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FRONT COVER: Cold weather operations by the Second Task Fleet included crossing the Arctic Circle. Two members of the signal gang aboard USS Juneau (CLAA 119) send a visual to one of the tin cans which participated. They are Alfred H. Roeke, QMSN, USN, and James H. Wall (left), QMSN, USN.

AT LEFT: These four destroyers, at their Pearl Harbor berths, are USS Wiltsie (DD 716), USS Theodore E. Chandler (DD 717), USS Hammer (DD 718) and USS Osburn (DD 846), which comprise DesDiv 111. In background are USS Mansfield (DD 728), USS Collett (DD 730) and USS DeHaven (DD 727).

CREDITS: All photographs published in ALL HANDS are official Department of Defense photographs unless otherwise designated.
A DIRTY, sweating Australian infantryman, clad in jungle greens, clambered over the rail of a destroyer escort anchored offshore during the invasion of Tarakan, Borneo, and was invited to come below and get himself some chow.

The Aussie's eyes widened when he saw the meal that was set before him — hamburger, potatoes, fresh green beans, butter, bread, dessert and iced tea. "Do you Yanks eat like this all the time?" he demanded incredulously.

As a matter of fact, the crew of the DE did not eat like that all the time — not quite. The ship had been fully stocked with provisions only a week before in preparation for the invasion. But invasion or no invasion, the ship had always had food that was wholesome, plentiful and fresh.

American Navymen take their good food for granted. More than that, they would vigorously oppose any move to curtail their time-honored right to gripe about anything and everything that finds its way to the mess table.

Few if any give a thought to the fresh fruit and vegetables that so astonished the Australian foot soldier. They expect to get good food just as they expect to get a pay check twice a month.

But keeping fresh provisions heaped high on the mess tables of every LST, harbor tug, minesweeper and PC operating overseas takes a lot of doing. The type of Navy ship that does most of the doing is the stores or refrigerator ship, or "reefer," as she is called. These busy reefers are far from glamorous but they have a big job cut out for them and they are doing it well.

During the war, refrigerator ships were constantly on the move transporting fresh provisions to fighting ships and to supply points in the forward areas. Often combat ships were provisioned "on the run." The reefer would tag along behind a formation. One by one, the destroyers and cruisers would drop back and steam alongside the reefer while supplies were hurriedly passed from ship to ship.

Nowadays, reefers are continuing their globetrotting habits. They transport tons of fresh fruit, vegetables and meat as well as staples such as sugar and flour to American servicemen from Japan to Germany, from Guam to Great Britain, in Italy, Greece, Korea, Okinawa and in many other half-forgotten outposts.

Reefer ships themselves have long
been familiar to the Navy. They first came into prominence, however, during World War II along with the development of the "quick freezing" process of preserving foods.

Every modern housewife knows about quick frozen foods now. She can buy any number of quick frozen fruits and vegetables in prettily colored packages at the corner supermarket.

Before the quick freeze, Navy reefers carried mainly meats. Meat was less perishable than fruit or vegetables. Keep the meat cool and it would stay fresh indefinitely. Now, however, a postwar reefer can carry every kind of food that goes to make up a well-balanced meal—thanks to quick freezing.

There are 13 reefers at work in the Atlantic and Pacific today. There are large reefers (up to 15,000 tons loaded displacement), medium reefers (up to 14,000 tons loaded displacement) and small reefers (up to 7,000 tons loaded displacement). One of the small ones is USS Adria (AF 30). Let's go aboard.

Adria is the first in a class of 18 small reefer ships built during 1944 and 1945 to meet a growing demand at that time for more and more fresh provisions for combat troops overseas.

In the six months that remained in the war after she got into it, Adria steamed more than 37,000 miles (or one and a half times around the earth at the equator) carrying more than 8,500 tons of such items as potatoes, eggs, lamb, beef, turkey, cheese, celery, cabbage, apples and pears—food the front-line sailors and soldiers hadn't seen in months.

In her two refrigerated holds she can carry as much as 2,900 tons of frozen or chilled fresh food. In Number One, her forward hold, the ship could transport an additional 1,200 tons of dry cargo.

The high spot of the ship's war service came at Kerama Retto when Adria issued provisions to more than 200 hungry ships in the short space of eight days. Many days her crew worked around the clock. Several of Adria's sister ships have had equally impressive war records. She suffered her sole casualty at Kerama Retto when a seaman was fatally wounded by flying shrapnel during one of the Japanese air raids on the harbor.

Came the end of the war and the ship was ordered to the Atlantic. In the three years that she has been on the Atlantic run, Adria has made numerous trips to the Mediterranean, European waters, the North Atlantic and the Caribbean.

The ship resembles a grocery or a supermarket even more in peacetime than she does in wartime. Why? The answer lies in something called the "unit load," a wartime brainstorm that enabled ships like Adria to load and unload in record time.

Food was plenty important during the war, but there were other things that were more important. Ammunition, spare parts and fuel had to be transported to the forward areas in a hurry.

As a result food distribution had to
PERISHABLES will be lowered three decks for storage. Navy has 13 reefers at work supplying ships and stations in the Atlantic and Pacific areas.

be made as simple as possible so as to take up the least time. Out of this limitation came the unit load or "package" of food. Each "unit" contained a balanced variety of fresh meat, vegetables, fruit and staples.

Each ship was allotted a certain number of unit loads and the ship's supply officer had to plan his month's menu to fit the variety and amounts of food he was given. As a result, wartime chow was often good but short of ideal.

Today, however, with the great task removed of provisioning whole fleets and bases on the run, the Navy can once again concentrate on quality as well as quantity. This new emphasis in turn means an added burden on refrigerator ships.

Instead of a menu being molded entirely around units provided under an allotment for each ship, menus today can pay some heed to the likes and dislikes of the crew. Of course, there are other factors to consider like nutrition value, perishability and bulk. But the sailor today gets a wider variety and choicer selection of chow than he did a few years ago.

The new method of provisioning ships is known as the "fleet issue" system. Here, roughly, how it affects reefers like Adria.

By the time Adria steams into a harbor—say Norfolk—to load up for another trip, that trip has been planned out for her to the last detail by her particular service command and by a supply center. Ports of call have been selected and fresh and general cargo for each port has been set aside and arranged item by item.

Each of these items must be loaded separately into the hold in such a fashion that it can be easily unloaded again when the time comes. Experience has proved that if the boxes of fresh provisions are stowed in certain geometrical patterns in the hold, then so many boxes of green beans, so many crates of tomatoes, so many sides of beef and so many crates of lettuce may be lifted out of the hold at the proper time without disturbing the rest of the cargo.

Unloading is an interesting operation to watch. A checker is sent into the hold with a copy of the requisition or "shopping list" of the ship to receive the provisions. As the boxes of each item are lifted from the hold, the checker ticks them off his list. Also, he must be able to direct the loaders and the winch operator to the correct stack to unload.

The hold of a reefer does resemble a neighborhood grocery in many ways. It has, however, at least one marked difference— the temperature. The temperature, naturally, must be kept low throughout the hold at all times to preserve the perishable cargo.

Mention a refrigerator ship to the average sailor and he will describe some sort of strange looking craft with holds dripping with icicles, full of frosted pipes and freezing cold air. Into this chamber of ice, he might imagine, are tossed all kinds of fruits and vegetables, all in a big pile.

He would get the surprise of his
life if he went aboard a reefer like Adria. She has holds all right, but take a look into one and you will see what looks like any other cargo hold. She carries plenty of fresh fruit and vegetables, too, but you can't tell them from a cargo of nuts and bolts—except that they are all carefully packed in boxes which are clearly marked such as "Beans" or "Spinach." Finally, there is plenty of cold air in the hold but no icicles or frosted pipes. In short, a reefer is much like any other Navy cargo ship—only colder.

The refrigeration system is quite simple. It works much like the refrigerator in your kitchen at home.

Air from the hold flows over a coil containing super-cooled refrigerant gas. The coil absorbs the heat from the air, cooling the air. The cooled air is then blown back into the hold where it circulates, absorbing any heat in the cargo.

When the air has made a complete circuit of the hold and has again become warm, it is sucked out by the same fan that blew it in. The fan pushes it through the refrigerating coils again, taking out the heat and cooling it for recirculation.

The refrigerant itself flows through pipes to a compressor and condenser in the reefer room. Here it gives up the heat it picked up from the warm air and is itself recooled and pumped back into the coils. The refrigerant usually reaches a temperature of zero degrees Fahrenheit at the coils. Temperatures in the holds are maintained at between 10 degrees and 35 degrees, depending upon whether the cargo is to be kept frozen or merely chilled.

During the war, qualified refrigeration men were at a premium. Sometimes ships just did without one. The man in charge of the refrigeration equipment of Adria on her first voyage was a fireman second class. Luckily, however, he learned fast and the ship's "icebox" operated well at all times.

As a matter of fact, Adria has never had a refrigeration breakdown. She has carried thousands of tons of frozen and chilled stuff in her holds without the loss of so much as a single tomato due to faulty refrigeration.

There was only one close call. As the ship steamed toward Argostoli, Greece, in March 1948, with $10,000 worth of fresh food in her holds, an armature on one of the refrigerant freezing units suddenly conked out.

Usually, spare armatures are not carried on board but the chief electrician in this case was able to find one and a lightning-fast repair job saved the valuable cargo.

Incidentally, the rumor concerning the chow on board the reefers themselves is not true. Reefer sailors do not steal into the "icebox" in the dead of night to cut the hearts out of filet mignon steaks. All cargo aboard is kept under strict lock and key from loading-time till unloading.

"Besides," a boatswain's mate added with feeling, "It's mighty cold in there."

FIGHTING ships during the war were often provisioned on the run by the ever-busy reefers. High quality of Navy chow amazed the rest of the world.

DEVELOPMENT of quick freezing techniques makes it possible for reefers to transport every kind of food that goes to make up a well-balanced meal.
THE WORD

Frank, Authentic Advance Information
On Policy—Straight From Headquarters

- SHIPPING EXPENSES – Planning to move your household goods at your own expense and collect from the Government later? Don’t do it until you consult your nearest supply officer.

If no supply officer is attached to your activity, write to the supply officer of the nearest shipping activity or to the Bureau of Supplies and Accounts (STR-5), Navy Department, Washington, D.C.

The Navy Regional Accounts Office, Washington, D. C., has been receiving far too many claims for reimbursement for shipment of household goods made at personal expense, contrary to the household goods regulations, resulting in unnecessary correspondence, delay in payment and in some instances return of the claim unpaid in cases of unauthorized shipment.

To avoid delay in payment of claim, always prepare an application for transportation of household goods (BuSandA Form 34) and submit with six certified copies of your change of station orders to the supply officer of the Navy shipping activity nearest to the location of the household goods. If the supply officer is unable to arrange for the shipment, he will advise you.

Do not forget to attach the supply officer's authority to ship at your own expense to your claim for reimbursement.

GRAY UNIFORM – The gray working uniform, authorized at one time for officers, chiefs, cooks and stewards, has made its last appearance.

Officers were first permitted to wear the gray uniform on 16 Apr 1943, when it was adopted by the Navy as being more suitable for “practical shipboard camouflage.” Later that year, on 3 June 1943, wearing of the gray uniform was extended to chief petty officers. Cooks and stewards were added to the grays on 31 Mar 1944. Two colors of working uniforms, grays and khakis, were thus provided for officers, chief petty officers, cooks and stewards.

Since 15 Oct 1948 wearing of the gray uniform has been prohibited except for Regular Navy and Reserve personnel on extended active duty on board ships, while actually at sea, and Reserve personnel not on extended active duty at sea or on shore. On 15 Oct 1949 the gray uniform was completely abolished and can no longer be worn by naval personnel.

Flying Stevedore Was in Naval Aviation in Both World Wars

At NAS Dallas, Tex., there is an aeronautical white-hat sailor with a background that just about puts him in a class by himself. He first joined the Navy during World War I – in January 1918 – before most of today's bluejackets were born.

Louis Levelsmer is the sailor's name and his rate is aviation machinist's mate, first class.

After first joining the Navy at St. Louis, Mo., Levelsmer was sent to Charleston, S. C., for rookie training, as they used to call it. From there he went to quartermaster school at Hampton Roads, Va. Upon completion of this schooling, he was designated a “landsmen quartermaster, aviation.”

Fledgling birdmen then were the object of the old blue-water sailor's scorn. They were nicknamed “flying stevedores.” The latter half of this term was much more appropriate than the first, for the sailors in aviation caught all the dirty details and little or no flying.

Next came Pensacola, and a course in aerial gunnery. When Levelsmer finished this school he was sent to Philadelphia to stand by for shipment overseas. But Fate rang the bell on the round called World War I, and Levelsmer was paid off without getting in a direct punch for his country. He left the service on 15 May 1919 as quartermaster, second class.

He then went to Texas, where he worked at various Army air fields. Aviation, according to Levelsmer, hit rock bottom shortly after that. Some of the crack pilots of the war kept the wolf from their doors by selling fifty-cent hops and flying oil men about the country. Levelsmer gave it up and took a job for the city of Dallas.

When World War II broke out, Levelsmer shipped over as an aviation machinist's mate, third class, and began his second volunteer hitch in the Navy.

Levelsmer was discharged 8 Sept 1945. He immediately went to work for the Army as a structural mechanic as he did in 1918. On 30 June 1946, the Army moved away as it did in the early 20s, and Levelsmer was again stranded.

But now the Navy had a greater interest in aviation than it had 25 years earlier. It set up its now-famous Naval Air Reserve and offered billets to veterans of the last war to keep them flying. On 1 July 1946 Levelsmer shipped on NAS Dallas again – this time as a station keeper.

He has seen the passing of the coal-burners, cage masts, wine messes and leggings, and expects to be around when the last tight-but-toned jumper cuffs disappear. – W. B. Sherrell, JO1, USN.
General Line School's EMs Have New Rec Center

Enlisted men attached to the Navy's General Line School at Monterey, Calif., are now enjoying a brand new recreational center.

The club's 6,400 square feet of floor space provides room enough for 250 sailors and their guests to occupy the building at one time. Among the attractive features of the recreational center are a large library, a soda fountain, pool tables, ping pong tables and a large dance floor. A remote-control record player provides music when no orchestra is present.

Appropriate ceremonies were conducted on the afternoon of opening day. The club's original schedule called for doors to be opened daily at 1630, except on Saturdays, Sundays and holidays, when opening time would be at noon.

- KODIAK HOUSING — Demand for housing at the Naval Operating Base, Kodiak, Alaska, far exceeds the supply and it normally takes about six months for an individual's name to reach the top of the list, says an announcement from the commanding officer of the base.

"Many Navy and Marine Corps personnel continue to report at Kodiak expecting to obtain quarters within a few weeks," says the information. "The only exceptions to the normal waiting time are certain key positions which have high priority.

Entry of dependents is not authorized until quarters become available, and it is recommended that they not be brought to Seattle, Wash., for the interim period.

- SUB SCHOOL — Applications are desired from qualified lieutenants (junior grade) and ensigns for submarine training in the class convening during the first week in July 1950. Applications should reach BuPers not later than 15 Feb 1950.

To be eligible, lieutenants (junior grade) must have date of rank as lieutenant (junior grade) of 6 June 1948 or later. Ensigns' date of rank must be prior to 1 July 1949. Officers are selected upon the quality of their fitness-report records and educational background. All officers applying for submarine training should be qualified to stand OOD watches under way. Signed agreements not to resign during the course, and to serve one year in the naval service after completing submarine training, must be submitted with applications. One year of commissioned service as of 1 July 1950 is required for eligibility.

BuPers CIRC. Ltr. 170-49 (NDB, 15 Oct 1949) is the official directive inviting these applications. Applications for submarine training submitted before receipt of that letter will not be considered unless resubmitted in accordance with the provisions of the letter.

COs are called upon to bring the circular letter to the attention of all officers who are eligible for submarine training and to forward all applications submitted to the Chief of Naval Personnel (Attn: Pers-3117). They should include in the forwarding endorsement a statement as to whether or not the candidate is qualified to stand OOD watches under way. Applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarines as established by the BuMed Manual, 1945, paragraph 21133.

Length of the course will be six months, and the location is the Submarine School, New London, Conn. There are a limited number of quarters available on the Submarine Base for married officer students. Upon receipt of orders, married officers should request assignment to quarters from the CO, Submarine Base, New London, Conn.

Dispatch may be used if application for submarine training cannot reach BuPers in time by letter. Requests will be acknowledged.

- INSTRUMENTMEN — Beginning 17 Apr 1950, classes will be enrolled in the Naval School Instrumentmen, Class A, Naval Receiving Station, Washington, D. C., at 26-week instead of 16-week intervals.

The course of instruction will continue to be 32 weeks long. Classes will be enrolled at less frequent intervals so that facilities will be available for advanced training for instrumentmen. This move is in line with the Navy's increased emphasis on advanced training.

Input rate for the school will continue to be 10 trainees for each class convened.

JANUARY 1950
WAR-TORN Berlin is toured by sailor sight-seers. Above and above center: Charting a course. Below: A visit to the world-famous Brandenburg Arch.

Off-Duty Hours in

SAILORS on duty with the U. S. Naval Forces in Germany rate the sprawling city of Berlin high on their list of places to go and things to see.

The control point from which Hitler dominated most of Europe, the hub of Germany's transportation system, a center of war industries, the great German capital took a terrific pasting from Allied bombers during
Today's Berlin

World War II. Mile after mile of the city's streets has been reduced to rubble lined with the burnt-out shells of historic buildings. In the heart of the city, almost every notable structure on Unter den Linden and Wilhelmstrasse was devastated.

This wasteland of crumbled stone and ashes is the graveyard of the German empire which evolved into

YARNS are swapped at one of Berlin's sidewalk cafes. (above). Below: Burnt-out shell of the Kaiser-Wilhelm Church is a landmark in downtown Berlin.

VISIT is made to the bombed-out Tiergarten area (below). Below center: Victory Monument was erected by the Russians soon after the war's end.
SIGHT-SEEING in the downtown area. Mile after mile of the city's streets is lined with rubble and the shattered remains of historic buildings.

Hitler's infamous Third Reich. About these ruins hangs an aura of history and drama. No one can walk among them without an awareness of their significance to Germany and to the world.

Severely damaged but still an outstanding attraction is the magnificent Brandenburg Gate erected by Frederick William II as a monument to Prussia's war prowess. Another favorite target for snaphooters is the Kaiser Wilhelm Church, a prominent landmark in the shattered downtown area, built when Berlin was proud of its beauty.

A postwar addition to the wealth of impressive spectacles which Berlin offers sightseers is the massive Russian Victory Monument. Built immediately following the end of the war, it stands in what is now the British sector of Berlin. Mounted on its walls and columns are the names of Soviet soldiers who gave their lives in the battle for the city.

The Tiergarten area standing at one end of the once-tree-bordered avenue, Unter den Linden, is completely bombed-out. This area, once the royal hunting preserve, was known to every tourist who visited Berlin before the war.

The prewar Berlin is no more, kaput. But it is sometimes possible to capture, at sidewalk cafes, a little of the atmosphere for which Berlin was once so famous. After a day's touring, a pause for refreshments at one of these quiet spots brings sight-seeing sailors a little closer to the days of Berlin's glorious past.

Navviators Set New Speed Mark

Less than two hours from Pensacola, Fla., to Long Island, N. Y., is the new speed mark set by two Navy pilots flying Panther fighters.

Flying close after taking off together, the two planes made 1,020 miles in one hour and 57 minutes, an average speed of slightly more than 520 miles an hour.

Time of departure from Pensacola was 0728 central standard time, and time of arrival at Bethpage, Long Island, was 1025 eastern standard time.

Lieutenant Commander Raleigh E. (“Dusty”) Rhodes, usn, and Lieutenant Commander John J. Magda, usn, leader and member respectively of the Navy's flight exhibition team "Blue Angels," were at the controls of the Navy's newest carrier-based fighters.
There is a legend in the making that if you are a Navy chief, sooner or later you'll visit the CPO Mess (Open) of the Naval Receiving Station, Pearl Harbor, T. H. And after you have swapped scuttlebutt with other CPOs in the comfortable stag room, consumed a tender steak in the beautifully decorated dining room, and danced to soft music under the stars, the chances are that you'll agree it's one of the finest CPO messes of the Navy.

Located near the main gate of the Pearl Harbor Naval Base, the mess is just a few blocks from the docks where ships are moored, and is also conveniently located near the naval housing area. As well managed and organized as it is equipped, the club is the focal point of much of the social activity of CPOs and their families in the area.

Some of the social activity carried on by the mess includes a formal dance once each month, a weekly square dance, and a weekly bingo game. Wedding receptions, small parties and meetings and luncheons of the Aloha Navy Wives Club are held at the mess. The mess's entertainment committee provides some form of entertainment for patrons every night.

One of the most novel features of the mess is its program for children. Each Saturday morning a two-hour movie for Navy children is presented — not only for the youngsters of CPOs, but the children of all officers and enlisted personnel in the area may attend. Munching popcorn, the kids yell with delight at carefully selected comedies, cowboy serials and cartoons.

In the evenings, the CPOs and their wives don't have to worry about babysitters if they plan on visiting the mess. A nursery is operated in conjunction with the mess for the convenience of patrons. Here the parents can keep an eye on their children during the evening and at the same time relax, for a nurse and her assistant are constantly in attendance.

Typical of the excellent interior decorating and furnishings of the mess are a group of murals which decorate the dance terrace.

The RecSta CPO Mess was formed in 1944 by a group of chief petty officers, who contributed $10 each for membership. The amount collected was not sufficient, and $5,000 was borrowed from another local service club to purchase necessary equipment. Today the mess is more than three times its original size, boasting a stag room, snack bar, dance terrace, dining room and cocktail lounge. A barber shop and package beverage store complete its facilities. The stag room contains three pool tables, a billiard table, shuffleboard and acey-deucy games. Here the chiefs can get together and swap sea stories undisturbed.

The dancing and dining terrace of the mess is considered one of the most beautiful in the Islands. The tables are sheltered and the dancing area is open and decorated with natural bamboo trees. At one end is a stage complete with microphones, floodlights and other facilities necessary for conducting entertainment. Here the chiefs can bring their wives for an evening of dancing, made even more pleasant by the refreshing trade winds. — Thomas C. Welsh, CSC, USN.
They'll Write Your Advancement Exams

There's something new in Norfolk — something that's going to affect a lot of people. It's the Navy's new — and first — examining center, which will soon be supplying and grading all examinations for advancement in rating to pay grades E4 and above.

First task of the examining center was to prepare and mail out approximately 19,000 examinations for the CPO competitive exams of 1 Dec 1949. These were sent to the various administrative commands, from which they were distributed to individual ships and stations under their command. The examinations were held simultaneously throughout the Navy under uniform and strictly regulated conditions.

It is in the lower petty officer levels of promotion that the examining center's work will be most noticed and appreciated. Chief's exams have been administered by BuPers for some time, and responsibility for their preparation and grading has been removed from individual commands. Responsibility for preparation, conduct and grading of exams for the lower pay grades has rested with seventeen separate administrative commands such as ComServPac and ComPRNC, which has resulted in lack of uniformity of requirements and placed a major work load on already-busy ship's officers and administrative staffs.

During this year, the new examination system will create something entirely new to the U. S. Navy — a system of completely uniform examinations for advancement to all ratings in the naval service. The new examinations will consist in most cases of two tests — a military requirement test and a professional test. In some instances there will be additional tests, known as operational — or practical — tests. Examples of these tests are typewriting for men competing for PN rates, and flashing light transmission for men going up for AC rates. There are others as well. The military test will be the same for all men advancing to any particular pay grade, regardless of the man's specialty.

The professional test will cover the special knowledge necessary for each specific rating, of which there are 62. These, like the military test, will vary in difficulty between the lower ratings and the higher. Each of the two tests will contain 150 questions, making 300 questions in all. All questions will be of the multiple choice type, give-
ing the "student" a number of answers from which to choose the correct one. Questions will be of the objective type.

Test papers will be returned to Norfolk after examinations are completed. There will be fed into a machine that plays no favorites. The machine will compute the correct score for each man, and that will be added to his multiple computation. Those with the highest final multiple in each rating will be advanced regardless of vacancies in ship or station allowance.

The examining center itself occupies a building in the South Annex of the Norfolk Naval Base which was formerly used by the gunnery school. Its staff consists of approximately 120 persons, of whom 30 are officers and at least 62 are CPOs. Included are a number of civilians with several years' experience in test writing, employed in an expert advisory capacity. Each of the Navy's occupational fields is represented by one or more CPOs.

The staff is already becoming expert in constructing and analyzing tests. Each CPO becomes more proficient in his rating through constant thought and study in his specialty. The entire staff is enthusiastic about the examining center's work.

After each test, every question will be analyzed to reveal its effectiveness. Some will be altered and made easier or more difficult for later tests. Others will be discarded entirely. New ones will be written. To make up the tests for the 62 CPO ratings alone will require the analysis of more than 9,000 questions each year. A new test will be developed for each rating and each pay grade within each occupational group for every service-wide examination. Examinations for advancement to chief will be held annually. Those for promotion to other petty officer levels will be held semi-annually.

Eventually, examinations will be furnished and graded by the examining center for promotion of officers in the regular Navy and for advancement of Reserve personnel.

Other requirements such as sea duty and time in service, conduct marks and demonstrated ability remain much the same as before. These must be found satisfactory by each man's CO before the man becomes eligible for promotion. This will avoid enabling anyone to step ahead of his shipmates on book learning alone.

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**Ex-Shipmates Get Together After 21 Years**

"It's a long time between visits," said the rear admiral, opening a package of cigarettes. He shook one up and extended the pack to his caller, who accepted a smoke.

"It sure is," answered the chief, urging a flame out of his lighter. "Like the song says, twenty-one years is a mighty long time."

Scene of the social call was the office of Rear Admiral Austin K. Doyle, USN, in the administration building at NAS Glenview, Ill. The host was the rear admiral, who commands the nation-wide Naval Air Reserve Training Program. The caller was Paul Billeter, ADC, USN, who—like the rear admiral—has been associated with naval aviation about as long as there has been such a thing.

"Twenty-one years is about right," the rear admiral agreed. "I haven't seen you since '28, have I?"

"Nineteen twenty-eight it was," said the chief. "You were a lieutenant flying F5Ls in Squadron Four, and I was a machinist's mate, second, in Squadron Three, at NAS Pensacola."

Thus the talk went on—two old-time shipmates hashing over bygone days: The Mississippi River flood of 1927—both of them taking part in relief and rescue flights...the Red Cross acting as disbursing office, and the Standard Oil Company as inn-keeper...Vicksburg as home base...Those were the days when everybody in naval aviation knew everybody else and when some of today's top Navy figures were getting their first flight training.

After 1928 the paths of new-chief Billeter and now-Rear-Admiral Doyle didn't cross again until Billeter paid his call at Glenview.

The chief has been on continuous duty ever since he enlisted, in Portland, Ore., in 1923. Since 1933, he has maintained a home in Saginaw, Mich.

The rear admiral was appointed to the Naval Academy from New York in 1916. His official address is Pensacola, Fla.

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**Sussex's Hold Held Happiness**

It was a great day in the north when the Navy cargo ship USS Sussex (AK 213) hove into sight off Alaska. Christmas was almost at hand, and Sussex and her cargo were just what Navy parents and children alike were hoping for—a combination of Santa Claus and a country uncle.

In Sussex's hold were thousands of tons of the stuff that makes for holiday happiness—and everyday happiness, too. For the holiday happiness there were toys for the children and turkeys for the entire family. For everyday happiness there were household effects just catching up with Navy home-makers, and automobiles and ship's store supplies.

Sussex returned to Seattle in time for her own crew to enjoy the winter holidays.
BOXING and bowling are highly popular sports at Norfolk. Flyers have won several SND titles in individual sports.

Sports-Minded Station Seeks All-Navy Crowns

At the All-Navy Basketball Tournament last season the Naval Air Station, Norfolk, Va., climbed to a prominent place among the sport-minded activities of the Navy on the sharp-shooting of its crack hoopsters, “The Norfolk Flyers.” Now it seems that like a periscope breaking the surface, that first championship team was only a forerunner of bigger and better teams coming up.

Probably no activity of the Navy is more sports conscious at the present time than is NAS Norfolk. Its big, well-organized, and enthusiastically supported sports program is probably unexcelled anywhere in the Navy. An epidemic of “winning fever” has engulfed the station, affecting everyone from airman recruit on up. Ask any sailor on this vast, sprawling base and he will tell you that winning one All-Navy title just whetted their appetite—that they are hungry for more.

In putting on a sustained drive for All-Navy honors, NAS Norfolk has the natural resources and facilities to back it up. Available on the base are some 3,800 officers and enlisted personnel from which to ferret out talent. Its excellent gymnasium contains such facilities as a regulation basketball court and bleachers; boxing and wrestling rings and seats for 500 spectators; an indoor swimming pool; equipment for weight lifting, gymnastics, and tumbling; a four-wall handball court; and such equipment as whirlpool baths and ultraviolet lamps for unkinking knotted muscles. Also located on the base is an eight-lane, air-conditioned bowling alley.

But in its outdoor sports facilities is where the air station excels. Located on the base are some 26 softball fields, three baseball diamonds, a nine-hole golf course, swimming pool, football field, 28 tennis courts, six handball courts and over a dozen volleyball courts. It’s a common sight in spring and summer to see 10 to 15 softball and baseball games in progress simultaneously.

Varsity teams are fielded by the air station in all the major sports—basketball, baseball, softball and a combined air station-naval base football team. Varsity teams are also produced in the individual sports—swimming, boxing, wrestling, tennis, golf, bowling, handball and volleyball. Several...
5th Naval District titles in the individual sports are held by NAS personnel.

Supplying a steady stream of talent for the station’s varsity teams is a vast array of intramural squads. Red-hot competition in these intramural leagues draws almost as much spectator interest as do the varsity teams. The station’s well-organized intramural program is headed by L. E. Barrett, ADC, USN, under the direction of the NAS athletic director.

Currently 16 intramural basketball teams are battling tooth and nail for the station hoop championship. During the softball season 26 intramural teams fought it out for the title. Twenty-three station bowling teams are engaged in hot competition. Many other intramural squads are fielded in touch football, tennis, volleyball, boxing, swimming and golf. One intramural football team, representing the station’s O&R Department, turned in a good performance during its first year of competition in the fast Tidewater Amateur Football League.

Goal of all intramural competition is the Commanding Officer’s Cup—a trophy awarded at the end of each calendar year to the station unit massing the largest number of points under a strictly graded system of granting credit for league standing in each of the sports. The Flyers take their sports seriously and competition for this cup is as spirited as a big league pennant race.

All equipment for every sport played on the station is supplied from
SWARM of tacklers stop Kearsarge fullback Leroy Merle cold in a game in which Newport Naval Prep topped Kearsarge Raiders by a 15–13 score.

the air station's well-stocked athletic storerooms. Hundreds of uniforms, shoes, socks, and other personal equipment are issued to both varsity and intramural teams. Basketballs, baseballs, softballs, volleyballs, handballs, gloves, bats, footballs, golf clubs and ball, tennis balls and racquets—in fact practically any item of sports equipment you can name—are available in quantity. NAS varsity teams are supplied from the skin out with the finest equipment obtainable.

While all of its varsity teams turned in creditable records last season, this year they plan on rolling ahead under a full head of steam. Many of the regulars of last season's fine hoop squad are back, and finding a battle on their hand to keep a crop of talented newcomers from displacing them.

The NAS baseball team vows it will have more talent this season than ever before. Top-notch boxers and a crop of muscular newcomers are pounding a steady tattoo on punching bags as they warm up for All-Navy competition. The varsity bowling team won the 5th Naval District

ROMPING for a TD, Elmer Callahan led Marine Forces Pacific to victory over NAS Barber's Point and the top spot in the inter-service football race.

last season, expects to go further this year. NASers say a hot-shot softball team will be blossoming out in "Norfolk Flyer" uniforms this year.

Probably the attitude that best reflects NAS Norfolk's "go get 'em" athletic spirit is typified by a remark made by an air station sailor who stopped to look at the NAS trophy display case. "That All-Navy Basketball Trophy sure fits nice in there," he said. "There's plenty of space for some others, too."

Whaleboat Racing Revived

Whaleboat racing, one of the favorite sports of the "Old Navy," has been revived.

When two British warships, Hms Snipe and Hms Glasgow, visited Annapolis, Md., plans were made for a whaleboat race between crews from these vessels and a crew from uss Reina Mercedes (IX 25). A one mile course was laid out on the Severn River.

The 11-man boat crew of Reina Mercedes, coxswained by Robert Watson, SN, usn, quickly pulled ahead of competing boats and finished the race by more than four lengths ahead of a boat from Hms Snipe. The winning time: 10 minutes and 30 seconds.

In a gesture of good sportsmanship, the British crews gave three cheers for the victorious U. S. Navy team as the crew of the American boat tossed their coxswain into the Severn River.

All five crews rowed American-type whale boats, using 10 oars instead of the usual twelve and a coxswain. These craft are 28 feet long and weigh more than one ton.

SubPac Invades Mexico

For the second successive year a Navy football team has successfully "invaded" Mexico.

This season the Submarine Raiders, gridiron crew of Submarine Force, Pacific Fleet, tangled with the Colegio Militar, Mexico's "West Point" in a game held in Mexico City's Olympic Stadium. The Raiders won by a 34–20 score.

Although a crowd of over 6,000 turned out to witness the contest, the Naval Attache at Mexico City estimated a much larger turn-out would have been possible with a longer publicity build-up. However, transportation difficulties held up approval of the game until one week prior to the date set for the contest.
El Toro’s New Gym

Marines at MCAS El Torr, Calif., will soon have one of the finest gymnasiums in the country in which to conduct indoor sports.

Now under construction on the Marine base is a $103,000 Memorial Gymnasium. The giant indoor arena is being transferred piece by piece from the old Santa Ana Army Air Base and reconstructed. It will contain basketball courts, boxing rings, plenty of seats for spectators, showers and locker rooms.

Construction costs are being paid from unappropriated funds obtained from a Marine Memorial Fund amassed during the war, plus about $3,000 from the profits of base officer and enlisted clubs.

In the past El Torr Leathernecks have conducted their indoor sports in the local YMCA and high school gymnasiums.

All-Navy Sports Calendar

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

**Bowling**
13-15 Feb 1950 (telegraphic matches)

**Basketball**
Week of 12 Mar 1950
Norfolk, Va.

**Wrestling**
Week of 26 Mar 1950
RecreSta, Wash., D. C.

**Boxing**
Week of 14 May 1950
NTC San Diego, Cal.

**Tennis**
Week of 16 July 1950
USNA, Annapolis, Md.

**Golf**
Week of 6 Aug 1950
NAS Glenview, Ill.

**Swimming**
Week of 20 Aug 1950
NAS Memphis, Tenn.

**Softball**
Week of 10 Sept 1950
Treasure Island, Calif.

**Baseball**
Week of 17 Sept 1950
Pensacola, Fla.

**Football**
Saturday, 16 Dec 1950
Washington, D. C.

Sideline Strategy

It’s interesting to note that certain sports groups around the Navy are gaining reputations for turning out top teams in a particular sport. For example, mention the South Central Group and you think of the champion swimmers that habitually turn up there. Speak of the West Coast Group and the conversation turns to softball and boxing.

However, the West Coast Group can hardly be limited to domination of only two sports. There is no question but what this group is the most active of the sports areas. In the San Diego area particularly, from January to December fiery competition in the 11 All-Navy sports keeps fans worked up to a feverish pitch. Few All-Navy finals are held without a representative from this area being very much in the picture.

It’s pleasing to report the sports drums are beginning to beat louder on the East Coast, particularly in the Northeastern Group. A great sports program is rolling full speed at NAS Quonset Point, R. I. These lads can be expected to give competitors in all sports—especially team sports—a lot of trouble in the near future.

When the U. S. Naval Barracks, Washington, D. C., football team tangled with Longwood Prep it appeared the lightweight sailor squad was battling for a lost cause. The Navy backfield hit a stone wall every time they attempted to penetrate the heavier Longwood line. By halftime the Navy team trailed 15-0.

In the last half 160-pound Sam Severino, SN, USN, decided to take matters in his own hands. Breaking through the Longwood forward wall, he intercepted a screen pass and raced 60 yards for a touchdown. Again in the fourth quarter he plunged through the opposition’s line, blocked an attempted punt, grabbed the pigskin and lugged it into the end zone. Both conversions were good and the Navy team won, 14-13. Not a bad afternoon for a substitute guard.

Reports seeping in from the West Coast indicate that AirPac, thwarted in its attempt to reach the All-Navy pigskin finals, is going all-out to capture the All-Navy basketball crown for ’49-’50. Don Collett, JO1, USN, who sparked the Pearl Harbor quintet a couple of seasons back, is expected to help the AirPackers considerably toward their goal.

Around this time of year the most persistent inquiry directed to this department is, “Who has the hot hoop teams this year?” On the basis of reports received in this office, it looks as though the top contenders for the ’50 All-Navy basketball title will be the “Norfolk Flyers,” NAS Pensacola, Quantico Marines, AirPac, MCAS Cherry Point, SubPac, PhibsLant and the El Toro Marines—but not necessarily in that order. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.
CADETS from NAS Pensacola turn up engines on the flight deck of USS Cabot prior to making the six landings required to qualify as carrier pilots.

AT VARIOUS times in the past, ALL HANDS has carried a coverage of NavCad matters—rules and requirements for applying for NavCad training, and certain other matters concerning the NavCad’s career. Let’s take a look at what happens to applicants who are accepted.

NavCads, like midshipmen in training to become naval aviators, get their aeronautical schooling at NAS Pensacola, Fla.

Upon arrival at NAS Pensacola, the first step is to get the foundation laid for the NavCad’s flying career. This foundation consists of 16 weeks of pre-flight training. Ten subjects are covered during this period—aerology, communications, engineering, essentials of naval service, gunnery, military organization and operation, aerial navigation, physical training, principles of flight, and survival.

If he successfully completes his pre-flight training, the NavCad moves on into the 28-week course called basic training. “Basic” covers more thoroughly the subjects studied in pre-flight, and the following additional ones: civil air regulations, practical electronics, flight physiology, night vision, operational fatigue, first aid for crew casualties and the importance of the flight surgeon, instruments, the link trainer, aerobatics, safety, and support in flight.

The students learn basic flying during this period, and finish up by qualifying in carrier operations. Before

LINK training (left) and altitude chamber experience with anoxia are considered life insurance by all naval aviators.
 Officers who have already earned their Navy wings sit by and offer advice. They actually land on carriers, however, they make a good many “carrier landings” on a marked-off portion of the flying field. They call that terra firma flight deck “Bounce Field,” and all carrier techniques are followed during their training there. Following this phase, each student must make six landings on a real carrier at sea.

After basic training, the students enter the advanced stage at Corpus Christi, Tex. There they split into two groups - one of which will continue to train in single-engine aircraft and one of which will go into multi-motored planes. The advanced course is 14 weeks long in either case.

The Training Command also now conducts a one-month course in jet familiarization at Whiting Field in the Pensacola area. This is given to a small percentage of the students who have completed advanced training in fighter-type aircraft. The jet syllabus consists of both ground school training and flight training in jet aircraft. Students from the Training Command enter the jet course as naval aviators after qualifying aboard a carrier at sea in service fighter-type aircraft.

Upon graduation from the Annapolis of the Air, the student is commissioned an ensign in the Naval Reserve or Regular Navy, or second lieutenant in the Marine Corps. See All Hands, September 1949, p. 49.
Learning to Give the World the Word

WITH public interest running high in military affairs, the armed forces are convinced the nation should be supplied a steady stream of news — and they are training men to supply it.

At the Armed Forces Information School, Carlisle, Pa., carefully picked officers, enlisted personnel and civilian employees from each of the armed forces are being molded into a vital public information "link" designed to strengthen the relationship between the general public and its fighting forces and to create greater mutual interest and understanding.

Among other things, these personnel are being taught to transform verbose official documents into interesting and informative articles made up of short concise paragraphs similar in form and scope to the easily understood reading matter of a newspaper.

Another mission of the school is to instruct personnel in armed forces "troop" information and educational procedures. This group of students is being trained to supply the sailors, soldiers and airmen of the armed forces with clearly-written information on what is happening both inside and outside the military circle.

Later many of these students will edit the hundreds of service newspapers supplying information to military personnel all over the world. Others will fill internal informational billets of various types.

Under a recently revised curricula, four courses are being conducted at the school. Two courses — one in public information and one in armed forces information and education — are given officers and civilians of equivalent status. These courses are each 14 weeks in length.

Enlisted personnel also receive instruction in two courses — one in public information and one in armed forces information and education. The subject matter of the two courses is similar to courses given officers, but greater emphasis is placed upon the mechanics of skillful writing, radio work, etc. In the officer courses the emphasis is placed upon the administration of public information units. The enlisted courses are six weeks in length.

Basically, enlisted personnel are taught the formula for preparing various types of news stories, organization of newspapers, ethics of news writing, copy editing, proof reading, preparation of headlines and slanting of news copy toward a particular type of reader. For example, a story on a newly-developed Navy torpedo...
would probably be written or slanted differently for civilian or Navy readers because it could be assumed that Navy readers are more familiar with the subject and be more interested in technical details of its construction.

All enlisted personnel ordered to the school must show a genuine interest in public relations work, and have a high general classification test score. For Navy personnel a CCT score of 50 or higher is required.

Officers ordered to the school must be eligible for advancement in rank or grade and have the necessary background assignments. They must have a genuine desire to attend the school.

In the public information courses students are taught how to conduct interviews both for preparation of news stories and radio interviews on tape recorders. These tape-recorded three-minute interviews are sent to the home town radio station of the man interviewed, where they are broadcast.

The fundamentals of photography are taught the student—not with the intention of teaching him to become an expert photographer, but to familiarize him with the subject so he can recognize a technically good or bad picture and know how to eliminate the unimportant sections of a picture to be reproduced. He also learns how to assign photographers to obtain best photo coverage of an event.

The period of study on radio subjects includes radio script writing, radio program production and announcing. The student is taught how to operate a control board, microphone technique, and radio show timing. Before graduating they present an actual show under real conditions.

Platform delivery, rate of delivery, voice control, methods of attracting attention, and organization of speeches are some of the things taken up in the speech classes. Each student must deliver several speeches during the course, which are discussed by his audience as to technical faults. It has been found the speech class does much toward developing personal poise and confidence in the students.

A large number of lectures are given the students on economics, government and world affairs. Visual aids on these subjects supplement the lectures and are followed by discussion periods. It is considered vital that students have a well-rounded knowledge of these matters in order

'LIVE' PROGRAM is produced as part of a comprehensive radio course includes control board operation, script writing, programming and announcing.

off-duty hours. Cramming and preparing assignments (left) takes time and frequent trips must be made to library (right).
DANCE and buffet dinner highlighted commissioning ceremonies at new club. Music was furnished by the top-notch band from NAS Jacksonville.

EMs at Small Facility Have Big-Time Club

At the U. S. Naval Air Facility, Glynco, Ga., some distance from the town of Brunswick, enlisted men are enjoying a small new recreation center which they consider equal to any of the larger ones.

NAF Glynco is manned by only about 150 men, but the small number of personnel didn’t diminish the need for recreation and relaxation. Entertainment facilities in nearby towns weren’t all that a larger city would offer. The best solution, the men thought, would be an EM club on the station.

It took plenty of hard work, planning and scrimping, but everybody from the skipper to the mess cooks pitched in and it wasn’t long before the project began to show promise. Soon there were gleaming waxed floors, pool tables, comfortable and appropriate furniture, flowered drapes, venetian blinds, a refreshment bar.

“It just goes to show you,” one visitor said, “what a small base with ideas and determination can do.” Within a few months an unused space had been transformed into a comfortable and pleasant club for the enjoyment of all hands and the ship’s cook.

Personnel of NAF Glynco think their EM club is about as fine as they come.

Wreath to Guadalcanal

It’s a long way from Corbin, Ky., to Guadalcanal, but David Wallen, whose Navy son lost his life near Guadalcanal in 1942, plans to make the journey—and on foot.

The 54-year-old Kentuckian set out for San Francisco a couple of months ago, carrying a two-foot aluminum wreath on his back. Five days later he arrived in Knoxville, Tenn., approximately 100 miles along his journey. There he stopped for a weekend to rest and attend church.

The wreath is of a cypress leaf and bud design, a traditional symbol of mourning, mounted on a metal disc. A plaque in the center of the disc commemorates Mr. Wallen’s son, who died in the explosion and sinking of the light cruiser USS Juneau (CL 52) after the ship was torpedoed near Guadalcanal. Each of the other 688 men in Juneau’s last crew is honored by a tiny wreath attached to the disc.

Three hundred and ten of these men, including the five Sullivan brothers, lost their lives in that sinking. Mr. Wallen plans to cast the wreath into the sea at Guadalcanal in memory of his son and his son’s shipmates.

Asked by a reporter how he intended to cross the Pacific, Mr. Wallen answered, “I’ll get there if it’s the Lord’s will. I’m not an educated man. I’m just going by faith. I’m placing my trust in the Lord.”
Ambassadors of Goodwill

CURIOS natives and Marines assigned to the Sixth Task Fleet made friends quickly during amphibious maneuvers on the coast of Crete.

Clockwise from above: Weary Marines chat with Greek beach guard following the exercises.

Youngster peddles watermelons 'two for doll-lar.'

Urchins watch with intense interest the Marine advance.

Grizzled beachcomber and grandson can almost taste the cigarettes they are about to receive.

Intricacies of the carbine are explained to a Greek sailor.
SOUTH of the Mojave Desert, in the sand and sagebrush of California, there’s a part of the sea-going Navy.

In Box Elder County, Utah, a naval activity, enthusiastic but tiny, like a barnacle, is today in efficient operating order.

It’s the same at Natchez, Miss., Niagara Falls, N. Y., Pittsburgh, Pa., in Burlington, of Iowa, or Burlington, of Vermont — take your choice.

In each of these cities, towns or villages you’ll find a unit of the “civilian Navy,” one or more of the 2,000 Volunteer Naval Reserve drilling units whose members meet and train in their specialty, as part of a vast preparedness program.

Some 53,000 Volunteer Naval Reservists go to drill sessions regularly, either with volunteer or organized units, and receive not a cent of pay for their time and effort. But they draw a big dividend in personal satisfaction, and they keep up with their Navy jobs.

From Alaska’s Kodiak to Coco Solo, in the Panama Canal Zone, the string of Volunteer Reserve units extends for 5,000 miles down the American continent. There are units as far west as Hawaii, and now that restrictions have been removed, Naval Reservists can join or help form units in the occupied areas of Europe or overseas possessions.

The spare-time sailors of the Volunteer Reserve, who are tool-makers, farmers, accountants, engineers or clerks in their civilian jobs, maintain their Navy contacts by specialist training in 50 different types of units.

About 3,000,000 man-hours of drill training were chalked up this past year by Volunteer Reservists alone. The primary cost to the Navy was for instruction materials and a minimum amount of equipment required by special components such as Electronic Warfare units.

Everything from industrial mobilization to harbor defense is studied by the Volunteer Reservists at their meetings. There’s a program for the automotive engineer, the scientist, the postal clerk and the policeman.

Here’s what they study. Take, for example, the Volunteer Supply Corps component, with 87 units operating nationally and an enrollment of 3,000 officers and enlisted personnel.

During a period of one month, members of SC Reserve units in Indianapolis, Ind., scheduled seminars in Navy Regulations and Meat Packing. (Navy messes served close to 1,000,000,000 pounds of meat during World War II.)

During the same month, in Omaha, Neb., Supply Corps personnel attended lectures on Railroads and Aluminum. (The SC job calls not only for shipping and planning, but stock control and inventory of all types of material.)

And in Jacksonville, Fla., they learned about Naval Courts and Leather. (The average bluejacket wears out 3% pairs of shoes a year, just one item in Navy issues.)

Today’s Navy is an organization of specialists and technicians, whose mobilization jobs cover a multitude of diverse and widely separated fields.

The mission of the Volunteer Naval Reserve is to provide a large component of qualified or partially qualified personnel, men and women, both officer and enlisted, available for active duty in the event of mobilization. This component will supplement the Organized Naval Reserve and in addition will provide the large number of specialists whose training in the Organized Naval Reserve is not contemplated.

Nearly one out of every four Naval Reservists is participating actively in the Navy’s training program either in a drilling status as a member of an organized unit (174,000), as a Volunteer attending drills (53,000), on full time active duty (19,500), or enrolled in correspondence courses (18,000).

In addition, an estimated 150,000 Reserve officers and enlisted men participated in the annual two-week training program, ashore and afloat, during the past calendar year.

The Organized Reserve is generally confined to training personnel for billets in the sea-going surface, submarine and air components of the Navy. The Volunteer Reserve provides training on a less extensive scale, but in a wider number of fields.

While the volunteer units operate to train “pools of personnel” rather than entire units which would be mobilized as groups, the Reservists
learn the value of teamwork and have put it to the test successfully. This Reserve teamwork is exemplified by the Volunteer Electronic Warfare facility at Harlingen, Tex., which, among other accomplishments of the past year, rescued a lost plane.

The aircraft, flying blind in an overcast during bad weather, was located and led to a safe landing through the efforts of the volunteer unit. A tower control operator at a nearby airport requested the EW unit to attempt to contact the transport plane, when it was unable to determine its position en route from Mexico, after the cloud ceiling had descended to about 300 feet.

Locating the transport on its radar, the electronic unit kept the tower fully advised of its position, enabling the operator to direct the plane to the airfield for a safe landing.

"Operations of this sort," the EW unit's commanding officer stated, "are practiced every Saturday, but this is the first time the training was put to an emergency test."

Within the framework of regulations for establishment of Reserve units, groups of Reservists have set up activities to fit their special needs, desires and local conditions.

Petroleum units are set up in oil districts of the nation. Cities like Detroit are natural locations for automotive transportation units.

The Volunteer Research Reserve, which numbers distinguished scientists among its members, now has its first all enlisted unit, in Washington, D. C. The members of this unit in-
'AIR BOOTS' take cruise on carrier. Completion of the 'air boot' training program qualifies Volunteer Reservists for place in the Organized Reserve.

include enlisted men whose civilian jobs are in the field of scientific research, electronics, tool making, physics and experimental medicine.

In every naval district and river command volunteer programs have been established for the purpose of assisting Reservists to participate in some form of training. All Reserve officers and enlisted personnel of V6 classification (inactive) may submit requests to their commandants to form units.

In areas where no specialist unit has been organized that fits an individual Reservist's classification, he can still participate in the program via the "composite" type of unit.

The composite unit is especially designed to cover the needs of Reservists in smaller cities, where there is an insufficient number of specialists to support a specialist type of unit. Such a unit may be composed of both male and female personnel, including officers of all ranks and classifications, and enlisted Reservists of all ratings and specialties.

Volunteer Drilling Units Cover Variety of Fields

This is the latest list of Volunteer Reserve drilling units, which is growing daily:

<table>
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<th>Type of Unit</th>
<th>No. Units Activated</th>
<th>Type of Unit</th>
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<td>Supply Corps</td>
<td>87</td>
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</tbody>
</table>

TOTAL NUMBER OF UNITS 1,979

Here are a few of the benefits to be gained by associating with a Reserve unit: increased naval knowledge, maintenance of Navy contacts, priority for selection for billets when occurring in the Organized Reserve, qualification in part for retirement benefits, advancement and promotion.

The Bureau of Naval Personnel, with the advice and assistance of other bureaus and offices of the Navy Department which are primarily interested in the sponsorship of specialized programs, is responsible for the activation and coordination of authorized training programs. This extends to the preparation of training guides, instructional materials, advice on training requirements, and keeping the units informed on naval policy and directives.

But it is community interest which is largely responsible for the 2,000 volunteer units now operating.

The Volunteer Reserve activity of your home town exists because Reservists got together to form units and in many instances located the quarters where they could meet.

Volunteer Naval Reserve appropriations do not permit the construction or renting of quarters. However, Reservists can usually find facilities in civic buildings, posts of veterans groups, or educational institutions. All NRTC facilities of the Organized Reserve are also available for volunteer training when not in use by organized units.

What about the man who lives too far away from Reserve drilling units to join? Distance is relative. One Reservist traveled 18,480 miles in one year to attend drill sessions! Lieutenant Commander L. A. Patterson had a perfect drill attendance record for two years, during which he commuted from Buffalo, N. Y. to Willow Grove, Pa. — a distance of 770 miles.

But for those who cannot attend drills, there are home study courses.

During the three month period of July-September 1949 there were approximately 25,000 persons enrolled in officer correspondence courses, of whom 18,000 were Reservists. At the same time, the number of applications for enlisted training manuals has been mounting each month.

The naval veteran who once joined the Navy to see the world, is now joining again, as a part-time sailor, with the Naval Reserve in his home town.

ALL HANDS
Shipping Over and FR

SIR: I am a short-timer with over 18 years of continuous service, and I intend to transfer to the Fleet Reserve upon completion of 20 years’ service if I re-enlist for four years.

Can I enter the Fleet Reserve upon completion of 20 years’ service if I re-enlist for six years, and will I have to pay back any money for unserved time?

T. A. S., TMC, USN.

In either case, you may transfer to the Fleet Reserve upon application therefor. There is no ruling at present which would require you to refund any of your reenlistment bonus. — Ed.

Left-Handed Compliment

SIR: In the October 1949 issue there is a cartoon on page 52 showing a raft of presumably shipwrecked marines. Although I got a big laugh from the drawing, the rifles held by the corporal and PFC are in a position which is probably intended to be either “port arms” or “inspection arms,” but in either case the muzzles are pointed in the wrong direction. Maybe it’s part of the joke, but I don’t see the connection. Is it intentional or doesn’t the cartoonist know his Manual of Arms? — B. F. C., PFC, USMC.

Maybe they’re left-handed rifles. — En.

Military Duties

SIR: We would like some information concerning the military status of electronic technicians, in regard to standing shore patrol, deck watches, etc. We believe that there is, or was, a BuPers letter or some authority that outlined an ET’s military duties. — Destroyer ET gang.

There is no letter in existence to date issued by the Bureau of Naval Personnel exempting electronic technicians from performing the military duties of a petty officer such as standing deck watches, shore patrol, and other military requirements. They are classified with other petty officers of the same pay grade with regard to performing military duties. However, possibly fleet, force or type commanders have issued special instructions for ET petty officers stating what types of military duties they are to perform, and from which they are exempt. — En.

Transfer to Fleet Reserve

SIR: My enlistment expires 5 June 1950 at which time I will have 21 years and 13 days of service for pay purposes. If I reenlist for six years and take the reenlistment bonus can I be transferred to the Fleet Reserve after one year, at which time I will have 22 years for pay purposes? If not, what portion of the enlistment will I be required to serve? — H. A. S., MMC, USN.

Under present instructions you may apply for transfer to the Fleet Reserve after having served one year of your reenlistment, providing you are in other respects qualified for transfer. — Ed.

Time You Leave on Leave

SIR: Article C-6313 (1), BuPers Manual states in part, “Day of departure, whatever the hour, is counted as a day of duty; the day of return is a day of leave, except when such return is made before 0900, in which case it shall not be counted as a day of leave.” Should this be construed to mean that a man could commence his leave at 0001 and count that day as a day of duty? My interpretation of the article is, that as a matter of administrative policy, leave should be approved for an hour after the working day has commenced, and the day be counted as a day of duty. — G. C. T., PNC, USN.

The time of departure of men on leave is a matter for each commanding officer to control in a realistic manner. It is his prerogative to permit personnel to depart on leave at any time during the day, whether it be 2359 or 0001. Regardless of the time of departure, the instructions in BuPers Manual apply, and the day of departure is considered a day of duty. — Ed.

Furlough Travel Allowance

SIR: According to information I’ve received on the new pay bill (Career Compensation Act of 1949) there is a stipulation that furlough travel allowance will not be paid after 31 Dec 1949. I reenlisted on 7 June 1949 but elected to take my reenlistment leave at a later date, as is provided for under current instructions. I have since requested reenlistment leave and have been repeatedly turned down by my commanding officer, due to the fact that my services cannot be spared for the length of time involved in my returning to the continental U. S. for leave.

Information is requested as to whether any provision has been made for paying furlough travel allowance on a date later than 31 Dec 1949 in the case of persons in the same or similar situations as myself. — L. B. R., PNC, USN.

Entitlement to furlough travel allowance is contingent upon the granting of reenlistment leave. BuPers Manual, Art. C-6305 states that if reenlistment leave is not taken at the time of reenlistment, the time of taking such leave will then be at the discretion of the commanding officer. There is no manner by which entitlement to FTA may accrue after 31 Dec 1949. — En.

Navy’s Yeoman Rate?

SIR: I have worked as a navigator’s yeoman for two years, and would like to know if there is any specific rate for same. Some say there is a rate of that kind and some say there isn’t. If there is, what does the rating insignia look like? Also, what does the rating badge for communications yeomen look like? — F. J. F., YNSN, USN.

There is only the one general service rating of yeoman, regardless of particular duty assignment. Clerical duties in communications are normally performed by telemen. Therefore there are, of course, no rating badges such as those you asked about. The pamphlet called U. S. Navy Uniform Regulations (NavPers 15665) should be very helpful to you if you’re ever stumped on any other rating insignia. — En.

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**USS ENTERPRISE**—The famous, fighting "Big E" has been transferred to the Reserve Fleet.

**'Big E' Transferred to Reserve**

Sm: I see in the September issue of **ALL HANDS** that USS Enterprise (CV 6) has gone to the New York Naval Shipyard for overhaul. Is the Navy going to put the "Big E" back into commission again? — R. L. K., YN3, USN.

- No. The famous Enterprise has been transferred to the Reserve Fleet and is in New York Naval Shipyard for completion of inactivation. — Ed.

**Are Waves Pampered?**

Sm: We’ve got quite an argument going on over the privileges of Waves and white hats. Waves get the same pay for the same amount of work but they are given privileges like eating in the CPO mess and going to the head of the pay line.

How come? White hats were here before the Waves were even thought of.— H. G., YN3, and P. F. W., SN, USN.

- Since Waves became a part of the Navy, they have been administered wherever possible as an integral part of the service — subject to the same rules and regulations as bell-bottom sailors.

However, some commanding officers find that under local conditions a small number of Waves can best be administered all in one group and all at one time.

As a result, the commanding officer may order all Waves to mess at one place and to be paid off at one time. But he does it because it is easier and quicker that way and not because the women are getting preferential treatment to the white hats. — Ed.

**Time in Another Service**

Sm: Let’s suppose a man enlist in the Navy after being discharged from the Marine Corps. He is in a broken service status. That is, he remained out of the Marine Corps for more than three months before enlisting in the Navy. Upon fulfilling requirements for advancement to first class petty officer in the Navy (except for the sea duty requirement), can time served on sea or foreign duty in the Marine Corps be counted toward the sea duty required for advancement to PO1? Also, is it possible to get a waiver for required sea duty for advancement to PO1 when a man has requested sea duty from BuPers but is held on shore duty by reason of rate shortages? — J. F. P., FN2, USN.

- Previous service in another branch of the armed services, including the Marine Corps, doesn’t count for advancement purposes in the Navy. If your previous active service had been USN, USNR (active) or USN-r, the sea duty in pay grade in a previous enlistment would have counted for advancement purposes even though under broken service conditions. All requests for waivers of service requirements for advancement purposes are dealt with individually and on their own merits by the Bureau of Naval Personnel. All factors and previous correspondence are considered. In general, it is not desired to make individual exceptions except in the most unusual cases. This policy is held to maintain fairness to other personnel in similar situations and to those who do meet all the requirements. — Ed.

**Promotion of Reservists**

Sm: I read with interest your announcement in the September (1949) issue of **ALL HANDS** concerning HR 5238. Does this mean that Reserve officers take precedence on active duty in accordance with their date of temporary rank, or with date of permanent rank?

Must a Reserve officer be on active duty in order to be promoted, or can he be promoted while on inactive duty? I am a lieutenant commander (SA) in the Reserve with temporary rank dating from 8 Oct 1945. Am I correct in my understanding that further promotions, in my case, are subject to the decision of the selection board, and are also contingent upon my ability to pass a written examination? — L. M., Jr., LCDR, USNR.

- HR 5238 is now Public Law 210. The provisions of this law put Reserve officers serving on active duty under Regular Navy appropriations (PSNF) on the lineal list in accordance with their dates of rank, whether they are permanent or temporary ranks.

Selection boards were convened in 1949 to recommend the promotion of inactive Reserve officers in the grades of lieutenant, lieutenant commander and commander. The results of most of these boards have already been announced, and the entire program for this year will be completed early in 1950. The promotion of all Reserve officers above the grade of lieutenant (junior grade) is dependent upon the recommendation of selection boards. No Reserve officer is required to pass a professional examination. However, beginning in 1950 certain correspondence courses will be required. The correspondence course requirements are outlined in BuPers 10840, and in ALL HANDS, September 1949, p. 54. — Ed.

**Wants the Word**

Sm: Would you please answer these questions: (1) A chief petty officer receives a conduct mark of less than 3.5 for his first cruise and subsequently completes 12 years of good conduct. Is the CPO entitled to wear four gold service stripes, or one red and three gold? (2) An enlisted person reenlists within 90 days or less on a first enlistment. Does this time, the difference between the actual service and the obligated service, count for service stripes? (3) Distinction between “chief staff officer” and “chief of staff.” — R. A. B., HMCN, USN.

- (1) The CPO is entitled to wear four gold service stripes. (2) Only time actually served may be used in determining eligibility to wear service stripes. (3) The designations of “chief staff officer” and “chief of staff” are defined in ANm 88-43 (AS&SL, 1943). A “chief of staff” is designated only in a command that is normally commanded by a rear admiral or above. In those commands which are commanded by commodores or below, the senior line officer of the staff is designated “chief staff officer.” — Ed.

**How to See the World**

Sm: They told me to "join the Navy and see the world" but ever since I got out of boot camp I’ve been stationed on the East Coast. How can I be transferred to the West Coast for overseas duty? — D. M. P., YNSN, USN.

- It might not be easy since the Navy generally does not transfer men between such widely separated commands (see BuPers Manual, Art. C-5203 (4)).

But there is plenty of opportunity to see the world in the Atlantic Fleet. Why not submit an official request for transfer to another type ship in the U. S. Atlantic Fleet?

Address the request to Commander Service Force, Atlantic Fleet, via your administrative command and your commanding officer. If approved, you might “see the world” on a Mediterranean cruise, for example. — Ed.

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ALL HANDS
BAQ for PO3 and Below

Sir: We, the undersigned, are third class petty officers or below with less than seven years service and with dependent children.

On the chart on page 45 in the November issue of ALL Hands we see that there is a $45 listed in the “Allowances, quarters” column for PO3 and below as well as for petty officers in higher grades.

Are we eligible to draw $45 BAQ at this station under the new pay law? There are no quarters available for married men with dependents although there are barracks available for single men.

The base paymaster says we do not get the $45 BAQ. We feel that we should. Could you please clarify this question for us? — J. B., RDSN, USN, and 15 others.

• Yours is one of many letters ALL Hands has received concerning BAQ (basic allowance for quarters) for enlisted men in pay grade 4 (PO3) or below with less than seven years’ service. You evidently didn’t read the footnotes to the chart on page 45 which states that the $45 BAQ goes to personnel who are authorized to ration and live separately (off the base) and, generally speaking, to married personnel in pay grades 1 through 3 and pay grade 4 with over seven years’ service.

Your paymaster is right. As long as you are a PO3 with less than seven years’ service or are in a grade below PO3 and if “adequate quarters” are available at your base for your own occupancy, no matter whether you happen to be a married man or not, you cannot draw $45 BAQ under the new pay law just as you couldn’t draw station quarters allowance under the old pay provisions.

The new pay law is based on the theory that a man who is a PO3 with more than seven years in the Navy and all PO2s, PO1s, and Chiefs and above “may reasonably be expected to have dependents accompany them (to their new base). If suitable quarters are not available for married men at the base, these men, if they are married, should be authorized a higher allowance than single men.”

But here is what the Senate said about PO3s and below in its report recommending approval of the new pay bill: Sec. 302 (a) — “Persons in pay grades

One-Year Enlistments

Sir: Would you settle an argument for me by giving me the exact date that one-year enlistments for 18-year-olds in the Navy went into effect? — K. C., RMSN.

• The one year enlistment program for 18-year-olds went into effect on 21 July 1948 for all the armed forces. — Ed.

Marine Corps Shoulder Patches

Sir: Can you tell why they stopped the Marine Corps from wearing shoulder patches? — A. C. M., USMC.

• Because of the relatively small size of the Marine Corps, it was considered undesirable to maintain in existence unnecessary distinction between the types of duty to which individuals were assigned, particularly from the standpoint of esprit de corps. The Marine Corps emblem is sufficient identification for marines, since it is distinctive and unique. The use of shoulder patches is a custom alien to the traditions of the Marine Corps, and its adoption during both World Wars was simply a wartime expedient. The abolition of the custom following World War I suggested similar action at the end of World War II. — Ed.

E-4 (with less than seven year’s service), E-5, E-6 and E-7 are to be considered as members without dependents for the purposes of this allowance. This provision corresponds roughly with the present law which provides a right to public quarters for the members and his dependents (only) if such a member is a staff sergeant (PO2) or above.

The above interpretation is being followed by BuSondA in its administration of the Career Compensation Act.

The $45 was included in the chart in column “Allowances, With Dependents, Quarters” to show what a man in each category would receive if “suitable adequate quarters” were not available at his base for his own personal occupancy. — Ed.

His GCT Is Too Low

Sir: When I took my GCT test, I thought of it as being insignificant in regard to determining the eligibility of an individual for a particular training and I went about answering the questions in a somewhat hurry-up and get-through manner. Now I fear my GCT is too low for admission into the Navy’s journalism school at Great Lakes. However, I have completed one correspondence course in journalism and am currently enrolled in another. Can I still go to JO school and be accepted on the basis of my knowledge of journalism or will this GCT score cause me to be barred? — W. C., Jr.

• Inasmuch as numerous requests for the Naval School, Journalists, Class A, are received from fully qualified personnel, a waiver of eligibility qualifications is not considered equitable in your case. — Ed.

Buying a Rifle

Sir: Please send me information in regard to obtaining a service rifle. I have heard that they can be bought or leased. If so, what are the qualifications and the correct procedure? — W. A. J., BM1, USN.

• The law prohibits the sale of service guns or ammunition to individuals except to members of the National Rifle Association or other recognized associations organized in the U. S. for the encouragement of small arms target practice. That particular law is known as “The Act of July 9, 1948 (40 stat. 850, 40 U.S.C. 314).” Also, by directive of SecNav, sale of Navy surplus property to Navy or Marine Corps personnel on active duty or to civilian Navy employees or to the immediate families of any of these is prohibited. This directive is known as “Par. 118(e) Navy Property Redistribution and Disposal Reg. No. 1 (Revised 15 Apr 1949).” Looks like we’re out of luck. — Ed.

Fresh-Water Aircraft Carriers

Sir: At breakfast this morning we got into a discussion about the Wolverine and Sable. Were both these ships always coal burners? We think Wolverine was scrapped — what happened to Sable? — R. W. K., ENS, USN and J. N. S., EN2, USN.

• Yes. Both USS Wolverine (IX 64) and USS Sable (IX 81) appear to have been coal-burners throughout their terms of commission in the Navy. Both ships were converted from “Lakes” type aircraft carriers to be used to train Navy pilots. They were the only coal-burning, side-wheeling and fresh-water carriers in the fleet.

Wolverine was built in 1913, acquired by the Navy in March 1942 and placed in commission in August of that year. She was transferred to the War Shipping Administration following the war and disposed of in November 1947.

Sable was built in 1924, acquired by the Navy in August 1942 and placed in commission in April 1943. She was also transferred to the War Shipping Administration and disposed of in July 1948.

Shore Duty in Spain

Sir: In November 1947 I was assigned to duty with the U. S. Naval Attache in Spain. I would like to know if that was considered sea duty or shore duty. — A. S., ADC, USN.

• Although there was once a time when duty with the attaché in Spain was considered sea duty, you were on shore duty. Duty with the Naval Attache, Spain, for enlisted personnel subsequent to 1 Nov 1946 is considered shore duty. Take a look at Buppers Circ. Ltr. 103 (NAVSHIPS CirNav (R1), Jan.-June 1948), para. 1 (a) (2), Part I. — Ed.

JANUARY 1950
Souvenir Books

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

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that C.O.'s and other having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

- "uss Fargo" (CL 106). A Log Book telling of the ship's cruise to the Mediterranean and its activities during that period which extended from February to September 1949. Book is priced at $5 and will be ready for distribution about 1 Jan 1950. Books can be purchased by sending money order to: The Orin Log, "uss Fargo" (CL 106), Fleet Post Office, New York, N. Y.

- First Marine Division, World War II. A book of considerable size and many photographs, maps and other illustrations, giving a history of the famed division in World War II. The book is entitled The Old Breed and was written by George McMillan, a former Marine combat correspondent with the First Division. Distribution is free to Marine Corps and Navy personnel who served in organic units of the division between 1 Aug 1942 and 2 Sept 1945. Personnel eligible to receive a free copy may buy additional copies at $5. Price is $6.50 to others. Eligible persons who have not been contacted by the publisher should notify the First Marine Division History Board, 1115 17th St. NW, Washington, D.C.

- The Air Group Twenty Album. A volume eight and one-half by 11 inches in size compiled by members of Bombing 20, Fighting 20, Torpedo 20 and CAG-20 Staff for their mates and friends, telling of individual adventures and experiences that were shared by the entire group during World War II. The book is stiff-covered, navy blue in color, scarped with gold. It contains hundreds of photographs and other illustrations besides the printed matter. The price is $7.50. Free copies are being sent to all next of kin of deceased members when addresses are known. Address Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

Promotion Exams

Sir: (1) Is an officer, eligible for a rank he previously held satisfactorily during the war, required to take promotion exams?

Example "A": Ensign Blank, CEC, USN (LDO), is eligible for lieutenant (junior grade), CEC, USN (LDO); his previous service includes holding the rank of lieutenant, USN-T, during wartime. Is he required to take the exam? Is there any part of this exempt?

Example "B": Lieutenant (junior grade) Jones, CEC, USN, previously held the rank of lieutenant commander, D, USNR, satisfactorily during wartime. Is he required to take the next two promotion exams? By virtue of his previous service is he exempt from any specific parts of the exams?

(2) Is it legal to presume knowledge of Navy Regulations (1948) and General Orders (1948) according to Naval Courts and Boards, 1937, chapter 1, section 57? Is this presumption only valid for certain promotion stages in accordance with the last technical bibliography requirement for CEC officers as published in June 1949?

(3) The Judge Advocate General claim section addresses a letter concerning an auto accident directly to Chief "W," not through the chain of command. Can Chief "W" reply directly to JAG or must he reply via the chain of command? (Especially if he differs greatly with the interpretation of the alleged facts of the accident as reported via the chain of command). - V.R.

- BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949), "Professional Examination," describes the cases in which examination is not required. The examples in your question are not exempt.

- The statement in Naval Courts and Boards, 1937, chapter 1, section 4, that "each officer and enlisted man is presumed to have knowledge of the contents of Navy Regulations and General Orders," is true generally and is not limited in any way. The bibliography in BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949) indicates that so far as examination for promotion in the CEC is concerned it is considered important in promotion from commander to captain.

- If Chief "W" writes to the Judge Advocate General the letter should be sent via official channels. - V.R.

Education and Conduct Marks

Sir: (1) Is the establishment of two-year college education equivalency for in-service purposes as described in BuPers Circ. Ltr. 122-49 (NDB, 15 Aug 1949), sufficient to meet the requirements of the Naval Aviation Cadet Program outlined in Joint Letter (49-533 (NDB, 31 July 1949)?

(2) Do the procedures for entering conduct marks laid down in Article C-7821 of the BuPers Manual penalize a man more heavily (in regard to waiting for eligibility for advancement in rating) for a conviction on 5 January than for one on 25 March? In other words, does the court try to "spoil" his conduct mark just for the marking period in which it occurs or for three months subsequent to the conviction regardless of its date? - J. F. C., LT, USN.

- (1) Yes. Naval personnel 21 years of age or over on active duty, who have successfully completed the college level USAF Educational Qualification Test 2CX, are considered to meet the educational requirements for the Naval Aviation Cadet Program.

- Paragraph 5(a) of enclosure (A) to BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948) states that when any marks are lowered for substantiated reasons, the date of the offense and not the end of the marking period shall be used to determine the earliest date of eligibility for subsequent advancement in rating. However, where personnel are reduced in rating by sentence of a court martial, and confinement was served, the date of termination of such confinement shall be used in lieu of the date of the offense. - Ed.

Navy Mail Clerk

Sir: I have read the May 1949 issue of ALL HANDS and especially the article "The Navy Carries the Mail." I notice in the article that they are thinking of changing the postal rating.

I am a striker for teleman and at present have been assigned to the ship's post office as a mail orderly. We have a Class 2 post office on this ship. Can you tell me if I can be made a navy mail clerk even though I am a seaman? Incidentally, I was a mailman third class on my first tour of duty and reenlisted with broken service. - S. B., TESN, USN.

- First, the possibility of creating a new rating, "postal clerk," is still being considered by BuPers and a number of suggestions for the new rating are under consideration.

Second, it looks as though you would have a good chance to be designated as a "Navy mail clerk." If your commanding officer will select you as the ship's Navy mail clerk and will forward the nomination to BuPers, the Bureau will give it full consideration. - Ed.
Getting Shipping-Over Money

Srn: I enlisted in the Navy for four years in September 1946. If I were to ship over in September 1950 for six years, would I receive shipping-over money for the past four years and the six years I'm shipping over for? If not, which enlistment would I receive shipping-over money for and what happens to the other enlistment? — R. V., BDES, USN.

- No, you can't get shipping-over money for your past enlistment and your forthcoming enlistment too. The best thing would be to go to your disbursing office and get hold of a copy of Military Pay Instruction Memorandum One. You will find the answer to your questions in paragraph 11C. — Ed.

Retirement After 30

Srn: Would you please inform me as to whether an enlisted man could, before this last war, retire after 30 years' service at the highest rank he had ever held? — R. C. S., MMC, USN.

- Well — yes, and no. An Act of 6 June 1934 provided that retired enlisted men of the Regular Navy and Marine Corps who served honorably as commissioned officers (Regular, temporary or Reserve) in the naval service at some time between 6 April 1917 and 1 Nov 1918 and who at the time of their retirement were members of the Regular Navy or Marine Corps, be entitled to receive the pay of retired warrant officer. Notice that this applies only to a 19-month period and that even if the man had served as lieutenant commander, his retired pay would be that of a warrant officer.

Then, an Act of 7 May 1932 provided that enlisted men who served in the Army, Navy, Marine Corps or Coast Guard during the World War or the Spanish-American war, whose service during such war was creditable, be advanced in rank on the retired list to the highest grade held during the war. This act provided, among other things, that "no increase in active or retired pay or allowances shall result from the passage of this Act."

Public Law 305, 79th Congress, signed 21 Feb 1946, brought into being the present provisions for retirement after 30 years' service, at the highest rank held. — Ed.

About Clothing Allowance

Srn: In your issue of ALL HANDS, September 1949, p. 53, you carried an article concerning clothing allowance for enlisted men. The article said that the allowance had been raised from $128 to $145. Does this apply to naval aviation men? As a quarterly maintenance allowance we are now getting $12 for rates up to chief and $20 as a chief. Is that what we should be getting? — H. E. B., HO3, USN.

- Yes — the new initial clothing allowance applies to airman ratings just as well as to most other ratings in the Navy. As far as quarterly maintenance allowance goes, you're getting just what you should be getting — $12. When you make chief, you will get $20 per quarter as a clothing maintenance allowance.

We might clarify for you, however, the part of the story that deals with the time lapse necessary for an enlisted to qualify for his first clothing maintenance allowance.

The rule is: he can get his first quarterly maintenance allowance on the first day of the quarter following the quarter in which he completes a period of nine months' active service. He must serve this period of time subsequent to any former entitlement to an initial clothing maintenance allowance.

Thus, a man first enlisting on 1 Feb 1949 and completing nine months of active service (subsequent to the date of any last entitlement) on 1 Nov 1949 would receive his first quarterly maintenance allowance on 1 Jan 1950. — Ed.
70 Ships, Including Five Carriers and Six Cruisers, to Join Mothball Fleet

More than 70 ships now on active duty in the fleet, including five aircraft carriers and six cruisers, will be deactivated in the next months.

This decrease in the number of ships on both oceans has been made necessary as a result of current and projected reductions in funds for the operating forces of the Navy.

Two Essex-class carriers, uss Kearsarge (CV 33) and uss Leyte (CV 32), are among the ships to be deactivated. That will leave three Essex-class carriers in operation to supplement the three big battle carriers which are not affected by the reduction. uss Missouri, (BB 63), the lone battleship remaining in the fleet, is also to continue to operate.

In addition to the three Essex-class carriers, three escort carriers, six cruisers, 14 destroyers, nine submarines and one destroyer escort will be deactivated.

Aside from these major combatant ships, the program calls for deactivation of a total of 42 other vessels, including 13 patrol craft and eight amphibious vessels. Turn to page 50 for a complete list of the ships that will be ordered into the “mothball fleet.”

To offset partially the effect of the lay-up program, one light aircraft carrier, uss Bataan (CVL 29) and one submarine, uss Guavina (SSO 362) are scheduled to be reactivated and two new subs, uss Grenadier (SS 525) and uss Grampus (SS 523), will slide down the launching ways.

Because of the cost of deactivating the vessels and the length of time required (from four to five months for each ship), the mothballing program will be carried out with funds available during the current fiscal year (June 1949 to June 1950).

Dominican Ships Make Visit

Three ships of the Navy of the Dominican Republic have paid a visit to Puerto Rico and to the U. S. Navy commander there - Rear Admiral Daniel E. Barbey, USN, Commander, Caribbean Sea Frontier.

The ships, a destroyer and two frigates, carried a goodwill mission headed by the Dominican ambassador-at-large and including some of the Republic's top army and navy officers.
CHEESECAKE will be served readers of the Great Lakes Bulletin. Photographer Jim Douglas, EM2, seeks to pose Joan Taylor to best advantage.

New Flying Banana

The first of a new-type helicopter, the Piasecki HRP-2 tandem rotor transport, is undergoing acceptance tests at the U. S. Naval Test Center, Patuxent River, Md.

With an all-metal fuselage and improved streamlining, the new HRP-2 Rescuer is a refinement of the Navy's successful Piasecki HRP-1—the famous "flying banana." Higher cruising speed, reduced vibration and generally improved performance are claimed for the HRP-2.

The Navy's specifications for the HRP-2 Rescuer call for eight passenger seats aside from accommodations for the pilot and co-pilot. More than double that number could be carried, however, for short distances. As many as nine litters can be installed and that many wounded or sick personnel carried.

Provision is included in the Rescuer's design to permit a larger engine to be installed. This would give the helicopter a higher ceiling and greater load-carrying ability. The manufacturer states that as many as 27 persons could be carried in an emergency with such an engine.

The Rescuer's aluminum-alloy-covered fuselage provides an unobstructed cabin space 20 feet long by five and one-half feet wide and high. Balance is not the problem in copters of this type that it constitutes in single-rotor helicopters. Passengers can move about and loads can be picked up at different points along the Rescuer's length without destroying its stability.

Loon Moves Too Soon

How effective against "buzz bomb" type guided missiles are current-day ship anti-aircraft guns and carrier fighter planes? The Navy decided to find out.

Seventy-five ships of the First Task Fleet rendezvoused off Oahu, T. H., for the test. They formed a 40-mile long column with two submarines, uss Cusk (SSG 348) and uss Carbonero (SS 337) stationed 20 miles to the rear of the column. They were to surface and fire Loon type guided missiles over the column of ships. (The Loon is a guided missile adapted from the German V-1 buzz bomb, and has long been used by the Navy for experimental purposes.)

The plan was that the submarines would fire one missile to port and one to starboard of the columns of ships. The missiles were equipped with smoke generators as an aid to spotting them from the ships and planes. If the ships' anti-aircraft guns failed to bring them down, then fighter planes from the carriers uss Valley Forge (CV 45) and uss Boxer (CV 21) would take up the attack.

According to schedule, a Loon was fired from the deck of Carbonero and streaked over the column of ships at 400 to 500 miles per hour along its guided course. Anti-aircraft guns blazed away at the smoke-trailing missile as it sped overhead and fighter planes gave chase. Eighty miles from its launching point, the Loon plunged into the sea.

Results of the tests indicated the Loon was not appreciably damaged by anti-aircraft shells or by fighter planes. It appeared that Navy surface units and planes would need more practice at firing at this type target before becoming as proficient at knocking them down as were the
British against the Loon's predecessor, the German V-1, late in World War II.

Ships involved in the experiment were vessels of the First Task Fleet which had just completed Exercise MIKI, the amphibious training operation involving the "capture" of the Island of Oahu.

'The Navy of the Future'

In his first public address since he took over as Chief of Naval Operations, Admiral Forrest P. Sherman, USN, outlined the jobs the Navy may be called upon to perform in a future emergency.

The Navy, far from being outmoded as a fighting force, actually is standing at the threshold of a new and glorious future, a future that is being ushered in by an age of tremendous technological change, the Admiral told a group of midshipmen at the Naval Academy.

"The identical developments which superficial thinkers argue spell the Navy's obsolescence are the essential ingredients of the greater Navy of the future," Admiral Sherman said.

"Whether they be guided missiles, supersonic aviation, noiseless high-speed submarines which never need to surface except to replenish, or atomic missiles - they are all implements which the Navy now and in the future must be prepared to employ, and also to combat.

"The physical Navy is ever changing and always evolutionary," he continued. "We can be certain that it will continue to change. Technological developments during any peace will change the art of war at sea and the character of the fleets we need.

"We must take into account the lessons of Hiroshima, Nagasaki, Bikini and Eniwetok (scene of the latest tests of atomic weapons). We must consider the implications of the revelation of Soviet developments in the field of atomic explosions. We must consider the significance of guided missiles and the feasibility of conducting very long range bombing in connection with the results of bombing in the last war."

Finally, Admiral Sherman concluded, "our national security requires that we maintain a balanced team of fighting services and you may be sure that the Navy is and will be a vital element in the fighting team - a vital necessity in our national life."

AERIAL INSURANCE in the form of a helicopter hovers nearby during the transfer of an appendicitis case from USS Wallace L. Lind to USS Leyte.

Hunter-Killer Destroyer

The first warship to be built specifically as an anti-submarine "hunter-killer" is ready to join the fleet.

USS Robert A. Owens (DDK 827) is basically a Gearing-class destroyer with the latest in submarine hunting equipment built into her. With this new equipment, much of which is classified by the Navy, Owens will be a potent weapon in the path of any future submarine offensive.

Similar to any ship of the Gearing class, Owens has a 390-foot length, a 40-foot beam and an amidships draft of 13 feet. Her maximum speed is about 32 knots.

Launched in 1946, Robert A. Owens was christened by Miss Patricia Hannegan, the ship's sponsor and daughter of the late Postmaster General.

The ship is named in honor of Marine Sergeant Robert A. Owens, of Drayton, S. C., who was posthumously awarded the Congressional Medal of Honor for exploits which led to his death in the Solomon Islands in 1943.

Owens was built by the Bath Ironworks Corp., Bath, Maine. Construction on the ship was halted at the end of the war but was later resumed on a contract to convert the ship into a hunter-killer.

SPECIALY fitted skis and other cold weather gear make the Navy's P2V-2 Neptune largest combat-type plane to be fully equipped for polar operations.
BATTLE rations are issued men of the Atlantic Fleet participating in landing exercises on the wind-swept coast of Labrador in near-zero weather.

Labrador Landing

In near-zero weather, more than 2,000 marines and sailors swarmed ashore on the coast of Labrador in the first landing operation of its kind to be staged in the high latitudes.

The landing exercise was a part of the operations of the Atlantic Fleet in north Atlantic waters and was conducted with the cooperation of the Canadian government which sent naval units to participate in the landing.

Numerous problems of health, subsistence and lodging, logistics and operational procedures were dealt with successfully during the cold-weather exercise.

Although air temperatures during the landing and field operations were not extreme, the fleet commander reported, winds at times reached 40 to 50-knot velocity. Specially-clad underwater demolition teams swam ashore through the frigid water to make a reconnaissance of the beach prior to the landing. Before dawn on D-Day, other UDT men came ashore in rubber boats from a troop-carrying submarine to report on beach and surf conditions.

A Canadian destroyer, HMCs Haida, participated as a unit of the support forces and Canadian Army officers were with the task group as observers.

United States Navy ships participating in the exercise included USS Rochester (CA 124); the destroyers USS Hawkins (DDR 873), USS Benner (DDR 807), USS Myles C. Fox (DDR 839) and USS Dennis J. Buckley (DDR 808); the minesweepers USS Tanker (AM 385), USS Towhee (AM 388), USS Tumult (AM 127), USS Sprig (AM 384) and USS Tercel (AM 386); USS Sicily (CVE 118); USS Mount Olympus (AGC 8).

USS Fremont (APA 44); USS Carpellotti (APD 136); USS Arneb (AKA 56); USS Consolation (AH 15); USS Sabine (AO 25); USS Seneca (ATF 91); USS Kleinsmith (APD 184); USS Gordius (ARL 36); USS Sealion (SSP 315) as well as various landing ships and patrol craft.

Control of Controlled Mines

All functions concerning controlled mines are now the responsibility of the Navy, having taken over from the Army the material and duties related to this type of weapon.

Two important installations formerly operated by the Army in connection with these mines are the Submarine Mine Depot at Fort Monroe, Va., and the Controlled (Submarine) Mine School at the Seacoast Artillery Artillery School at Fort Winfield Scott, San Francisco. It is expected that instruction formerly given at the Controlled (Submarine) Mine School will be offered by Navy schools already in operation. The mine depot, however — as well as a number of other installations involved — is available to the Navy.

All details of the transfer are expected to be completed by 31 Jan 1950. Until that time, the Army is keeping some mine-planting personnel on duty at the installations. Upon completion of the transfer, Army personnel will be given other assignments.

Controlled mines are those planted at harbor entrances or other points near the shore, and are controlled manually from the shore. That is, by means of electrical cables leading from mine field to shore the mines can be made contact-sensitive or non-sensitive. Also, they can be made to explode by shore-side control without contact with a ship.
**Dry-Land Sailors**

One thing you wouldn’t expect the Navy to be interested in is soil erosion. But it is.

Many acres that the Navy acquired during its rapid expansion during the war are vulnerable to that old enemy of the farmer — soil erosion, the washing away of topsoil and even subsurface soil during a rainstorm.

By checking this free flow of rich earth off its land, the Navy hopes to not only rid its shore stations of unsightly gullies. Also, it hopes to prevent mountains of dirt from accumulating on its roads, keep mud from clogging its railroad tracks and check the erosion flood before it can damage underground storage facilities.

To do this big conservation job, the Navy employs soil conservationists who spend a good deal of their time standing in rainstorms. The idea is to see what is happening to the Navy’s valuable land and do something about it.

At many stations, the solutions born of these many drenching hours are being translated into action through better selection of grasses, better conditioning of the soil and better maintenance practices.

**Fletcher Now a DDE**

The destroyer uss *Fletcher* (formerly DD 445), the “fighting fool” of World War II destroyers, is a destroyer no more. She is now a heavy destroyer-escort — a DDE.

Upon hoisting her commission pennant after extensive remodeling at the San Francisco Naval Shipyard, *Fletcher* became the first of the new-type ships. Eleven others are due to follow her into a new realm of sea-fighting — improved and deadlier opposition to enemy submarines.

Greater maneuverability was built into *Fletcher* during her “face-lifting” by the use of lighter material topside. Steel decks, ventilation ducts, and messing and refrigeration equipment were cut away and replaced with new ones constructed of strong lightweight aluminum. A new, lighter superstructure and mast were added. Besides permitting faster turns, the diminished topside weight allowed new and improved location of much detection and destruction equipment.

Conversion of *Fletcher* to a DDE required six months, during which approximately 60,000 man-days of work were expended on the vessel.

**ART TREASURES—$80,000,000 worth, are unloaded from USS Malabar at the Naval Gun Factory, Washington, D. C., for exhibition in the U. S.**

The task of redesigning the 12 ships is being done at six U. S. Naval shipyards — Boston, Norfolk, Charleston, Long Beach, Mare Island and San Francisco. uss *Radford* (DD 446) was scheduled for commissioning as a DDE shortly after completion of work on *Fletcher*.

*Fletcher* gained an outstanding reputation in World War II, when she earned 15 battle stars, taking part in 50 engagements of various kinds without suffering damage.

**Flag Rank Orders**

Flag rank orders for last month:

Vice Admiral Francis S. Low, USN, Commander, Service Force, Pacific Fleet, ordered as Special Advisor for Undersea Warfare, Naval Operations.

Vice Admiral John J. Ballentine, USN, for duty as Commander, Sixth Task Fleet.

Rear Admiral Lynde D. McCormick, USN, Commandant, 12th Naval District, ordered as Vice Chief of Naval Operations.

Rear Admiral Bertram J. Rodgers, USN, Commander, Amphibious Forces, Pacific Fleet, ordered as Commandant, 12th Naval District.

Rear Admiral Peter K. Fischler, USN, Commander, Amphibious Group One, ordered as Commander, Amphibious Force, Pacific Fleet.

Rear Admiral John H. Carson, USN, Navy Secretary, Research and Development Board, ordered as Commander, Cruiser Division Two.

Rear Admiral Richard H. Cruzen, USN, Commander, Cruiser Division Two, ordered as Commander, Naval Base, Pearl Harbor.

Rear Admiral Walter G. Schindler, USN, ordered Assistant Chief of Bureau of Ordnance for Research.

Rear Admiral Joseph E. Jelley, Jr., CG, USN, ordered Chief, Bureau of Yards and Docks.

**FIGHTING FOOL in World War II, USS *Fletcher* (formerly DD 445) is the first of 12 ships to be converted to new heavy destroyer-escort class.**
Deep Thinking

Some deep thinking was done by 14 Navy men taking tests for advancement in rating.

The men of vsa Runner (SS 478) were trying their hardest to concentrate on the exams forms spread on the mess tables before them as their ship bobbed about on the ocean's surface like a disjointed cork.

Noting the discomfort of his crew, the skipper, Commander J. R. Zullinger, vsa, decided to take the sub below where everything would be serene and quiet and where his scholars could be alone with their thoughts.

The exercises in which Runner had been taking part temporarily halted, the skipper took her down. There, fathoms below sailors on the surface ships who had to combat the elements as well as the knotty questions before them, the 14 bent to their task on an even keel.

Confident smiles crossed the faces of the 14 when time was called. "And I suppose you used pens that write under water too," one of the surface sailors chided when the sub surfaced.

Book-Learnin' Never Hurts

Some people say that experience is the best teacher. But when it comes to flying airplanes, where one mistake is too many, book-learning can come in mighty handy – as a couple of Marine Corps fliers will verify.

A recent issue of Naval Aviation News printed an article which described the technique of "bouncing down" a landing wheel which has remained partly retracted through faulty performance. The article was read and discussed by pilots of Marine Fighter Squadron 212 at Cherry Point, N. C. – among others.

Shortly afterward, one pilot on temporary duty with the squadron was flying from the escort aircraft carrier vsa Palau (CVE 122), near Cuba. After taking off and getting his wheels tucked in, he found that there was no longer any hydraulic pressure to put the wheels down again. An emergency flask of compressed carbon dioxide should have done the job – but it didn't, exactly. Only one wheel lowered all the way and locked into place.

The pilot received instructions to land at NAS Guantanamo Bay, Cuba. On the way, he put his plane through some sharp maneuvers trying to pull

Sky Train on Schedule

U. S. Marines, noted for their ability to pounce upon an island from the sea, swooped down from the sky on an island off the coast of California and "captured" it.

A two-section airlift composed of 15 R5Cs from MCAS Cherry Point, N. C., and 15 R5Ds from MCAS El Toro, Calif., formed a "sky train" from Camp Pendleton, Calif., to San Nicolas Island, 109 miles off the coast. As the planes touched down on the island, cargo doors flew open and troops poured out to take up their battle formations and advance upon the "objective."

After "securing" the island the Marine troops were air-lifted back to the mainland.

TABLES TURNED—Camera enthusiast Francis Ametrano, BMC, retiring after 32 years in the Navy, has his picture taken by RADM Walter S. Delaney.
Precision Fractionation

At the U.S. Naval Engineering Experiment Station at Annapolis, Md., they are now using a new piece of apparatus called a Podbielnik Precision Fractionation Column.

- In words of two or three syllables, the new machine is a device for taking one liquid out of another after the two liquids have been combined. It can be used for physically separating many combinations of liquids, but is intended primarily for use on petroleum products. By being adjusted just right, it can be used to pick out a single component from a complex mixture. Taking benzine out of aircraft gasoline would be an example of this. Also, it can separate one mixture from another—like taking diesel fuel out of lube oil.

The new precision fractionation column replaced an older device which required constant attention and had nowhere near the performing ability of the new one. The automatic unit can distill liquids with boiling temperatures up to 680 degrees Fahrenheit. It is expected to play an important part in future study of synthetic crude oils.

Reenlists at Age of 17

Quite a few people have enlisted in the Marine Corps at the age of 17, but as far as we know only one man has reenlisted in the Marine Corps at that young age. It wasn't all according to Hoyle or the Manual, but the Marines were glad to have him the second time if not the first.

The military career of Robert James Swanson began when he was 15 years old. He claimed to be 17 at the time, however, and took a birth certificate with him to the recruiting office to prove it. He was a marine for five months before the Corps found out that the birth certificate was that of Robert's brother, Richard James Swanson, who died in infancy.

You see, Robert had enlisted under the name of Richard and had used that name all that time. It wasn't exactly the thing to do, but it did indicate a love for the Marine Corps.

The Corps paid him off with an honorable discharge and said it would be good to have him back as soon as he was 17—if his mother would consent to his enlisting. Just recently Robert James Swanson turned 17. His mother said it was O.K., so he's a leatherneck again.

ATTache Systems Merged

A saving of approximately 30 per cent in personnel, as well as other economies and advantages, is expected through a new consolidation of Defense Department foreign attache systems.

The adjustment will involve naming a senior military attache in various foreign localities. He will represent the Army, Navy and Air Force whenever attaches from the other services are not present. This is expected to bring about savings in attache personnel and equipment and to improve efficiency in the performance of service.

JANUARY 1950
With spring comes the break-up of glacial ice in the fjords and bays of Greenland, starting the annual 2,000-mile march of icebergs south toward the North Atlantic and the world’s busiest shipping lanes.

To the Coast Guard falls the chore of counting the frosty noses of these icebergs in an annual census. Reporting on evidence gathered by surface vessels and a two-plane photographic mission, Coast Guard men found 40,232 icebergs last season.

For three years these will drift downward from their Baffin Bay homeland. They cannot be destroyed by man or diverted from their courses, and it’s fortunate that Mother Nature takes a hand and disintegrates hundreds of these bergs en route.

Other hundreds out of the 40,232 will survive the trip and appear in the North Atlantic from April to July in 1952, looming into steamer lanes that are fog-bound at that time of year.

Following ice warnings published by the Coast Guard as a result of this season’s and other patrols, mariners of 1952 shouldn’t run into too much trouble during the ice season. Not nearly as much as otherwise.

The last Aerial Iceberg Census was number two in the annual enterprise, the first being made in 1948.

The Army is looking forward to the time when guided missiles will be able to take off in San Francisco at 1100 some morning and arrive in Sydney, Australia, by lunch time.

In anticipation of such a high-speed missile, the Army and California Institute of Technology have built a new wind tunnel on the CIT campus which can blow up a gale ten times the speed of sound.

Into this terrific breeze, the Army engineers will insert new shapes for guided missiles in an attempt to solve the multitude of problems that supersonic flight poses for them.

The guided missile people hope to get much basic information on shock-waves, “boundary layers,” and characteristics of air flow from their large, new tunnel. With this data they hope to be able to design new and better supersonic tunnels and new and better supersonic missiles.

The wind in the new CalTech tunnel will test models of guided missiles so fast that the engineers cannot even trust their eyes. A special camera has been rigged above the “working section” of the tunnel to record exactly what happens when the big breeze is turned on.

Seven hundred Air Force training planes known as T-6 Texans are going back to the factory for a complete face-lifting. When they get back on the job they will be up-to-snuff 1950 models with the latest refinements.

Besides being given a thorough overhaul, the planes are receiving extensive changes in equipment. Some of the most apparent are a square-ended propeller to replace the noisier round-ended blades, single-pane safety-glass canopy windows, and a relocated antenna. Other new features are a solid-tired tale wheel which is steered along with the rudder, larger fuel tanks, and metal-
covered control surfaces. The ’50 model Texan will have the same engine as before, and the over-all outside appearance of the plane will be much the same as before.

The planes will have a standardized combat-type cockpit arrangement. A redesigned instrument panel will have instruments and controls regrouped for ease and efficiency of operation. Many other new developments will be incorporated in the new T-6. The plane will be used as a basic trainer, instead of as an advanced trainer – its former employment.

** **

"MORE CONCISE" is the way the Army describes its new Official Army Register for 1949, a two-volume edition of which the first is 906 pages long.

The list of Regular Army officers, names of general officers, a roll of honor for participants in the yellow fever investigations in Cuba, a record of Military Academy distinguished cadets, and Army pay tables are included in volume one. The second volume lists honorary retired officers.

The new work is more brief than previous Army Registers, which was completely rewritten to extract infrequently consulted material.

** **

SHOPPING along the Ginza, Tokyo's Broadway, two FEAF airmen stop to purchase Jap getas for souvenirs. vaged. When refined, it is expected to amount to nearly 1,300 troy ounces of platinum and approximately 41 ounces of rhodium.

** **

AIR WEAPONS development and evaluation will be the major mission of a new multi-million dollar Air Engineering Development Center to be located at Camp Forrest, Tenn.

Several wind tunnels for aircraft testing, an altitude test chamber for research and development of jet engines, and testing equipment to keep up with the latest developments in transonic and supersonic will be installed at the center.

The site was chosen in a three-year survey because of the availability of large amounts of power and water from the facilities of the Tennessee Valley Authority. More than 25 locations throughout the nation were studied before the final choice was made.

The 1950 budget included an appropriation of $8,000,000 in cash and contract authority of $24,000,000 to begin the AEDC program.

** **

PENETRATION fighter, USAF's F-90 will operate deep within enemy territory. A Shooting Star flies wing on it.

HALF A MILLION new identification cards will be issued to officers and men of the Army's Organized Reserve Corps.

For the officers, this is the first time they will have credentials to identify them with the Reserve program. Cards now held by 100,000 men of the enlisted reserve will be replaced with the new type.

** **

Dust is being collected by the Army – not the kind of dust that denotes idleness and disuse, but platinum and rhodium dust worth from $69 to $120 per ounce.

These two precious metals are used in manufacturing explosives. As catalytic agents they cause certain chemical action to occur without being destroyed themselves. The action does cause tiny particles of the metal to break away, however, and fall to the bottom of the chemical equipment.

Ammunition plants being disposed of as surplus comprise the Army's precious-dust mine. Almost $100,000 worth of pulverized platinum and rhodium has been sal-

PNEUMATIC four-man Quonset hut for arctic use can be inflated with a hand pump in three minutes.
Enlisted Training Billets Now Open in Submarine Service

Training billets are now open for qualified petty officers and non-rated men who want to get into the submarine service.

BuPers Circ. Ltr. 97-48 (NDB, 30 May 1948) contains the latest information regarding assignment of enlisted personnel, both rated and non-rated, to submarine duty.

Enlisted men who have the desire to serve on submarines and who are able to meet the stiff requirements laid down for men who get duty in the undersea boats may apply for the U. S. Naval Submarine School at New London, Conn.

At the school, you will get an intensive, eight-week course in basic submarine equipment. The course is designed to familiarize the petty officer and non-rated man alike in the intricacies of submarines and how they differ from surface vessels.

A new class convenes at the school every four weeks during the year. The next one starts on 16 Jan 1950. Graduates of the school will take their places on boats of the fleet.

Requests for submarine training may be submitted by petty officers first, second and third class in the following ratings: TM, QM, FC, FT, RM, SO, EN, EM, IC, YN; first and second class HM; and SN, SA, FN and FA.

Here are the qualifications you need to be eligible:

- Be a volunteer for sea duty in submarines. This means you must sign a statement, "I volunteer for submarine duty" and insert it on page 9 or page 4A-4B in your service record.
- Be emotionally and mentally stable and mature. Your service record will play a big part in determining these factors.

Marines Taught Flight Safety by 'Fine' New System

At Marine Corps Air Station, El Toro, Calif., a unique system of promoting safety has been placed in operation by Marine Fighting Squadron 311.

Both students and instructors are fined for violation of rules and errors in procedure when taking off and landing the TO-1 jets used by the squadron. For example, taxing with flaps down, landing with canopy closed, etc., costs the offender a small fine which is donated to the squadron's coffee mess fund.

During take-offs and landings a runway officer stands along the runway with a portable radio to coach student-pilots safely on the field, and to spot errors in landing and take-off procedures.

Recently a retired officer toured the air station and was invited to watch the student pilots in action. The "fine" system was explained to him. While standing along the runway with the runway officer a student made a perfect landing in his jet. However, in the hot California sunshine his brightly burning running lights appeared a little unnecessary. The runway officer contacted him by portable radio, the lights were turned off, and the student was fined 25 cents for his boner.

Later the retired officer got a close up look at the jets and the bewildering array of gauges and gadgets crammed in the cockpit. When the inspection tour was over he turned to his guide, handed him a quarter and said, "I'd like to pay that young man's fine."

James Forrestal Memorial Bust Will Cost $35,000

Approximately $35,000 will be spent on the James Forrestal Memorial which will be placed in the Pentagon building in Washington, D. C.

The bust of the former Secretary of the Navy and Secretary of Defense will be executed by a sculptor chosen by the Memorial Committee, whose members will rely on the advice of outstanding professional sculptors.

Thirty-five plaster models were submitted by various sculptors in the open competition.

- Have a minimum combined GCT-ARI score of 100.
- Be physically qualified for submarine duty (see Manual of the Medical Dept., Art. 21133).
- Have at least 12 months in the naval service and at least six months in your present ship or at your present station. Personnel serving in newly commissioned ships should not forward applications until they have completed 12 months' service therein.

- No age limit is set, but maturity and flexibility are primary requirements. If you are over 30, your commanding officer must endorse your emotional, mental and physical condition.

The following personnel are not eligible to submit requests for submarine school: Recruits undergoing recruit training, personnel attending Navy schools, Seabee personnel and personnel in a transient status.

Enlisted personnel who have been separated from the submarine force and who carry the designation SS may also submit requests for return to the submarine force, provided they are physically and temperamentally qualified. In all cases, however, these former submariners will not be ordered to the school at New London, but to ComSubLant or ComSubPac for further assignment to duty.

Chaplains in Two Areas To Take Part in Retreats

Chaplains of the Army, Navy and Air Force serving in the Caribbean and Hawaiian areas are withdrawing from active military life during the last week in January and the first week in February 1950 for a period of spiritual renewal. Such spiritual retreats were conducted earlier in Europe and the western Pacific, with excellent results reported.

Also taking part in the retreats are selected clergymen of the Protestant, Catholic and Jewish faiths, chosen from among non-military ministers, priests and rabbis by the Armed Forces Chaplains Board.
Tests Will Be Given All MUCs To Evaluate Musicianship, Skill in Conducting Bands

Plans are being made to evaluate the musicianship and conducting ability of all chief musicians in the Navy. First class musicians with 10 or more years of service will also be evaluated if they desire it and are recommended by their commanding officers.

Purpose of this evaluation is to determine the calibre of the leading musicians in the Navy, with a view to establishing standards and policies for selecting and assigning future band leaders, and to select candidates for advanced musical education.

Commanding officers of all activities to which chief or first class musicians are assigned were directed by BuPers Cir. Ltr. 194-49 (ND, 15 Nov 1949) to issue temporary additional duty orders to such personnel, directing them to report to a designated receiving station where the evaluation will be conducted.

Eligible personnel assigned to the U. S. Navy Band, U. S. Naval Academy Band, U. S. Navy School of Music and NAS Anacostia, D. C., will be ordered to report to the Receiving Station, Wash., D. C. prior to 6 Feb 1950 for the evaluation.

New Technique Developed To Fight Malaria

Scientists under contract to the Office of Naval Research are using a new technique to fight malaria, the scourge of fighting men in tropical areas. The technique involves development of certain malaria parasites in chicken embryo tissue cultures—that is, in tissue specimens taken from unhatched chickens.

The new technique is expected to yield new information relating to the period after a person has been bitten by a malaria-carrying mosquito but before he comes down with malaria. This period is approximately seven days in length. Except for mosquito control, the present methods of combating malaria are effective only after the victim has contracted the sickness.

Activities located in the Atlantic and Caribbean areas and in the continental U. S. east of the Mississippi River (except for the areas listed above) will be directed to report to the Receiving Station, Norfolk, Va., prior to 19 Feb 1950.

Eligible personnel assigned to activities in the Pacific and continental U. S. west of the Mississippi River will be directed to report to the Receiving Station, San Diego, Calif., prior to 13 Mar 1950.

MAG 12 Is Awarded PUC, Shares in Award of NUC For Blasting Jap Convoys

Credited with stopping Japanese convoys from reinforcing their harassed fighting units on western Leyte, Marine Aircraft Group 12 now holds a newly awarded Presidential Unit Citation.

Marine fighter pilots loaded up their Corsairs with bombs to strike hard at enemy convoys during the latter stages of the Battle of Leyte. The period of the citation is from 3 Dec 1944 to 9 Mar 1945.

In addition, Group 12 participated in the award of the Navy Unit Commendation to Marine Aircraft Groups, Zamboanga, for heroism in support of elements of the Eighth Army in the Philippines, for the period of 10 Mar to 30 June 1945. The unit is presently stationed at MCAS El Toro (Santa Ana), Calif., as a fighter group.

Weekend Leatherneck Fliers Log 23,000 Hours in Air

Weekend Leatherneck fliers put in almost 23,000 hours of airborne time in combat type planes in the Marine Air Reserve Command's 1949 air training program. Some of this time was in jet aircraft.

A total of 986 pilots took part in the year's flying. Most of the hours were accumulated in support of amphibious operations at Camp Pendleton, Calif., Little Creek, Va., and Camp Lejeune, N. C.

A record in availability was set during maneuvers at El Toro, Calif., in August. There, an average of 97.06 per cent of the planes were always ready to fly at a moment's notice.
Here's a New Official List of Designations of Navy's Ships

This is a new complete official list of designations of naval vessels, district craft, service craft and floating equipment:

Battleships...............BB
Cruisers:..................CA
Heavy...........................
Large.......................CB
Light..........................CL
Antiaircraft...............CLAA
Task Force Command Ship...CLC
Hunter Killer Ship...........CLK
Aircraft Carriers.............CV
Heavy..........................CYA
Large.......................CVB
Small..........................CVL
Escort........................CVE
Destroyers..................DD
Destroyer Escorts.............DDE
Hunter Killer Destroyers....DDK
Radar Picket Destroyers.....DDR
Submarines.................SS
Anti-submarine...............SSK
Guided Missile...............SSG
Transport....................SSP
Radar Picket................SSR
Oiler..........................SSO
Cargo.........................SSA
Amphibious Vessels:
Amphibious Force Flagship..AGC
Cargo Ships, Attack.........AGC
Transports, Attack..........APA
High Speed Transports......APD
Escort Vessels, Control.....DEC
Submarine Chasers (110') Control.SCC
Submarine Chasers (136') Control.PCC
Submarine Chasers (173'), Control.PCSS
Escorts (180'), Control........PCEC
Landing Ship, Flotilla Flagship...LSFF
Landing Ship, Infantry Gunboat...LSIG
Landing Ship, Infantry (Large)....LSIL
Landing Ship, Infantry (Rocket)....LSIR
Landing Ship, Support (Large).....LSSL
Landing Ship, Dock.............LSD
Landing Ship, Medium..........LSM
Landing Ship, Medium (Rocket)....LSMR
Landing Ship, Tank.............LST
Landing Ship, Tank (Casualty)....LSTH
Evacuation....................LTV
Landing Ship, Vehicle............LV
Mine Vessels:
Mine Layers..................CM
Mine Sweeps..................AM
Auxiliary Mine Layers......ACM
Auxiliary Mine Sweeps.......AMS
Light Mine Layers............DM
Mine Sweeps, High Speed.....DMS
Petrol Vessels:
Escort Vessels..............DE
Escort Vessel, Radar Picket...DER
Submarine Chasers (110')...SC
Submarine Chasers (136')...PCS
Submarine Chasers (173')...PC
Escort (180').................PE
Eagles.......................PF
Gunboats....................PG
Motor Gunboats...............PGM
River Gunboats...............PR
Motor Torpedo Boats.........PT
Yachts.......................PY
Auxiliaries:
Destroyer Tenders..........AD
Deaguing Vessels............ADG
Ammunition Ships............AE
Store Ships..................AF
Miscellaneous..............AG
Ice Breakers................AGB
Motor Torpedo Boat Tenders..AGP
Surveying Ships...............AGS
Surveying Ships (Coastal)...AGSC
Hospital Ships...............AH
Cargo Ships..................AK
Cargos, Light.................AKL
Naval Stores—Issue Ships....AKS
Cargo Ship and Aircraft Ferry..AKV
Net Laying Ships............AN
Oilers..........................AO
Gasoline Tankers.............AOG
Transports...................AP
Baracks Ships, Self Propelled..APB
Transports Fitted for Evacuation..APB
of Wounded....................APH
Transport and Aircraft Ferry...APY
Repair Ships..................AR
Repair Ships, Battle Damage...ARB
Repair Ships, Internal Combustion..ARG
Engine.......................ARG
Heavy-Hull Repair Ships.....ARH
Repair Ships, Landing Craft...ARL
Salvage Vessels.............ARS
Salvage Lifting Vessels......ARSD
Salvage Craft Tenders......ARST
Aircraft Repair Ships.......ARV
Aircraft Repair Ships (Aircraft)...ARVA
Aircraft Repair Ships (Engine)...ARVE
Submarine Tenders..........AS
Submarine Rescue Vessels.....ASR
Ocean Tugs, Auxiliary......ATA
Ocean Tugs, Fleet...........ATF
Ocean Tugs, Old...............ATO
Ocean Tugs, Rescue.........ATR
Seaplane Tenders............AV
Seaplane Tenders (Destroyers)...AVD
Seaplane Tenders (Small).....AVP
Aviation Supply Ships.......AVR
Distilling Ships...............AW
Miscellaneous, Unclassified...IX
Auxiliary Floating Dry Docks, Big...AFDB
Auxiliary Floating Dry Docks, Little...AFDL
Auxiliary Floating Dry Docks, Medium........AFDM
Floating Dry Docks...........ARD

American Ingenuity

How the quick wit of his first lieutenant enabled John Paul Jones to continue to victory in the battle between Bonhomme Richard and the British Serapis is part of the early history that helped build the spirit of today's Navy.

The battle between the two ships was near its height when a panic-stricken subordinate unwittingly set free the English prisoners who were held aboard Bonhomme Richard. Since the prisoners outnumbered Jones' crew, the situation was one of great danger. If they should have time to learn the state of affairs and organize an attack, the result might well be fatal for the Americans.

At this point, Richard Dale, the first lieutenant, went below to learn why the gun carriages had ceased coming up. He found confusion and the free prisoners in a state of wild tumult, rushing about like loose cattle.

Dale saw the danger at a glance and his quickness of wit saved the situation.

"To the pumps, you fellows!" he shouted.

"Serapis is ready to sink and we will all of us go to Davy Jones if this ship is not kept afloat. Here, some of you, get buckets and fight the fire. Your lives depend on yourselves."

In a few minutes he had them all busily at work, and until the battle ended no respite was allowed them, no time to think or construe.

WAD BACK WHEN
Old-Time Travel Orders Covered Lot of Territory

Travel orders for sailors, marines and soldiers of Revolutionary Days had to be just as legal and correct as those of today — and that detail constituted something of a problem to the people charged with writing them.

Trouble was that, because of slow communications, the situation at the destination might have been changed for days or even weeks, with the result that the orders might be outdated before his arrival.

Only way to get around this was to write orders covering all possibilities, predating most of the directions on many big ifs.

To wit, here's a set of travel orders dated 6 July 1770, as issued by the CO, Federal Defense of Yorktown and New York Harbor in Yonkers Docks, Bradock Barracks, Miller's Junction, R. I. Actually, it's an order to issue travel orders:

"1. Issue necessary orders sending one enlisted man on horseback, via safest and most convenient route at Government expense, to Fort Von Steuben on the Ohio River below the junction of the two great rivers at Old Fort Pitt, for the purpose of carrying secret dispatches to Major Alonzo De LaFayette, who at last official roll call, is the commandant of Fort Von Steuben. If, upon arrival, Maj. LaFayette is either dead or resigned, the soldier will deliver the dispatch to the immediate commanding officer.

"2. The expense section of the Finance Department will supply this courier with the necessary cash to buy himself sufficient food supplies to subsist him the entire journey. If the finance department at the destination is not functioning, the enlisted man is authorized to barter with the neighboring Indians for necessary salt and other miscellaneous necessities for the return trip. Uniform buttons and musketry badges may be utilized in connection with bartering. The expedition directed is considered necessary in the military service. Government mounts and subsistence will be furnished, and if used in bartering, uniform buttons and marksman medals will be replaced by the Government upon application for same by the enlisted man concerned.

"3. Upon return to his home station, soldier will submit a written report showing the full names and ranks of commanding officer of all forts visited, so that the Department of War can be informed and bring their rosters up to date."

California's Bell Retired; On Display in Sacramento

The state of California has been presented with the ship's bell from the battleship that bears its name. The 350-pound bronze bell, taken from USS California (BB 44) which is now in the Reserve Fleet on the West Coast, was given to Governor Earl Warren in a brief ceremony on the capitol grounds in Sacramento.

California was one of the battle-wagons that caught the full fury of the Japanese air attack upon Pearl Harbor 7 Dec 1941. Badly damaged in the attack, California was subsequently repaired and sent out to join the fleet during the Marianas occupation.

A few months later she participated in the Battle of Leyte Gulf and was one of the famous group of "old battleships" that succeeded in "crossing the Japanese T" in the battle for Surigao Straits. She was credited with an assist in the sinking of one Japanese battleship. She was later hurt by a Japanese kamikaze plane.

The famed bell has been set up for public display in Memorial Grove on the capitol grounds.
Enlisted Wave College Grads May Apply for Commissions

Applications from enlisted Navy women who have college educations for commissions in the line or Supply Corps are now being accepted. Also, former service women—officers and enlisted—members of Reserve components of all branches of the armed forces, and women without prior military service are eligible to apply through offices of naval officer procurement.

Enlisted Wave college graduates are invited to apply for appointment to the rank of ensign in the line or Supply officers. Applications from enlisted women who have college educations, former service women to the rank of ensign in the line or Supply Corps by BuPers Circ. Ltr. 173-49 (NDB, 15 Oct 1949). The following three paragraphs given in the circular letter govern the time element involved in submitting applications:

- Two indoctrination classes for accepted line officers are expected to be convened yearly. Applications received in BuPers between 15 May and 15 October of each year will be considered for the class convening the following January. Applications received between 15 October of one year and 15 May of the following year will be considered for the class convening the following July.
- An indoctrination class convening in January 1950 is now scheduled for selected Supply Corps candidates. To be considered for this class, applications had to be received in BuPers before 15 Oct 1949. Applications received after that date and now being received will be considered for later classes when the convening dates have been set.
- Applications for the above programs will be considered once only. If the candidate is notified of her rejection, a new application must be submitted if further consideration is desired. A period of one year from date of original application must elapse before a new application can be submitted.

When applications are received in the Bureau of Naval Personnel, they will be screened for completeness and compliance with the basic qualifications. The application files will be delivered to the selection board convened to select these candidates. Appointments and orders will be delivered to selected candidates via official channels. Candidates found not qualified, or not selected, will be notified in writing by the Chief of Naval Personnel.

As outlined by the circular letter, applicants must:

- Be not less than 21 nor more than 25 years of age on 1 July of the year in which appointed.
- Be a graduate of an accredited college or university. Applicants for the Supply Corps with a background in business administration are particularly desired.
- Be physically qualified in accordance with the physical requirements for original appointment in the U. S. Navy as set forth in current Bureau of Medicine and Surgery instructions.
- Be a native born citizen of the U. S., or naturalized for a period of at least 10 years.
- Establish mental, moral and professional fitness, and aptitude for the naval service. This will be determined by interviews, investigations, and review of high school, college and employment records.
- Be unmarried at time of appointment.
- Must not be the mother of a child under 18, regardless of the legal custody of the child. She must not be the adoptive parent or personal custodian of a child under 18, nor the stepparent of a child under 18 if the child lives within her household for more than 30 days per year.
- She must be entitled to an honorable discharge.

Applications from enlisted women on active duty should be forwarded...
to the Bureau of Naval Personnel (Attn: Pers-366) via the CO. Applications will consist of the following documents:

- Application for Commission (NavPers 955A)—two copies. These may be obtained from any naval district printing and publications office. Photos may be omitted if already on file in BuPers.

- Educational transcripts—one copy from each high school and college attended, if not already on file in BuPers.

- Report of Medical Examination (Standard Form 88)—two copies, (Form 89) attached to original.

Candidates will be required to take the Officer Qualification Test. Tests and instructions will be issued by BuPers after applications are received.

Women selected for appointment to the line will be ordered to the General Line School, Newport, R. I., in January and July, for indoctrination. The course will be five months in length. Following their indoctrination course, these ensigns will be ordered as junior officers to various shore activities for duty. Their types of duty will consist of personnel work, public relations, training, publications, intelligence, communications, logistics, operations or any similar type of duty where there are authorized billets for military personnel.

Women selected for appointment in the Supply Corps will be ordered to the Navy Supply Corps School at Bayonne, N. J., for indoctrination and supply training.

Requests for separation from the Regular Navy for the reason of marriage will not be approved until the women have completed one year of active service.

The Bureau has established a policy for rotation of duty between districts and commands within the continental U. S. and between selected overseas bases. Women may express preference for duty, but all assignments, including overseas, will be based upon the needs of the service.

The Bureau expects that there will be opportunities in the future for enlisted women who are unable to meet the present educational requirements, to qualify for appointment.

World's Strongest Radio Will Be Built by Navy

The Navy is about to build what will be the world's most powerful radio station in an isolated valley in the Pacific northwest.

Ground is already being broken for the new transmitting station which will be built near Arlington, Snohomish County, Washington, and will develop more than 1,000,000 watts.

With its powerful new station, the Navy expects to be able to send out a low frequency radio signal that will come in strongly on the receiver of a ship in the farthest reaches of the Pacific Ocean.

Usually, radio waves run into trouble in the North Pacific where their propagation is disturbed by frequent magnetic storms and other difficulties. As a result, transmission to this area often has been erratic and unreliable. Now, Navy experts hope, by using lower frequencies and greater power, the new transmitter will be able to maintain constant contact with ships in the far north. The antenna set-up for the giant new transmitter will resemble a dream out of H. G. Wells more than a practical project in radio transmission. Huge wire cables will be strung from 200-foot towers atop 2,500-foot mountains on either side of the valley. Like so many wire clotheslines, the great antennas will span the intervening mile and a half.

Vertical downleads will drop 900 feet from the center-point of each span to the floor of the valley where they will be securely anchored to withstand high winds and icing. A feeder line will run from the end of the downleads to the transmitter itself.

The transmitter building, which will be a modified T-shaped structure, will be built of reinforced concrete and will be completely functional. Its construction, involving an elaborate grounding system and the use of copper shielding because of the intensive field of radio energy to be developed, will require from 15 to 18 months. The rear rectangle part of the building will house the station's two dual helix rooms.

Land at the site is being cleared, roads constructed, the creek channel at the center of the valley diverted, and substation and transmission lines erected. Contractor's bids for construction of the building have been opened in Seattle. The transmitter alone is expected to cost $2,500,000.

Because the site is isolated from populated places, the project also provides for the construction of married officer's and enlisted men's quarters and for a recreation building, in addition to a supplemental shop and facilities buildings.
3-Man Commission Named To Investigate Ways to Improve Military Housing

Investigating ways to correct unsatisfactory or inadequate military housing, a three-man commission of civilian experts in the field will have a full report prepared sometime this Spring as a guide for the Department of Defense.

A memorandum from the Secretary of Defense to the chairman of the group pointed out that, "With the relatively small amount of family housing existing at installations of the military departments, by far the major hurdle has been to secure reasonable adequate housing, either government-owned public quarters or at a rental which the individual family can afford."

Heading the commission as chair-

HOW DID IT START

Sailor's Friday

To the old time sailor Friday was a day of bad luck and definitely not a day to undertake anything as important as a sea voyage. Some authorities claim the sailor's Friday superstition like so many others was founded in religious beliefs. The early Christian clergy was supposed to have bidden sailors: "Out of respect for the day of universal redemption, to await the morrow's sun."

Regardless of the origin, there was many a ship that did not sail on Friday even though it may well have been to its advantage commercially to have done so.

One story which epitomizes Friday's ill omen constantly pops up among the sea legends. The ship's keel, so it goes, was laid on Friday. She was launched on Friday. She was christened Friday. She was commanded by Captain Friday. She sailed on Friday. And she was lost on Friday.

But the plan of the day stated ribbons."

A-Bomb Blasts Injured No One Thanks to Careful Planning And Painstaking Precautions

Of the thousands of men who had a part in the atom bomb blasts at Bikini, three and one-half years ago, not a one has experienced any physical ill effects, the Navy has announced.

Behind this 100 per cent perfect record lies the most careful planning and the most painstaking precautions. To begin with, all personnel had been removed to a safe distance before the bombs went off. Observers and anyone else within ready seeing distance of the blast were equipped with special polaroid goggles for eye protection. Others in areas where it was thought a visible flash would be seen were instructed to turn their faces away or otherwise protect their eyes. Men carried specimens of unexposed film in their shirt pockets to reveal if they had been subjected to any appreciable radiation.

Boarding parties which examined the scorched and twisted ships were preceded by men carrying Geiger counters. Computations based upon Geiger readings showed how long the parties could remain and which areas should be 'especially avoided. Crews which later "cleaned" some of the radioactive ships were similarly protected, and guarded also by protective clothing and the most scientific safeguards in the way of washing and cleaning.

Many have wondered what radiation sickness is like - aside from any injury resulting from the bomb blast itself. In fact, some weird ideas have grown up concerning what radiation can do to the human body - and most of these are false. Radiation sickness is not entirely new to the medical world; it was well known long before Hiroshima.

Radiation sickness was first observed soon after the introduction of the X-ray machine. As the X-ray and radium became more and more widely used to treat certain ailments, the characteristics of radiation sickness became better known. Then, the many cases of radiation sickness after the bomb blasts at Hiroshima and Nagasaki provided much more evidence as to the nature and results of the ailment.

In the most severe cases of radia-
tion sickness, the victim succumbs within a few hours. During those few hours, he is extremely weak and in a state of severe shock. His senses are dulled and he may have a fever. Scientists are still studying causes of early death following exposure to powerful radiation.

Persons severely exposed but not as severely as those just described, are also likely to present varying degrees of shock—even within the first few hours. Other symptoms likely to appear on the first day are lack of appetite, nausea and vomiting, fever, and extreme weakness. Sensations are dulled, and the patient is more likely to be indifferent to his surroundings than agitated. A few hours after exposure, the number of white blood corpuscles falls off.

Diabetes may set in on the second day. This becomes worse as time goes by, if the victim survives beyond the second day. Spontaneous bleeding may become a serious problem late in the first week, along with ulceration of the tonsils and certain other parts of the body. There may not be any skin injury, and unless the victim has been otherwise injured, he may not feel much pain.

In individuals who survive the first week, the first symptoms aren't likely to be so severe or to appear so early. Shock is less pronounced, but the other symptoms come on—though more slowly. Various kinds of hemorrhages may occur. Resistance to disease and infection becomes increasingly feeble. Where burns or other injuries have damaged the skin, healing may be slow and heavy scar tissue may form. Patients who survive the first week are likely to be very anemic.

The more severe the illness, the longer recovery is likely to take. Husky persons are no more resistant to radiation illness than are the less robust. Changes in the intestinal tract may cause a severe state of malnutrition, even though the food intake is normal.

Those who show practically no signs or symptoms of radiation injury during the first two weeks probably won't become ill at all. Those who survive the first six weeks may recover normal health with the exception of a small percentage developing blood disorders due to the effect of the radiation on the blood-forming organs of the body. Sterility may occur, however, from exposure to radiation wherein there are few or practically no symptoms.

Geneticists minimize the possibility of strangely formed offspring being born to parents who have been exposed to atomic radiation. They say that abnormalities in children of such parents more often consist of "obscure physiological weaknesses." Radiation sickness may cause sterility, but it won't directly cause impotence.

Sterility is often temporary. Impotence, if occurring, will be caused by general poor health resulting from radiation, and disappears with the return of good health.

While ALL HANDS is not a medical journal, these facts concerning atomic radiation are included because of the widespread interest and many mistaken ideas the subject has caused. Also, these are the things that didn't happen to the 96,000 sailors who were present at Bikini during Operation Crossroads.
List of Ships to Be Put in Mothballs

Here are the names of the ships that will be put in mothballs in the next few months in line with a reduction in funds available for the operating forces afloat. The name and number of the ship is listed at the left; the port where the ship is to be berthed when it goes into the reserve fleet is listed at the right.

Aircraft carriers
- *uss Rendova* (CE 114) Tacoma, Wash.
- *uss Bairoko* (CVE 115) Alameda, Calif.
- *uss Kearse* (CV 93) Undetermined

Cruisers
- *uss Leete* (CV 32) Undetermined
- *uss Farg* (CL 85) Bayonne, N. J.
- *uss Spokane* (CLAA 120) Bayonne, N. J.
- *uss Junene* (CLAA 119) Bayonne, N. J.

Submarines
- *uss Capitaine* (SS 936) Mare Irl., Calif.
- *uss Bleter* (SS 325) Undetermined
- *uss Bumper* (SS 333) Undetermined

Destroyers
- *uss Alfred A. Cunningham* (DD 752) San Diego, Calif.
- *uss Blue* (DD 744) San Diego, Calif.
- *uss Harry E. Hubbard* (DD 748) San Diego, Calif.
- *uss Frank E. Evans* (DD 754) San Diego, Calif.
- *uss Putnam* (DD 757) Charleston, S. C.
- *uss Henley* (DD 762) Charleston, S. C.
- *uss Willard Keith* (DD 775) Charleston, S. C.
- *uss Waldron* (DD 699) Charleston, S. C.
- *uss Haynsworth* (DD 700) Charleston, S. C.
- *uss Stormes* (DD 780) Charleston, S. C.
- *uss Buck* (DD 761) San Diego, Calif.
- *uss John W. Thomason* (DD 700) San Diego, Calif.

Destroyer Escorts
- *uss William T. Powell* (DE 213) 4th Naval Dist. (for Naval Reserve training)

Pattrol vessels
- *uss PCE 589* Columbia River, Ore.
- *uss PCE 590* Columbia River, Ore.
- *uss PCE 895* Transfer to naval district for Reserve training
- *uss PCE 899* Transfer to naval district for Reserve training
- *uss PCE 900* Transfer to naval district for Reserve training
- *uss PCE 902* Transfer to naval district for Reserve training
- *uss PCE 903* Transfer to naval district for Reserve training
- *uss PCE 984* Transfer to naval district for Reserve training
- *uss PCE 1444* Columbia River, Ore.
- *uss PCE 1448* Columbia River, Ore.
- *uss PCC 1169* Columbia River, Ore.
- *uss PCC 1244* Columbia River, Ore.
- *uss PCC 583* Green Cove Spring, Fla.
- *uss LSIL 889* Columbia River, Ore.
- *uss LSIL 1090* Columbia River, Ore.
- *uss LSIL 1092* Columbia River, Ore.
- *uss LSM 341* Columbia River, Ore.
- *uss LST 505* Columbia River, Ore.
- *uss LST 525* Columbia River, Ore.
- *uss LST 1246* Undetermined
- *uss Comstock* (LSD 19) San Diego, Calif.
- *uss Adrondack* Philadelphia, Pa. (AGC 15)

Cargo vessels
- *uss Kerstin* (AF 34) Transfer to Maritime Commission
- *uss Tingle* (AG 144) San Francisco, Calif.
- *uss Pollux* (AKS 4) San Francisco, Calif.

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**Lucky Navy Duck Whistles with a Spanish Accent**

Down in San Juan there's a lucky Navy duck named Oscar. The reason he's lucky is because he's still drawing the breath of life while most of his friends have gone the way of all ducks—the way of the holiday dinner. Aside from his outstanding luck, Oscar has some other outstanding characteristics—for instance, his bravery in the face of canines and his timidity in the face of toads.

Let's begin at the beginning. One night there was a Navy Relief charity carnival at the Naval Station, San Juan, P. R. Somebody had struck the idea of having a group of ducks swimming in a tank. For a suitable sum, spectators could get some loops to toss. Should a sharp-shooting contestant ring the neck of a duck with one of his loops, the duck would be his.

One of the ducks was Oscar, and one of the ring-throwers was a GM2 named A. H. Spinks. One of Spinks' loops settled over the neck of Oscar, who protested vehemently. He shouldn't have, though. If he had but known it, that was the beginning of a beautiful friendship.

Oscar was tethered to a tree in the shade of the barracks. Both of his wings were clipped to cut down his aeronautical ambitions, although the precaution was unnecessary. Oscar didn't—and doesn't—have any ambitions. Nowadays, he isn't even tied. He does little traveling except to chase dogs away from his chow in the daytime and to flee from hop-toads in the night-time.

A funny thing about Oscar was discovered during one of his canine battles: He can't quack. He can only whistle. That failing isn't necessarily a hang-over from his mad night at the carnival. Oscar thinks he was born that way. Although whistling isn't the commonest means of self-expression in ducks and although Oscar whistles in Spanish, his ability hasn't been of any commercial value thus far.

Except for his hatred for dogs and his fear of toads, Oscar seems to be practically emotionless—and thoughtless. "After all," the men in the barracks say, soothingly, "what can you expect of a guy who never had anybody to teach him anything except a bunch of dumb ducks?"

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GUARDIAN

ALL HANDS
Stewards Have Acquired New Uniforms

Stewards first, second and third class are now petty officers first, second and third class. As a result of their change in status, stewards are now required to wear the same uniform as prescribed for other petty officers of commensurate ratings. This change took place 1 Jan 1950.

A new BuPers-BuSandA Joint Letter (ND 15 Nov 1949) authorizes a special allowance of $100 for each steward first, second and third class who was serving on active duty as such on 28 Oct 1949 to cover the cost of purchasing the required uniforms. The same directive cancelled - as of 28 Oct 1949 - the $250 clothing allowance previously paid to enlisted men upon advancement to steward third class.

The restriction to the effect that stewards first class are not eligible for the $250 cash clothing allowance upon advancement to chief petty officer has been removed, effective from 28 Oct 1949. However, stewards first class who receive the special $100 clothing allowance and who are advanced to CPO within a period of nine months are not entitled to receive the regular $250 allowance. Also changed is the quarterly maintenance allowance for stewards. Previously stewards were entitled to a quarterly allowance of $20. However, effective from 28 Oct 1949 stewards first, second and third class will receive a quarterly maintenance allowance of $12. It should be noted that a steward first, second or third class who received the $100 special clothing allowance on 28 Oct 1949 will not be eligible to draw his next quarterly maintenance allowance until 1 Oct 1950.

Enlisted personnel advanced to the rating of steward third class prior to 31 Dec 1949 were not required to purchase chief petty officer type uniforms and will continue to wear the same uniform worn previous to advancement.

Upon receiving the special $100 clothing allowance stewards first, second and third class are required to purchase from small stores the following items: 1 watch cap; 1 blue cap; 3 white hats; 2 white steward's jackets; 1 jersey; 1 dress blue jumper; 2 undress blue jumpers; 6 white undress jumpers; 1 neckerchief; 1 overcoat (peacoat); 1 pr. black shoes (high or low); 2 pr. blue trousers; 6 pr. blue trousers and insignia as necessary.

Other necessary items of clothing which are the same for all enlisted men should already be in the possession of stewards first, second and third class.
Here's a Complete List of Training Courses Now Available

Every sailor knows that before he can be advanced in rating he must pass a Navy Training Course. This is a requirement which must be fulfilled before any enlisted men can be advanced to a higher rate than the one he now holds. He must complete (and pass) one of these courses if there is one available for him.

During World War II, a section in the Bureau of Personnel was given the tremendous task of bringing the Navy Training Courses up to date with the wartime developments in the fleet.

Soon, the now-familiar, bright blue, hip-pocket-size training course book put out by this section became a common sight around the fleet. Well over 120 of these new courses have been written and distributed since.

In time, there will be a Navy Training Course for every rate in the Navy rating structure. However, the complete revamping of the enlisted and warrant rating structure in April 1948 (All Hands, March 1948, p. 50-58) meant that many of the existing training manuals would have to be revised and many more written from scratch to cover new ratings which were established.

BuPers is constantly doing just that. Training courses are continually being rewritten to keep pace with developments in the fleet. For ALL HANDS readers, here is a complete list of the courses now available to enlisted men of the Regular Navy as well as to sailors in the Naval Reserve:

Don't think, however, that by completing the course that is listed here for your rate you have necessarily done all you have to do. In many cases, you may have to dig information you will need for the rate out of other training courses or from other books.

These, then, are the courses now available:

General Training Courses

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<tr>
<th>Course</th>
<th>Code</th>
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<tbody>
<tr>
<td>Recruit Guide</td>
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<td>General Training Course for</td>
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<td>Non-Rated Men</td>
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<td>General Training Course for</td>
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<td>Petty Officers Part I</td>
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<td>General Training Course for</td>
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<td>Your Navy</td>
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<td>Administration of Navy Training Courses</td>
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<td>The Bluejackets Manual</td>
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Basic Training Courses

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<td>Use of Blueprints</td>
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<td>Blueprint Reading and Layout Work</td>
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<td>Fundamentals of Electricity</td>
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<td>Electricity</td>
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<td>Hand Tools</td>
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<td>Use of Tools</td>
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<td>Basic Machines</td>
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<td>Handbook for Survival in the Water</td>
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<td>Mathematics, Vol. 1</td>
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<td>Mathematics, Vol. 2</td>
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<td>Deck Group</td>
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<td>Seaman</td>
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<td>Boatswain's Mate 3 and 2</td>
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<td>Boatswain's Mate 1 and Chief</td>
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<td>Cargo Handling</td>
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<td>Net and Boom Defenses</td>
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<td>Quartermaster 3 and 2</td>
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Marine Transport Squadron Ends Tour with MATS

Marine Transport Squadron 352 is now itself again, after flying more than 25,000 hours as part of the Military Air Transport Service.

The 15 RFDs and crews and maintenance personnel which comprise Marine Transport Squadron 352 were transferred to operational control of the Pacific Division of MATS in 1948. This was done to help fill the gap in MATS created by use of Navy planes in the Berlin Airlift.

The squadron’s tour of duty with MATS ended with one of its planes landing at Hickam Air Force Base, Hawaii, at the termination of a flight from Fairfield-Suisun Air Force Base, Calif. In all, Marine Transport Squadron 352 performed approximately 25 million ton-miles of passenger, mail and cargo flying while operating with MATS.

After release from operational control of MATS, the squadron was slated for transfer from Barbers Point, Hawaii, to the Marine Corps Air Station, El Toro, Calif.

Medical Bulletins Merged Into Armed Forces Journal

Unification took another step with merging of the U. S. Naval Medical Bulletin and the Bulletin of the U. S. Army Medical Department. The new publication, to be shared also by the Air Force, will be known as U. S. Armed Forces Medical Journal and its supplement, the Medical Technicians Bulletin of the U. S. Armed Forces.

All three branches of the U. S. Armed Services will have members on the editorial staff. The bulletin will have a naval officer as its first editor-in-chief. The publication will be devoted to improving the technical proficiency of enlisted medical personnel. It will be issued every second month.

**Quiz Answers**

Quiz Aweigh is on page 39

1. (c) AM-1 Mauler.
2. (a) Dive flaps.
3. (b) Secretary of the Navy.
4. (a) Under Secretary of the Navy.
5. (a) Battleship Missouri (BB 63).
6. (c) Stern.

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Crew of USS LST 601 Enjoys 6-Months in Mediterranean But Glad to Return Home

Six months in the Mediterranean! Some of the sailors and Marines aboard USS LST 601 were as pleased with the prospect as any tourist, while others—a small minority—would just as soon have stayed home. But as LST 601 nosed eastward into the Atlantic, there were few aboard who were not a little bit excited.

Here is an abbreviated story of the six-month trip, in the words of one of LST 601’s complement:

With the exception of four days of bad weather, the 17-day passage to the Mediterranean was enjoyable. Weekends and an occasional “rope yarn Sunday” broke the monotony of the ship’s routine. At the smokers the leather pushers did much to keep up the friendly rivalry between the sailors and the Marines. The pranksters were busy, and no one was able to account for the presence of an individual on the bow one morning dressed in sou’wester and hip boots, holding a boat hook. The OOD finally sent for the man and was soon informed that the mysterious sentry had been standing a “mail buoy watch”!

At last we reached the entrance to the Mediterranean, and anchored.

The town of Gibraltar with its winding streets, thousands of steps, and many gift shops seems to cling to the side of its protecting rock. A castle presents a commanding view of Algeciras.

The trip to Fez was a highlight for the 30 enlisted men and two officers who made it. They stayed at the Palais Jamai, a fine French resort hotel which was formerly the Sultan’s summer palace. The old palace had been kept exactly as it was when the Sultan lived there, down to the last harem buzzer. But when some of the men tried a sly poke at the buzzer, they learned for sure that the harem doesn’t live there any more.

LST 601 stopped briefly in Gibraltar again, then at last entered the Mediterranean. We made a one-day stopover in Valletta, Malta, where early liberty enabled the crew to see the sights and purchase some of the famous Maltese lace. An overnight trip from Malta brought us to Augusta Bay, Sicily, where we stayed a few days before going up the coast past towers in all Europe. The wonderful mechanism within the tower animates huge bronze figures which enact scenes from the life of Christ each noon for the throngs gathered in the square below.

Leaving Messina, the 601 headed for Argostoli Bay, where she joined other Fleet units for three days of combined operations off Gozo Island. Following operations, we were detached and proceeded to Corfu, Greece, where we spent nine days. In Corfu we were host to 500 orphans of the Achilles — or Boys Town, as we would call it. The children, orphaned by the Greek war, are billeted in the once-beautiful summer palace of the old German Kaiser.

The Greek army provided six trucks to haul the children to the quay, where the ship’s three boats were kept busy most of the afternoon hauling the youngsters out to the ship. Many of the youngsters saw the first movie of their lives that afternoon at a special comic show on the tank deck. Afterward the children presented a show on the deck for the ship’s company. This show included songs and some traditional Greek dances. After the show the youngest member of the party, a blonde headed little girl of six, presented a huge bouquet of flowers to the ship’s company.

After Messina, the ship sailed for San Remo, Italy. We went through the narrow straits between Italy and Sicily — past the volcanic island, Stromboli, glowing ominously against the night sky, and past the isle of Monte Cristo, the home of Dumas’ legendary Count of Monte Cristo. Next, we spent three days in St. Tropez and San Maxime before joining the other heavy units of Admiral Sherman’s Sixth Task Fleet in Golfo Juan, at the French Riviera.

When liberty call sounded at 1300, as it did during our entire two weeks on the Riviera, everyone who rated liberty or could get a standby was ready on the quarterdeck. Many tours were arranged while we were there.

Finally we got our orders to return to the U. S. We weighed anchor and pointed the LST into the setting sun. As one of the men on watch remarked, “We sure had a good European cruise, but still there’s no place like the good old U. S.”
Navy’s Son Navy Joins Naval Reserve

In the Baltimore recruiting station a Naval Reserve lieutenant (junior grade) walked in to execute an acceptance and oath of office for that rank.

"Name?" asked the yeoman.

"Banbard," said the j.g., "Navy Francis X. Banbard, Jr."

"Pardon me? Was that Francis X. Banbard, Jr.?"

"No," said the officer. "My first name is 'Navy.'"

Furthermore, he went on to explain, he wasn’t the first in the family to have that name.

Seems that way back when, Grandfather Banbard had wanted to join the Navy. He made it all right—by running away from home in his very tender teens.

When Great Grandfather Banbard heard the boy was in the service, he burned the mail routes to the Navy Department with searching correspondence. Grandfather Banbard was released and returned home to face his pappy’s ire.

But the old Navy spirit wasn’t dead, and the boy still looked forward to a hitch or two. However, there entered into the picture a girl, then marriage, then a family. Duty in the sea service was now out of the question.

Perhaps as a sublimation of a suppressed desire, Grandfather Banbard when the time came gave his new son the first name of "Navy." When the boy grew up and married, his son received the name of "Navy, Jr."

Unlike Grandfather, however, both junior and senior saw active naval service. The father is a retired commander on active duty in the Medical Corps.

Whether the name will go in in the Banbards is a matter of circumstance. As yet, junior’s only child is a girl.

- Be at least five feet, six inches, in height, have vision of 20/20 uncorrected in each eye and be otherwise in excellent physical condition.
- Descriptive literature concerning the academy and application forms will be forwarded upon individual request. Requests for this literature should be addressed to Commandant, U. S. Coast Guard, Washington 25, D. C. This address is also the one to which completed applications are to be sent via official channels.
- After applications are completed and submitted with supporting papers, applicants will be notified through their CO’s of their acceptance or rejection as candidates for appointment. Completed applications must be postmarked not later than 15 Jan 1950.

The examinations mentioned here will be given only in the continental limits of the U. S. and in Ketchikan, Alaska; Honolulu, T. H., and San Juan, P. R., and only on 20-21 Feb 1950. Only those enlisted men whose units or stations are in those areas at those times will, as a rule, be eligible. COs are authorized, however, to grant leave requests at their discretion so that candidates can take the examination. In order to be eligible, candidates must be nominated by the Commandant, U. S. Coast Guard, to participate in the examination.

No waivers of any requirements will be granted.

Any enlisted man of the Navy or Naval Reserve who qualifies and is accepted for appointment as a cadet in the Coast Guard will be discharged from the Navy if he so requests in writing.

Marines Land on Crete During Fleet Exercises

The scene was the eastern Mediterranean and the time was fairly recently. The actors were a reinforced battalion of U. S. Marines. Before the drama was over, they had landed—and you know the rest.

Nobody was mad at anybody. It was just part of the fleet exercises conducted in the Aegean Sea and eastern Mediterranean by ships and men of the Sixth Task Fleet. The amphibious landing on Crete was made by Marine Corps detachments from the aircraft carrier USS Leyte (CV 32) and the cruisers USS Des Moines (CA 134) and USS Columbus (CA 74).

Later, there was an intermission to give personnel recreation at various Mediterranean ports.
Reserve Training Afloat Plan Revised

The Navy has put into motion a plan to reorganize its afloat training program for Naval Reservists to provide 10,000 more billets on cruise ships to meet the increased demand for cruise duty.

At the same time that the additional billets are being made available to Reservists, however, the number of ships in use as Reserve training ships will be reduced by one-third.

This apparent contradiction is solved by the reorganization plan which calls for the 107 ships which will remain on active duty to be placed in a year-round operating status by augmenting their crews with personnel transferred from the vessels to be inactivated. The better manned ships will then be able to increase their cruise schedules sufficiently to provide the additional training billets.

Thus, the ships remaining on Reserve training duty will be able to increase the number of cruises they make per year. Destroyers and destroyer escorts which have averaged six or seven cruises will now make 10 trips; smaller ships such as submarines and patrol craft which have previously undertaken two trips will make four.

The “reorganization inactivation” plan, which is being put into effect gradually, also calls for cruising entire Organized Reserve divisions as units, and the planning of a one-cruising schedule a year in advance.

At present, members of Reserve divisions are individually assigned to training cruise billets. The advance planning of year-round cruise schedules is expected to help Reservists obtain military leave from their employers.

Destroyers and destroyer escorts on Reserve duty will be assigned home ports for maintenance and upkeep and when ordered out for cruises will proceed to ports closest to the Reserve divisions to be embarked. This is expected to mean a considerable savings in transportation costs for personnel who have previously been ordered to ports where the ships were docked.

Also, the fact that the Reserve training ships are to be ready to go at all times will mean a savings in time, effort and money. In the past, these ships frequently were not able to get underway until sufficient key Reserve personnel reported aboard to round out the crew.

A total of 2,800 Naval Reserve officers and 33,000 enlisted men were given two weeks’ training duty in the Reserve training ships during 1949. Under the new plan, a minimum of 4,300 officers and 42,000 enlisted men can be trained afloat each year.

Sixty-five ships in all will be inactivated under the two-pronged reorganization-inactivation program. A total of 172 ships are now in the Reserve afloat training program. By June 1950, this number will have been cut to the required 107.

Most of the 65 vessels to be inactivated are smaller ships such as minesweepers, amphibious vessels such as LSTs, LCTs and LSSs, and patrol craft such as PCs, PCEs and SCs. The bulk of these ships will be inactivated by February.

The vessels which are to be retained include destroyers, destroyer escorts, submarines and larger patrol craft. These ships are not in commission but are in an “in-service” status and are assigned to various naval districts.

Seven continental naval districts and the Potomac River Naval Command are affected by the cutback in available Reserve training ships. Only the three West Coast districts (11th, 12th and 13th) are left with the same number of ships available to train their Reservists.

The overall result of its reorganization program, the Navy feels, will be an increase of 30 per cent in the number of Reserve sailors who will get two weeks’ active duty at sea and a projected decrease in expenditures for the program of $2,000,000.

30 B-17s Are Transferred To Navy for Spare Parts

Thirty Boeing B-17 Flying Fortresses were transferred to the Navy for use as spare parts when found to be in excess to Air Force requirements.

The two Navy squadrons receiving the former Air Force planes are squadrons VX-4 and VP-51 — both engaged in research and development of “airborne early warning” equipment. The first mentioned — VX-4 — is an experimental squadron based at Patuxent River, Md. The other is based at NAS Mmaram, Calif. — an operational squadron, of which part is engaged in Pacific weather reconnaissance.

Primary responsibility for a coordinated program of research and development of AEW electronic equipment now rests on the Navy. Such equipment consists of instruments and devices to be borne aloft by U. S. planes to detect the distant approach of hostile aircraft. While development of such devices is largely a responsibility of the Navy, the Air Force retains primary responsibility for actual air defense.

The planes transferred to the Navy were formerly used by the Strategic Air Command as reconnaissance aircraft.
DIRECTIVES
IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular
Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

No. 106 - Authorizes continuation of advances in pay to military personnel until regulations applicable to all services are formulated.

No. 107 - Advises allotment officers of reduction in aviation premiums.

No. 108 - Pertains to status and concurrent change of uniform for stewards and gives provisions governing clothing allowances.

No. 109 - Refers to flag and general officers in clarifying the applicability of Articles 1248 and 1249, Navy Regs.

No. 110 - Announces line selection board to recommend officers for promotion to lieutenant and gives pertinent instructions for eligible candidates.

No. 111 - Directs that transportation requests be marked with the letters "PCS" or "TDY". PCS will denote "permanent change of station" and TDY will denote "temporary additional duty" on duty orders where no permanent change of duty is mentioned.

BuPers Circular Letters

No. 182 - Announces promotion of officers of the Regular Navy and Naval Reserve on active duty.

No. 183 - Announces plans for All-Navy boxing championship in 1950.

No. 184 - Lists change of name of an organization listed as "subversive."

No. 185 - Outlines instructions for disposition of obsolete training films.

No. 186 - Standardizes various administrative procedures for naval officers in Air Force categories.

No. 187 - Lists and announces availability of training publications for the enlisted training structure.

No. 188 - Describes new certificate of service, Department of Defense Form No. 217 (Navy).

No. 189 - Gives schedule for Naval War College courses to commence 10 Aug 1950.

No. 190 - Lists presidential approval of officers recommended for promotion to grades contained therein.

No. 191 - Concerns monthly report of subsistence and quarters allowances inside continental U. S.

No. 192 - Contains initial distribution in warrant pay grades of commissioned warrant officers on active duty on 1 Oct 1949.

No. 193 - Modifies instructions for assignment and distribution of enlisted personnel to Military Sea Transportation Service.

No. 194 - Outlines evaluation procedure for determining the caliber of Navy musicians with a view to establishing standards and policies for the selection and assignment of future band leaders.

No. 195 - Concerns violations of Navy motion picture rules with reference to attendance, advertisements and damage to prints.

No. 196 - Gives detailed instructions for the administration of Department of Defense Form No. 214 which concerns a report of separation from the armed forces of the United States.

No. 197 - Advises discontinuance of allocations for off-duty courses for naval personnel at accredited colleges, universities and junior colleges.

No. 198 - Adds further information to Alnav 89-49 (NDB, 15 Sept) in procedures for discharge.

No. 199 - Applies to Armed Forces personnel eligible for the Delaware State Veterans' Bonus.

'Miki' Maneuvers Colorful For Certain Submarines

We've all seen goldfish flashing the sunlight off their scales of bright yellow, but certainly nobody ever thought that color would adorn the Navy's mechanical whales — our submarines. It did, though.

This happened in "Operation Miki," joint Pacific maneuvers. Serving with the Western Task Force were the submarines USS Perch (SSP 313), USS Cusk (SSG 348), USS Carbonero (SSS 383) and USS Barbero (SSA 317). A dozen other subs were designated as "aggressor submarines" and there was considerable danger of confusing friends and "enemies." Bright yellow paint was the answer. Applied upon the periscope structure and other high portions of the submarines of the Western Task Force, it provided a means of quick identification. Matching stripes were painted on the hulls forward and aft of the conning towers.

3 MarCor Selection Boards To Consider Top Officers

January and February 1950 mark the convening of three Marine Corps selection boards for promotion of officers to the rank of lieutenant colonel through major general.

Boards are convening or will convene as follows: To select officers for promotion to major general, 5 January; to brigadier general, 12 January; and to the ranks of colonel and lieutenant colonel, 2 February. The boards are meeting or will meet at U. S. Marine Corps Headquarters, Washington, D. C.


**BOOKS:** HISTORY AND FICTION

**HEAD JANUARY’S LIST**

- **The King’s Cavalier,** by Samuel Shellabarger; Little, Brown and Company.
  
  Francis the First was reigning in France, and the smiling mountebank, de Norville, was leading the Duke of Bourbon’s rebellion against the crown. Power behind the throne was in the hands of a woman—the king’s Regent mother. And another woman, the king’s mistress—a beautiful Englishwoman—was secretly pledged to assist the rebels. . . .
  
  Here is plot and counter-plot; spying and counter-spying. Here is all the sweep of powerful personalities and events that whirled over France in the troubled days 400 years ago. Literally made to order for the lover of modern-day historical novels.

- **History of United States Naval Aviation,** by Archibald D. Turnbull and Clifford L. Lord; Yale University Press.
  
  This is the fascinating story of the Navy and its airplanes from the days of shaky kite-like flying machines up to the sky-filled days of World War II. We meet immediately here some of the earliest figures in naval aviation—CAPT Washington Irving Chambers, LT Theodore C. Ellyson, LT John H. Towers, Naval Constructors Holden C. Richardson and Jerome C. Nunnemaker, Jr., and others. We see the Navy struggling for official recognition of aviation, debating the relative merits of planes and ships, and wrestling their powered box kites into the air for short, perilous hops.
  
  Shortly thereafter, the reader finds the Navy spending its first million dollars for aviation, and Congress authorizing extra pay for fliers. World War I develops and aviation moves ahead. The postwar period is shown, with bombing tests being made on stationary, unmanned warships—and the Navy fighting for continued existence of its air arm, if not of itself.
  
  The book advances through between-war technical developments, new uses for aircraft, first use of aviation in fleet exercises and on into World War II when naval aviation met its first real test, and triumphed. Almost a tenth of the book’s 330 pages are filled with pictures—many of which are of great interest—general interest as well as historical.

- **Modern Arms and Free Men,** by Vannevar Bush; Simon and Schuster.
  
  Here is a new book that is attracting a lot of attention and comment. For those who haven’t read other reviews of Modern Arms and Free Men, let it be said right now that the book is well worth reading. (Those who have read other reviews will already know it.)
  
  Its author is a scientist of renown—formerly dean of engineering at Massachusetts Institute of Technology and for many years president of the Carnegie Institute of Washington. During World War II he was director of the Office of Research and Development. During that time and for some time previous to the war years he was, as he says, “. . . in a position to see what science has done and can still do in the art of warfare.”
  
  In his book, Dr. Bush takes a calm and scientific look at warfare and the means of waging war as they stand today—or as they stood when he produced his manuscript a few months ago. While some may consider several of his statements as being open to argument, they are after all the considered opinions of an extremely intelligent man who knows almost all there is to know about developments in military attack and defense.
  
  He has something lucid and apparently well considered and true to say about the future of each branch of the armed forces as well as about that of their principle weapons. Certainly no one will dispute his statement that, “we need a Navy intent on the full accomplishment of its main mission, and not . . . arguing on the defensive in regard to its importance as compared with any other service.”

- **Battle Report — Victory in the Pacific,** by Captain Walter Karig, USN; Lieutenant Commander Russell L. Harris, USN; and Lieutenant Commander Frank A. Manson, USN; Kindart and Company, Incorporated.
  
  This is the fifth and last of the Battle Report series written under the direction and leadership of Captain Karig.
  
  Volume V begins late in the war. The central Pacific had become an “American Lake,” but some of the Pacific war’s bitterest fighting lay ahead. The Japanese had yet to use their most desperate weapon—Kamikaze attacks—and the Philippines were yet to be retaken.
  
  Battle Report — Victory in the Pacific takes us forward from that point to the unconditional surrender of Japan at the dawn of the atomic age. We see the vicious fighting for the western Pacific islands, the opening air raids on Japan and the later shelling of Japanese mainland installations by U.S. warships. We see the terrific typhoon of 17 Dec 1944 when three U.S. destroyers were lost and some larger ships were damaged.
  
  We see the war’s close—beginning when the cruiser uss Indianapolis sailed from San Francisco with a mysterious wooden box stowed below decks. We fly with the atom-bombers over Hiroshima and Nagasaki—and see the lonely Indianapolis torpedoed by a die-hard Japanese submarine on her way home. . . .
  
  It’s a good book and part of a good series, not as detailed as Samuel Eliot Morison’s, but perhaps better suited to some readers for that reason.

These are some of the books chosen and purchased by BuPers in recent weeks for the Navy’s far-flung libraries.
"The Navy of 1950"

In 1900 a senator and former SecNav wrote an article for the Cosmopolitan Illustrated Monthly Magazine on the prospects of the Navy of 1950, here reprinted with permission of Cosmopolitan Magazine.
How Close Could You Come

Editor's Note: Suppose you were to sit down and attempt to predict what the Navy will be like 50 years from now—in the year 2000 A.D. How close could you come?

Will it be a Navy of true submarines and radar-brain missiles, of atom-powered rockets, man-killing bacteria and bombardment rays? Or, since these possibilities are known to exist today, might they not be outmoded by 2000, their place taken by new modes of warfare as yet undiscovered?

Such were the similar problems confronting the man who wrote what is now reprinted here. Only one thing is different: William E. Chandler wrote this account in the year 1900, crystal gazing half a century into the future toward your Navy—the Navy of 1950.

He was well qualified to do so, if any man was, having served as Secretary of the Navy from 1882 to 1885 and as U. S. Senator from New Hampshire from 1887 to 1901. During his Secretariat, the Navy began taking its modern form. Steel replaced wood, steam replaced sail, and breech-loading guns appeared on all new construction.

America had just graduated into the ranks of Great Powers of the world, after a short (three months) war with Spain won largely by the successes of U. S. sea power.

Demobilization affected the size of the Navy but little. The Naval Militia went back to civil life, a few auxiliary cruisers and yachts were returned to their owners, revenue cutters went back to the Treasury Department—and that was about all. At the turn of the century there were about 2,000 officers and 16,832 men in the Navy, and 211 officers and 6,000 men in the Marine Corps.

The “coastal Navy” of prewar days gave way to the cry of a “Navy second only to Britain’s,” and it was shortly to assume its role as a real first line of defense.

The era of the big all-steel battleship, heavily armed and heavily armored, was just dawning.

Ships of the “Regular Navy”—fighting vessels—totalled 215, of which 15 were battleships. Five more battleships were building in 1900, making a total of 20 slated for active service.

“New construction,” reported the Bureau of Construction and Repair, “attained the largest dimensions in the rebuilding of the Navy, comprising as it did the construction of eight battleships, four monitors, one cruiser, one sailing vessel, 16 torpedo-boat destroyers, 22 torpedo boats, and one submarine torpedo boat.” The total was 53 vessels, cost of which (without armor and armament) was $63,400,986.

The submarine torpedo boat Plunger attracted little attention, for the little undersea craft had been launched in 1897 and was still only 85 per cent complete three years later, owing to “difficulties encountered with the electrical apparatus which the contractors have not as yet succeeded in remedying...” And craft that flew through the air had little substance other than in the dreams of wild visionaries.

The heart and backbone of fleet organization was the battleship—like the new Kearsarge, which could do 17 knots on trial, and Missouri, the 16,000-ton monster. A new trend in battleship armament was shaping up under the Bureau of Ordnance: “The development of the 12-inch gun has been so great that its adoption for recent vessels, rather than the 13-inch gun on the older vessels, became a logical sequence...” The penetrating power of the new 12-inch gun at 3,000 yards will be 17.92 inches of Harveyed nickel-steel armor as against 15.91 inches for the 13-inch gun... The new 12-inch gun will readily perforate any armor afloat or likely to be put afloat.

Coal was still the main fuel, shovelled into roaring furnaces by the real Black Gang. While the U. S. was moving fast to establish coal depots on its newly won bases, the Bureau of Equipment made the melancholy note that there was “almost a coal panic in the markets of the world,” jumping one third in price to $2.50 a ton. The Navy could scarcely afford it.

Perhaps it was this that prompted the Chief of the Bureau of Steam Engineering to report: “I have continued the experiments with liquid fuel, which were interrupted during the war. The Bureau will shortly be able to decide the prospective efficiency of fuel oil.”

Steam furnished not only the propulsive power but also ran the winches and auxiliary motors, for electricity was still an infant on shipboard. “In some quarters the fact that electric motors are extensively used on shore,” said the Navy, “has led to the belief that they would be equally successful on board ship.”

Actually, electric outfits of the day were huge, weighted, delicate, costly, and generally untrustworthy. Dynamos suitable for Navy use were not being manufactured and on shipboard, it was found, “the motors are necessarily placed where the heat is excessive, causing the wires to sag.”

In the British Navy, the naval example for all the world, electricity operated only incandescent lights, searchlights and signal apparatus. But the Inspector of Electrical Appliances added that electricity to work turrets, ammo hoists, guns and other gear should be practicable shortly.

As for electrically operated communications gear, a board made a favorable report after a series of trials in New York Bay and at sea that “the Marconi wireless holds great promise, the only serious defect found being what is commonly known as interference.”

Overseas, Marines and naval personnel were fighting the Boxer Rebellion in Peking and other Chinese cities, quelling disturbances in the Philippines, and using to good effect the new automatic 6-millimeter Colt machine gun while reconnoitering against hostile natives in Samoa.

It seemed there were hardly enough Marines to go around. “Owing to the difficulties of the Marines in Alaska since the discovery of the gold fields there, bringing many unruly characters there,” wrote the Commandant, “the strength of the post will have to be increased.”

Marines on occupation assignments arrived to take over Wake, Guam, Tutuila, Cavite, and an area to be known as Naval Station Hawaii.

These were the clues, the world 50 years ago of former SecNav William Chandler as he sat down to write about the prospects of the Navy of 1950...
“The Navy of 1950”

The twentieth century is destined to witness some very important new departures in the art of naval warfare, and the most notable of these may be the disappearance of armored ships. My notion is that fifty years hence the armored fighting-vessel will be as completely out of date as is the armored fighting-man today. Soldiers are no longer protected in battle by suits of mail, because they prefer to take their chances of being wounded or killed rather than carry the weight and suffer the incalculable impediment to their activity. To the war-ships of the future the same idea will be considered as applying, and, in order to inflict the utmost possible damage upon the enemy, they will accept great risks fearlessly, relying for safety upon rapidity of movement, skill in maneuvering, and, above all, a dexterity in a sea-fight which shall accomplish the destruction of the adversary before the latter can succeed in striking a deadly blow.

The typical war-ship of the twentieth century—of fifty years hence, let us say—will be exceedingly swift and readily dirigible, so as to maneuver with ease. It will carry a great many guns of moderate caliber, the very large ship-cannon of to-day being dispensed with, and all of them will be of the rapid-fire kind, while the shells will be loaded with high explosives capable of enormous destruction.

It is obvious that, if the war-ship of the future is to have great speed, its motive-power must be proportionate. Engines will doubtless be improved very much, but my belief is that some far more efficient substitute will be found for steam as a propelling agent. What that substitute will be nobody can say, though electricity seems more likely than anything else. In the present state of the electrical art that force is not available for such use, inasmuch as storage batteries would weigh too much; but later discovery may do away with the necessity of employing accumulators, introducing some new and easy method of producing and applying electric energy.

It does not seem too much to expect that the cruiser of the twentieth century, with her improved machinery and new motive-power, will have a steaming radius twice as great as that of the best vessel of her type to-day. In other words, she will be able to travel twice as far without a fresh supply of fuel. Our fastest naval greyhound, Minneapolis, has a steaming radius of about nine thousand miles, and, on the basis suggested, the swiftest fighting-craft of fifty years hence (not including torpedoboats) could make a voyage of eighteen thousand miles, at a stretch, without entering a port. This ship of the future will possess an astonishing activity, traversing immense distances at a high rate of speed, and with a small consumption of fuel. A very notable point about our war-ships of the present day is their low fuel-consumption on long voyages; but this has always implied slow going, the coal-consumption running up with a startling multiple when speed is increased.

If my theory is correct, the armored ship of the twentieth century will be regarded, like the mail-clad fighting-man, as a relic of the past, and the war-ship will take its chances in conflict, just as the soldier does to-day. Perhaps the war-ship may retain a light protective coat, very strong for its thickness, but the enormously heavy plates now in use will be dispensed with, simply for the reason that they interfere too much with the activity and serviceability of the dirigible floating platform which carries the guns. Our new battle-ship, Kearsarge, carries no less than twenty-seven hundred tons of armor—a weight so gigantic as to render her clumsy and sluggish.

Already our own Navy Department has come to realize that armor has been over-done, and the thickness of the steel plates is to be much reduced in the newly ordered war-ships. This, unquestionably, is a step in the right direction. One trouble about the modern battle-ship is that in a sea-way she finds difficulty in fighting her guns, because she rocks so much, and it has been asserted by experts that a cruiser like Brooklyn, having a higher freeboard and therefore a more stable gun-platform, could stand off at long range in rough weather and "knock-out" the most powerful battle-ship, which would be as helpless under such circumstances as a cow attacked by a tiger-cat. It is not sufficient to be formidable merely in defense; readiness to attack, which in a war-ship implies nimbleness, is at least equally important.

Not being myself an expert in such matters, technically speaking, I am obliged to confine myself to generalities. To attempt a discussion of the relative merits of the battle-ship and the armored cruiser, for example, would be to venture outside of my knowledge and into a field with which I have not a proper scientific acquaintance. On the other hand, I do not hesitate to venture the prediction that fifty years from now there will be no such great differentiation in types of fighting-ships as we behold at present.

At one extreme we have the battle-ship, and at the other the unprotected greyhound cruiser with small offensive power and no defensive equipment except her heels—in other words, her ability to run in case of danger. If I am not mistaken, the sea-fighters of the future will be, in the main, of one type—with light armor, if any, swift, nimble of movement, and with tremendous destructive power.

Already there is a marked tendency to increase the number of guns and make them of somewhat smaller caliber, the great ship-cannon mounted in the turrets of
"The Navy of 1950"

Indiana and other battleships of ours to-day being too slow of fire and too clumsy to handle. When high explosives are used in shells, as will soon be the case, projectiles of moderate size will carry them in adequate quantities, and the best results will be obtained by concentrating the fire of many guns. It goes without saying that the weapons employed, whatever their size, will all be of the quick-fire type, so as to throw literally a storm of bursting projectiles at the enemy.

The loss of life in a twentieth century naval battle will be very great, the means of destruction used being so tremendous. We may expect now and then to see a vessel wiped out with a single well-aimed shot, all on board perishing, because in such a conflict there will be no time to pick up the survivors. On the other hand, much will be gained for safety by making the ships fireproof—a change which has already been adopted in the plans for all of our newly ordered fighting-craft. War-ships in the future will be non-combustible from stem to stern. Wood has to be utilized for some purposes on board, though the furniture may be of metal, but there is no difficulty in rendering it absolutely proof against fire by a mineralizing process which has been adopted by the government for this purpose.

Necessarily, the enemy's vessels would be as vulnerable as our own, for lack of armor—a remark which recalls to my mind an incident that occurred when I was Secretary of the Navy. We had begun the new navy by contracting for Chicago, Boston, Atlanta and Dolphin, and our next program was a very modest one calling for the construction of only four additional ships. More were wanted, but it was thought that four were as many as we could hope to get.

In those days the importance of sea-power was not recognized in this country as it is now, and many people in Congress could always be counted on to oppose any measure for the increase of our maritime forces. A Democratic senator from the East, in particular, was against furnishing money for a Republican Secretary to spend on war-vessels, and it was in vain that he was urged to con-
sort of fight, while seeking a chance to deliver its more deadly and destructive missile.

I am inclined to think that the pneumatic gun will be dispensed with. Its range is very short and its trajectory so high as to make accuracy of aim difficult. Besides, what will be the use of it when ordinary guns throw high explosives? As for the range of ship-cannon, it is not likely to be increased; for there is no object in throwing a shell ten or fifteen miles when a ship is concealed by the curvature of the earth at seven miles. Furthermore, war-vessels would not begin an action until within two miles of each other.

One important new departure will be the adoption of some sort of paint for ships’ bottoms which will prevent them from fouling. This is a matter of utmost importance, inasmuch as a foul bottom cuts down a ship’s speed and greatly increases her consumption of fuel.

The submarine boat, in my opinion, has a great future before it. In harbors, it can hardly be operated with safety, owing to obstructions—particularly torpedoes in war-time. It needs a clear field, and its most effective work will be done outside the mouths of harbors, perhaps running out on the surface of the water—for the sake of clear vision—and then diving to attack the enemy. It may be that, some time in the future, war-ships will carry submarine boats for torpedo service at sea. The question is chiefly one of weight, for if such a boat can be made light enough, there is no reason why it should not be carried on the deck of a large man-o’-war, just as enormously heavy steam-launches are a part of the equipment of a modern battle-ship.

The increase of our navy depends wholly upon a determination to develop our merchant marine. If the latter is revived, our fighting force on the seas must be increased proportionately, and before the end of the twentieth century we are likely to find ourselves only second in rank among the nations of the world in respect to seapower, Great Britain still holding the first place. But commerce must come before a larger navy, for, lacking the pugnacity of Germany, France and Russia, we are not likely to build up a great fighting force on the ocean merely with a view to making ourselves formidable in a martial sense. Our first duty now is to revive our carrying trade in ships suitable for naval service in time of war.
USS McClelland (DE 750) was a whole new nautical world to one Naval Reserve commander taking his first cruise in 26 years. Vice president of an Alabama bank in civilian life, Commander William O. Baldwin, USNR, who had resigned from the Regular Navy in 1923, made a "cruise report" of his impressions:

"No seaman recruit of the Naval Reserve proved to be half so "recruitish" on McClelland as I. The night I went aboard, I noticed two horizontal red lights on a tug tied up alongside. It mystified me but I had too much pride to ask what the lights were. I reasoned that the Rules of the Road had been altered in the 26 years since I had dealt with them, but I found that I was reasonably well posted on that score . . .

"I had never seen sonar or radar, nor any part of the CIC installation. I had never seen a ship that had no chains.

"Being on a diesel electric craft made me realize my age. Oil was in its hey-day and turbines were just being perfected when I was in the Navy.

"I had never seen a new club.

"Each month several ALL HANDS readers send to the magazine words and pictures about a new Enlisted Men's Club that has been built at their station.

We want to receive these contributions to the magazine and use the stories and pictures whenever we can. But to be newsworthy and interesting to ALL HANDS readers, these pix should have people in them — people relaxed and doing things that come natural — rather than being obviously posed.

So you photographers, ask a few sailors and their dates to pose (but naturally) for you when you take the shots of your brand-new club.

Out on the west coast they're telling a story about two USS Valley Forge yeomen renting a private plane and landing on a highway on Maui Island, Hawaii. They had run out of gas, so they set their craft down on the road, walked to an airport to purchase five gallons of gas, filled 'er up and took off again. Police cleared the way.

The All Hands Staff

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ALL HANDS

THE BuPers INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 [NDB, cum. ed., 31 Dec. 43-1362] the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine and that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with in-house and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basis designated by the Bureau. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues. The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List. In the expectation that such activities will make further distribution as necessary, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1949 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

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AT RIGHT: The guppy-type submarine USS Remora (SS 487) displays 4.0 seamanship as a tow line and good conn ing. The boat into her berth.
A MESSAGE FOR YOU....

BEING A NAVY MAN MEANS...
TRAINING  ADVENTURE...
STEADY PAY  RETIREMENT....