armies would be surprised and the typhoon season, which was just beginning, could be relied upon to keep any opposition encountered south of the 38th Parallel off balance.

The North Korean planners had expected only minimum resistance from the ill-equipped Republic of Korea forces. However, when word reached the United Nations that the peace had been broken, an emergency session of the Security Council was called.

Because the Soviet delegation boycotted the UN session, there was no time-killing veto cast against the Council's resolution and the North Korean action was condemned as a breach of world peace.

The Security Council ordered military sanctions and the United States received the responsibility for the direction of military operations against North Korea.

**T**WO DAYS after the first North Korean soldier crossed the 38th Parallel, President Truman ordered the U. S. Seventh Fleet to neutralize Formosa and to operate under General Douglas MacArthur's orders in attacks on military targets in both South and North Korea.

To get ground troops to Korea as quickly as possible, General MacArthur was ordered to strip Japan of its occupation troops and transport them to Korea.

Most of the men were transferred from Japan to Korea by air and by Navy LSTs while planes from *uss Valley Forge* (CV45) and *HMS Triumph* flew interdiction and close air support strikes over Korea.

It soon became apparent that, if the United Nations forces were to remain in Korea, reinforcements would have to be brought in, and quickly.

Therefore, General MacArthur requested a Marine regimental combat team and a comparable air unit to furnish tactical support. By this time, other nations began to reinforce United Nations strength in Korea with personnel or supplies or both.

A new carrier task group began to assemble in Hawaii and included the heavy carrier *uss Philippine Sea* (CV 47), the cruisers *Toledo* (CA 133), *Helena* (CA 75), 10 destroyers, five submarines and four oilers.

General MacArthur needed more men to maintain his hold in Korea so men on active duty were detached from their stateside stations and rushed to the battle zone, their home billets being filled by Reservists.

This is not to say that there were no Reservists sent to Korea—many of them also found themselves on ships or planes bound for the Orient.

**A**T THE END of the third week in August, the initial North Korean drive had lost much of its punch and General MacArthur and the Fleet admirals turned their



DESCENDING DESTRUCTION — Zeroed in, a Skyraider heads for target. Rt: Enemy supply train has had it.

thoughts to the offensive operations of UN forces.

The plan under consideration was an amphibious attack on Inchon. This had been considered earlier but the unfavorable situation on the mainland of Korea did not permit its fulfillment.

General MacArthur was well aware of the mobility he would have through the use of seapower and pointed out that a landing well up the Korean peninsula would sever North Korean supply lines.

Also Inchon, the seaport for the capital city of Seoul, was about the only possible port for a large scale amphibious landing.

Although a landing there would be possible, there were numerous difficulties. The approach to the city was through a long, treacherous channel beset with irregular three- to five-knot currents. In addition to natural obstacles, there was a distinct possibility that the channel might be mined. (As it turned out, this proved not to be a serious obstacle.)

Moreover, the entrance to the harbor was commanded by two island forts which would have to be taken before landing forces could penetrate the harbor area.

This meant that reserve ships would have to stand off 30 miles from the assault vessels—about three times the usual distance.

**T**O COMPLICATE MATTERS FURTHER, the tide at Inchon averaged 29 feet to 36 feet above the low-water mark.

HUNGNAM EVACUATION — Navy landing ships take aboard supplies and personnel at Hungnam's harbor.



This is one of the largest variations in the world.

However, the difficult tide proved to be the instrument that carried the assault forces over the mud surrounding Inchon.

The assault was set to begin 15 Sep 1950 and last for three days—the length of time the water would be deep enough for proper maneuvering. If the assault failed to get underway during those three days, the plan would have to be abandoned until the middle of October at the earliest—too close to winter.

The plan was placed under the direction of VADM A. D. Struble, Commander of Joint Task Force Seven. Task Force 90, commanded by RADM James H. Doyle, was the attack force.

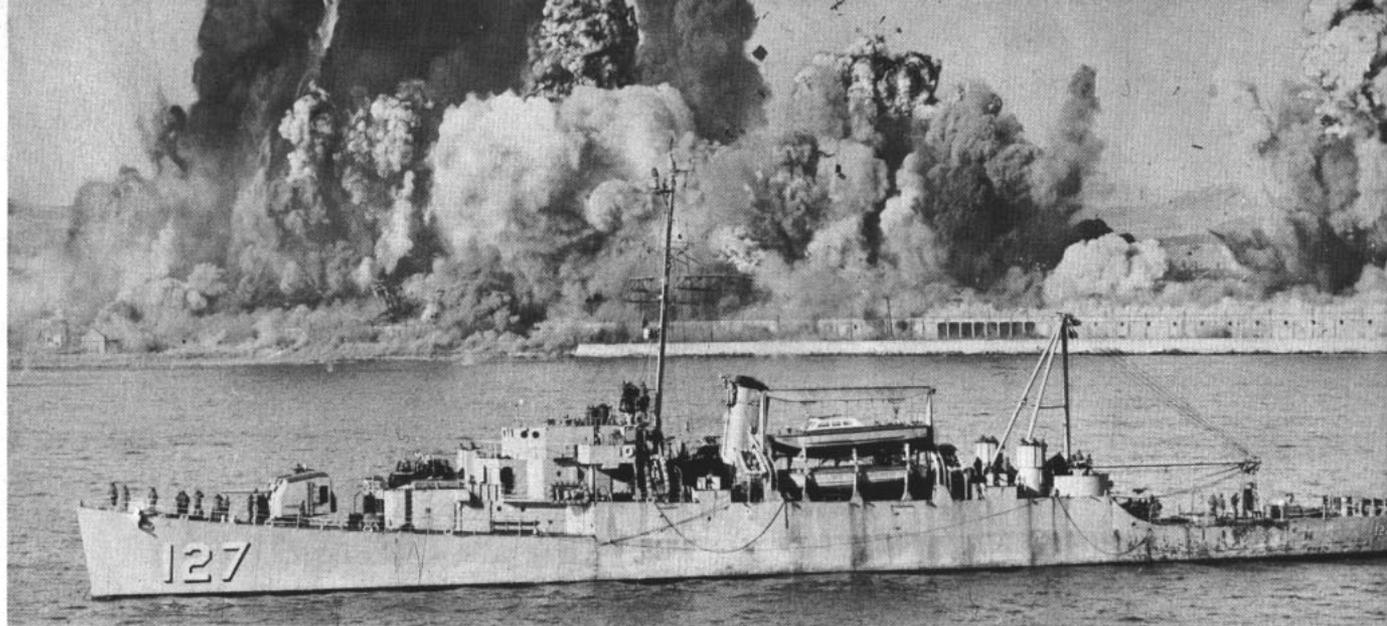
Escort carriers were to fly close support missions while the covering force of cruisers and destroyers was to supply artillery assistance.

USS *Philippine Sea*, *Valley Forge* and *Boxer* (CV 21) provided deep support air strikes. Logistics were under the Commander of Task Force 79.

Navy planes flew recon missions and Naval Intelligence secured information on the feasibility of landing at Inchon.

Everything was going well despite the necessarily hasty planning when a typhoon blew up a storm, quickly followed by a second.

The second storm wasn't as bad as it might have been, for it veered off its predicted course and permitted the



**HUNGNAM GOES UP** — A Navy demolition team did a good job here in rendering useless the harbor facilities.

Transport and Advance Attack Groups to get underway from Kobe a day ahead of schedule. The extra day was badly needed because rough weather slowed the crossing to Korea considerably.

Heavy pounding from carrier based planes and heavy gunfire from cruisers and destroyers made it comparatively easy for the amphibious forces to take the first harbor island, Wolmi-do.

**T**HE FALL OF THE ISLAND was measured in minutes (about 60) from the time the men were loaded into the landing boats until the island was pronounced secure.

The second island (Sowolmi-do) guarding the harbor was connected to the first by means of a long causeway which could be defended by as little as a single machine-gun at the end.

When gunfire from one of the support ships forced the communist defenders of the causeway to abandon their positions and take cover, the Marines crossed the causeway and took the island.

The only place heavy equipment could be landed was in downtown Inchon. Two landing "beaches" had been selected. Red Beach, which had a tide so predictable that an invasion time was virtually pre-announced to the enemy, also had the disadvantage that it wasn't really a beach at all, just a sea wall capable of holding back the highest tide.

Blue Beach, the other landing site was almost an

unknown quantity. It was known only that the area was too muddy to support the weight of heavy equipment.

**C**RUISERS AND DESTROYERS began bombarding Red Beach and partially demolished the sea wall. The hill behind the beach, the site of Inchon's largest cemetery, was pounded hard because the enemy was dug in there, waiting.

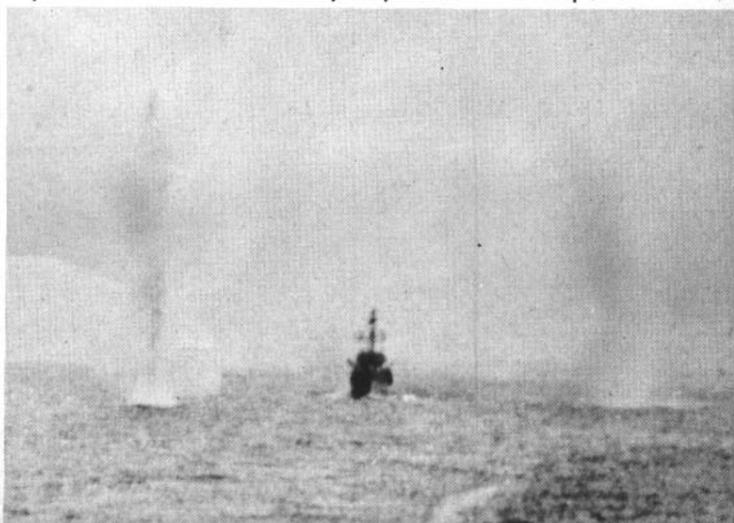
The landing of supplies at Red Beach was difficult because most of the LSTs couldn't lower their ramps because of the rubble created by the ruined sea wall. Bulldozers from two LSTs which succeeded in getting their bows lowered had to be brought in and the rubble cleared away before extensive unloading could begin.

The bulldozers also removed some enemy pillboxes to make the landing easier.

It might be said here that the LSTs landing at Red Beach carried cargoes which included napalm, gasoline and oil. The sides of the LSTs were not capable of protecting a cargo of this type and the men in them were in considerable danger. Through extraordinary luck, not one LST was lost.

At Blue Beach, the Marines seized the rail line to Seoul. The LSTs landed in the morning tide. By this time, however, more LSTs had arrived at Red Beach and the permanent port facilities at Inchon were seized and discovered to be in reasonably good condition, permitting full use after a minimum of repair to them.

**DIRECT HIT** — A napalm bomb takes two communist minelayers. Rt: Red shore artillery snipes at minesweepers.





**UNIQUE HIT** — Torpedoes open up Hwachon Dam. Rt: Armed to the teeth, this plane will give ground support.

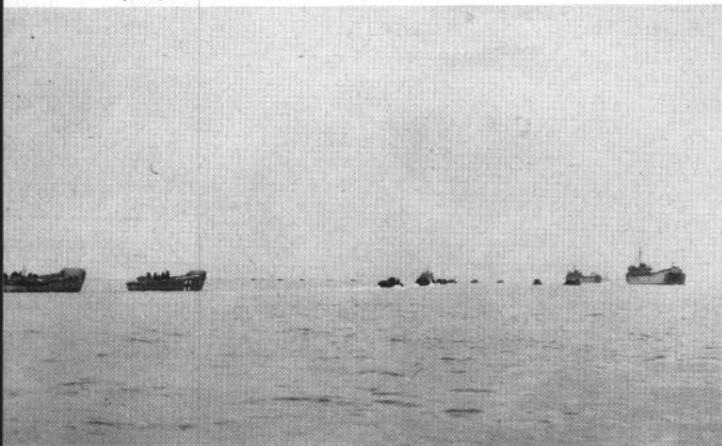
The invasion was a first-rate example of teamwork and adaptability under conditions which were far from good. The carrier interdiction strikes had been so effective that even a suicide stand made by North Korean troops at Kimpo airfield did not substantially delay the advance of the Marines.

**W**ITH THE LANDINGS at Inchon, United Nations forces opened an offensive in the area of the Pusan perimeter. These two UN operations put the North Koreans in an untenable situation.

The only practical way the North Koreans could receive supplies was via the Seoul-Taejon road which the Inchon landing had brought under fire. Another alternative was the East Coast road which was under the fire of Allied naval forces. It appeared the North Koreans would have to surrender.

On the diplomatic front, the decision was made to cross the 38th Parallel; the North Korean capital of Pyongyang was captured and two American forces were

**ON THE OFFENSIVE** — LSTs, LCVPs and amtracs played a vital role during Inchon landing.



driving up the peninsula separated from each other by 80 miles of mountainous terrain. The separation of the two forces was so complete that liaison between them could only be handled through Tokyo.

The great imponderable during the entire Korean operation had been the Chinese. The feeling had been that, if they were going to enter the war in any great numbers, they would have done so when it would have been simple to push the United Nations forces out of Korea.

**T**IME SEEMED to be running out for any Chinese intervention but this was not to be the case.

When United States forces were separated by the mountains, the Chinese crossed the Yalu. Then in great force they commenced to drive the UN forces back to a point south of Seoul.

During the American drive north, the First Marine Division had reached the Chosin reservoir on its way to the Yalu. When the Chinese intervened, the Marines were surrounded by Chinese forces powerful enough to destroy them completely.

Out of this situation, they effected one of the great withdrawals of history. Skillful support from carrier aircraft helped them fight their way through eight Chinese divisions, bringing with them the survivors of three Army battalions which had also been cut off in the reservoir area.

Then began the Hungnam evacuation. It was no rout because it was carried out with a minimum of confusion and loss. Task Force 90 was on hand to evacuate personnel and equipment with 76 transport vessels.

The gunfire support group consisted of two heavy cruisers, eight destroyers and three LSMRs. The "Mighty Mo" was also on hand and used her guns to support the gunfire group. Close support strikes were flown from escort carriers and a light carrier.

**T**HE FIRST PHASE of the operation was the evacuation of the Third Infantry Division at Wonsan. This opera-

tion was complicated by thousands of Koreans who were in the waterfront area seeking to escape the advance of the communist forces.

Most of the refugees were taken off the beach, but after the last ship sailed, thousands still remained.

The evacuation at Hungnam lasted for two weeks. Naval gunfire and carrier strikes kept the Reds back while the transports loaded men, equipment and refugees.

Altogether, during that two-week period, Task Force 90 evacuated about 100,000 troops, 90,000 refugees, 17,500 vehicles and 350,000 tons of bulk cargo.

Throughout the Korean action, UN naval forces repeatedly bombarded coastal roads, forcing the communists to rely on inland roads, trails and railroads. These, the carrier-based planes interdicted.

**W**ITH THE DIPLOMATIC DECISION that Manchurian territory was not to be violated, Chinese planes could break contact with UN fighters and cross the Yalu River into immunity.

There was also the question of the bridges across the Yalu. To leave them for the Chinese to cross without hindrance would be disastrous, yet there was Manchurian territorial integrity to be considered.

The decision that half of each bridge was Korean, and therefore an acceptable target, was some help—but it would still be difficult to destroy just half a bridge. There were seven of them across the Yalu—all ruggedly built.

A bridge is a difficult target to hit, much less destroy. A mere hole through the structure could be quickly patched. When the complications of partial destruction in the face of strong antiaircraft fire were also placed on the task force pilots, the job was indeed formidable.

However, the planes from *Philippine Sea*, *Leyte* (CV 32) and *Valley Forge* knocked out three of the bridges

including the main railroad bridge at Manpojin.

Another dramatic operation involving carrier planes occurred after the decision to destroy the Hwachon Dam on the Yalu in order to flood the valley below and knock out Manchurian hydroelectric plants.

After several unsuccessful strikes using bombs, even the largest of which couldn't penetrate the concrete of the dam, the problem was solved by using torpedoes which the planes dropped in the lake above the dam, aiming at the floodgates.

A single strike succeeded in blowing out the gates and flooding the valley below.

**A**FTER THE UN FORCES made their stand south of Seoul, stopping the Chinese advance, a slow return was made northward again. But by this time the conflict had more or less reached a stalemate.

In June 1951, the Soviet Union had proposed that armistice talks might be profitable and they were begun at Panmunjon with VADM C. Turner Joy, the chief delegate for the United Nations forces. He was pitted against tough opposition in the form of Nam-Il for the Reds.

The talks continued for more than two years but skillful diplomacy and a rigid insistence on United Nations rights brought about a line of demarcation roughly based on the battle zone which existed at the time of the truce. This was a victory over the Chinese point of view that it would be the 38th Parallel.

A considerable difference of opinion regarding the return of prisoners also caused a long delay but agreement was eventually reached and an armistice was signed on 27 Jul 1953. For a comprehensive report on the peace negotiations involved in the Korean conflict, see the book supplement in the February 1960 issue of *ALL HANDS* (page 34). That issue also contains a discussion of sea power in the cold war era.

**AFTERMATH** — All's quiet on deck as a lone sailor, standing amidst scattered brass, observes enemy coastline.



# TAFFRAIL TALK

**D**ON'T SAY that we didn't warn you. You may recall that in last month's Taffrail Talk we dealt at considerable length with the annual Navy Bean Soup Contest. We speculated, darkly, that nothing good could possibly come from the flood of entries reportedly being submitted by interlopers and outlanders of various types (Army, Air Force, Civil Service, etc.).

Well, it's happened, just as we feared—and what a fine kettle of beans it is. A Marine, yet, has bowled over all opposition to cop the title of champion Navy Bean Soup concocter of 1962.

Second Lieutenant Vernon J. Perz, USMC, is the Marine. He serves as commissary officer for the amphibious assault ship *uss Princeton* (LPH 5)—and perpetrated his current coup, we hear, by impressing the judging panel with something called LPH-5 Soup.

ALL HANDS does not bestow its recommendations lightly, however, so printing of the winning recipe, plus directions for cooking of same, will have to wait for a future issue. Meanwhile, we shall be conducting exhaustive tests. Pass the salt.

★ ★ ★

On second thought, belay that order for the salt. A character fairly dripping with more than his share of that commodity has just this moment ricocheted through our front door—seabag and all.

We refer, of course, to the inimitable Tom (Pat) Patrick, back for another try at convincing the Navy that the ALL HANDS Art Department can't do without him.

Pat last lost that argument in 1959, when an unsympathetic Shorvey packed him off to Olongapo, P. I. Since then he's found time to put on the hat (he's now Chief Damage Controlman Patrick) and log considerable sea time aboard the aircraft carrier *Ticonderoga* (CVA 14).

The arrival of Pat, complete with his trusty palette, also signalled a departure from our midst. Draftsman Third Class Dave Schluenz, who's spent the past year hunching his lengthy frame over one of our drawing boards, mushes off in mid-month, bundled to the eyeballs, for new duties at the U. S. Naval Station, Adak, Alaska.

★ ★ ★

With the possible exception of such items as cake cuttings and visits to Basra, highline transfers at sea just about rate as the occurrences most oft-reported to this magazine. Now comes news of yet another, carried out between the Atlantic Fleet's *uss Charles P. Cecil* (DDR 835) and *Stickell* (DDR 888).

Operating in seas so rough a boat transfer was out of the question, *Cecil* highlined 80 sailors and 13 loads of baggage to *Stickell* in just one hour and 40 minutes. They'd like to know if anyone's done better recently.

★ ★ ★

A cheery Yule note: Navymen at sea in Atlantic Fleet ships may still be able to decorate a tree this Christmas season. Seven hundred Christmas trees have been ordered for the operating fleet, courtesy of Commander Service Force, U.S. Atlantic Fleet, and the Chief of Naval Personnel.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the number of copies required.

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• **AT RIGHT: GREETINGS**—Navy dependents, evacuated from the Naval Base at Guantanamo Bay, Cuba, on board *USNS Upshur*, are welcomed on arrival at Pier 12, Norfolk, Va., Naval Station.

**ALL HANDS**



**eyes on the seas . . . . .**



**U. S. NAVY**

**on watch  
on guard**