

ALL HANDS



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MARCH 1961



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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TABLE OF CONTENTS

	Page
<i>Here's How You Get Paid: Money in Your Pocket..</i>	2
Mugu—Missile Test Center	6
Boat Seamanship—A Test for Sailors	10
<i>Independence and Intrepid: Mighty Namesakes</i>	12
Naval Air Intercept Training	15
ONM Inspects 'Em All: From Nuts and Bolts to Nuclear Subs	16
Navy's Honor Guard	20
Antarctic Grasshoppers	24
Letters to the Editor	25
Falcon is Fat and Fit	31
Centerspread: U.S. Naval Districts	32
Today's Navy	34
Servicescope: News of Other Services	42
Bulletin Board	44
Ever Had Duty on an Atoll? Try Kwajalein	44
Here Are Answers to Questions You May Have Asked, Too	47
Advise on Doing Business with Salesmen Aboard Your Ship or Station	50
New Movies and TV Series	52
Course on Space and Astronautics at Pt. Mugu ..	54
Decorations and Awards	55
Book Supplement: High Winds on Samoa	57
Taffrail Talk	64

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• **FRONT COVER—SALTY SESSION**—At Great Lakes, personnel on duty at the U.S. Naval Examining Center have an interesting time discussing today's Navy with an experienced Navyman, Master Chief Quartermaster C. A. Cox, USN. Others are (l to r) D. L. Richwine, YNSN, R. E. Nichols, MM1(SS), W. D. Biggers, SN, G. W. Wright, PNSN, and C. A. Collier, YNSN.

• **AT LEFT: PICTURE 'WINDOW'**—Hangar bay frames a pretty picture as crewmen tend an all-weather Crusader jet during carrier qualification tests aboard USS Forrester (CVA 59). Photo by Art Schoeni, CDR, USNR.

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

HERE'S HOW YOU GET PAID—

MONEY IN YOUR

"DADDY, where do you work?"
"I'm in the Navy, dear."

"Is that where you get your money?"

"Yes, sweetheart, I get paid twice a month. Now run along and let me read the paper."

If you have small children, you undoubtedly have brushed off a conversation with a comment such as this, and then started wondering later where the money really does come from.

It comes from the taxpayer, you think and ruefully reflect that you are one. But just how does it get to you in the form of the cash or check handed to you at the pay window?

For Navy fathers who want to impress the small fry with what a smart cookie their old man is, and for others who would just plain like to know, here is a brief rundown on how you get your money, whether you are in a ship or in a blimp—whether you are in Istanbul or Karachi—whether you are a dry-land sailor or a deep-sea diver.

YOUR PAY CHECK begins with an idea. Each and every year the Director of the Bureau of the Bud-

et in Washington calls on the head of each and every bureau of the Navy to present an estimate as to the amount of money his bureau will need to run its program for the year.

Thousands of people toil over the preparation of this project—not only to compute the money necessary to pay you, but to find out what it is going to cost to buy your food, if you eat at a Navy mess; to buy fuel for your ship; to develop space vehicles and what have you. In short, the computation must include every penny that any particular bureau expects to spend that year from the building of an aircraft carrier to the purchase of an egg for breakfast—and every penny of your pay.

After the bureaus finish their estimates, these are sent to the Comptroller of the Navy. The Comptroller reviews and consolidates all these figures, then sends them to the Secretary of the Navy who also reviews them. He then sends them to the Secretary of Defense. SecDef coordinates the Navy estimate with those of the Army and Air Force, and sends them, in the form of a budget for the Defense Department, to the Bureau of the Budget.

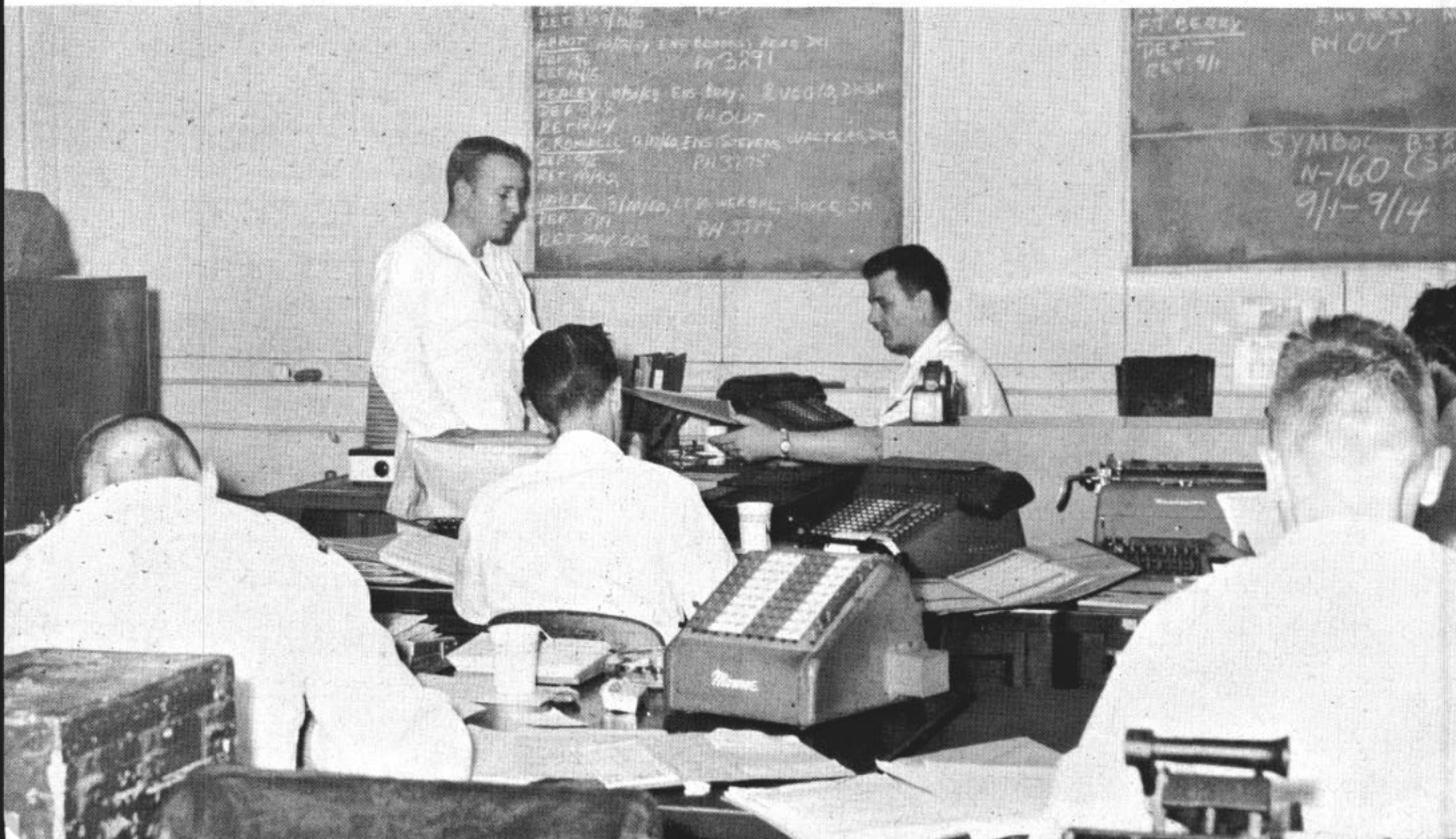
THE BUREAU OF THE BUDGET has a lot to do with the Navy and with every man afloat or ashore—including you. It is the President's budget office, and is actually next door to the White House. The nation's money has always been pretty important to presidents—that's one reason why Andy Jackson had the Treasury Building built on the other side of the White House.

The Bureau of the Budget not only gets the Defense Department estimate but it gets estimates from every department in the government. This is the place that knows how much the nation is going to get in revenues, and therefore knows how much it is going to be able to spend.

Traditionally, the Director of the Bureau of the Budget appears to take a dim view of the estimates he receives from all departments of the government. There is a good reason for this—if every department did as much as it would like to do, we would be living farther above our national income than the Treasury could hope to collect in revenue or could expect to borrow.

When the Director gets the estimates, he calls hearings and every-

BACK 'STAGE'—Afloat Branch Office at Naval Accounts Disbursing Office, Newport, takes care of Navymen at sea.



POCKET

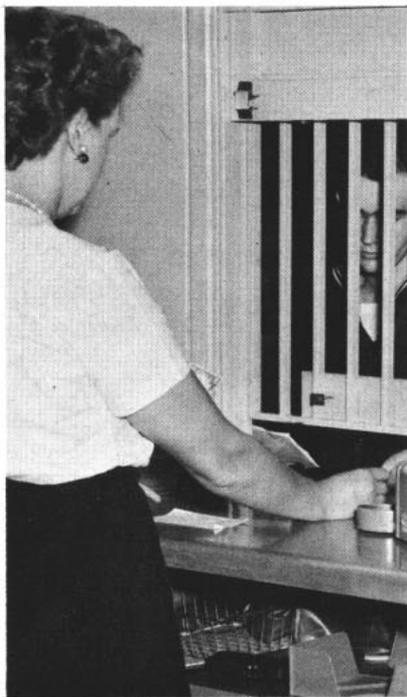
one—the Navy included—gets a chance to tell the Director just why he needs the money he has asked for and, if he can't have as much as he wants, just what expenses can best be dropped from the budget.

AFTER THE NAVY and the Director of the Bureau of the Budget have come to terms as to how much the Navy wants to spend and how much the Treasury can afford to let it have, the Navy's budget (along with everyone else's) is sent to Congress. This is where your pay check hits the headlines.

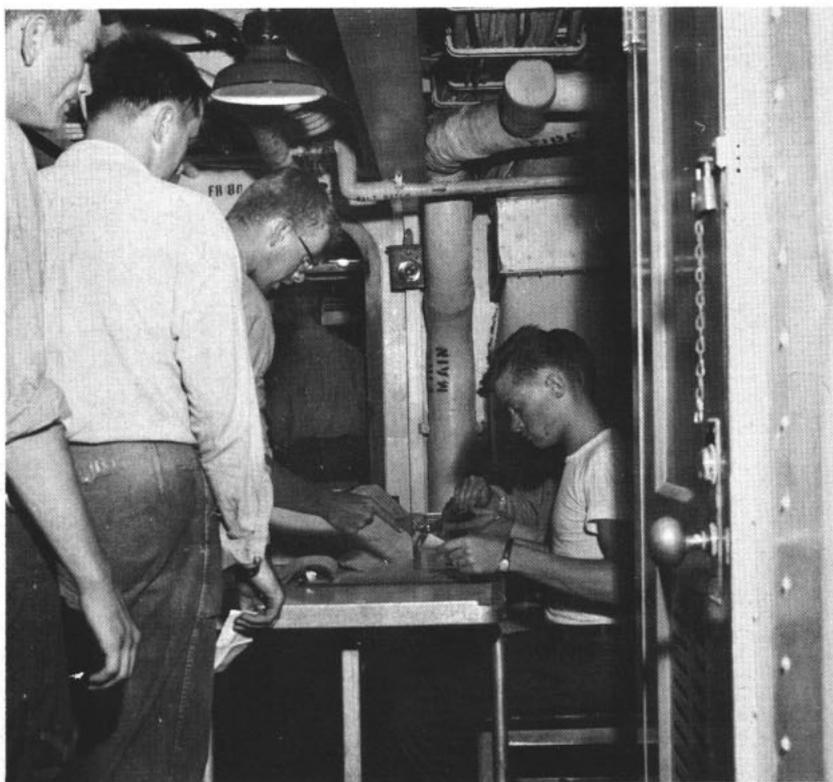
The President presents the budget to Congress—often personally going to Capitol Hill and addressing a joint session of Congress. This is called the Budget Message. The budget is then sent to the appropriations committees of both houses of Congress where, after much consultation and investigation, an appropriations bill is formulated and passed by the House of Representatives and sent to the Senate for passage and then to the President for his signature.

Now the Navy has its appropriation. No money has actually

TRANSIENT Navymen can still get pay.



PASS THE MONEY PLEASE—Petty officer is all smiles as he spreads out reenlistment bonus. Below: Ship's crew lines up to receive pay while at sea.





MONEY MACHINE—Latest in electronic computing machines helps speed Navy pay on its way to men in the Fleet.

changed hands. An appropriation is simply permission granted by Congress for the Treasury to reserve a certain amount of money for the Navy to spend for purposes designated by Congress—the representatives of the taxpayer.

YOUR PAY CHECK is now getting close enough for you to see—if you have a long glass.

In July 1960, the 86th Congress appropriated the titanic sum of two billion, 508 million, 244 thousand dollars plus 75 million dollars to be transferred from the Navy Stock Fund to pay you and your shipmates. From this amount, the Navy expects to spend two billion, 571

million, 700 thousand dollars this fiscal year.

This big lump of obligated money has to be broken down into sums usable to individual disbursing officers. The disbursing officer is the man who signs—or perhaps stamps—your pay check.

He has a name and a number. All disbursing officers in the Navy—and there are nearly a thousand covering the entire world—have numbers to identify themselves in addition to their names. This is necessary in order to prevent confusion from duplicate or similar names and to facilitate accounting procedures. Each disbursing officer is responsible for the money entrusted to him,

and he is very anxious that it isn't included in some other DO's accounts. If he is short a considerable amount of cash, he has some fancy explaining ahead of him.

AS SOON AS YOU COME within the jurisdiction of a disbursing officer, he sets up a pay record for you. This is the record which shows what pay and allowances you are to receive, and deductions which you might request, or which are required by law or because of your own actions. Congress has decided what you are entitled to; it has come to a definite figure through consideration of your rate and your pay grade.

Under normal circumstances, the amount of your pay increases the longer you remain in the service. A record of all your allowances and allotments, incentive pay, special pay, bonuses and gratuities are all shown on your pay record.

There are numerous categories under each type of pay, allowance, allotment and gratuity.

Of 100 men who entered the Navy the same day, it is quite possible that within a very short time, none would receive the same amount of pay.

WHEN YOU CONSIDER that there are hundreds of thousands of pay records in the Navy, taking care of them and keeping up with them looks like quite a job. You're right, it is. It is not only a job, it is a problem.

When the Navy was small, it was a problem, too. Of course, quill pens and candlelight weren't particularly conducive to speed. As the Navy

FOR THE RECORD—Navymen and civilians work to keep the record straight in Discharge Section of Navy Accounts Disbursing Office at Great Lakes.



grew, accounting procedures grew, too but not nearly so fast as the Navy.

Machine accounting was introduced, but still it wasn't fast enough—the unfavorable ratio of productive work to overhead costs kept increasing. Paper shuffling was on the march. If it continued to increase, your pay check would probably be weeks or months late.

Fortunately, a development has come along to keep the flow of crisp green coming steadily into your pocket—the electronic computer. This new wonder of electronic science has increased the speed of accounting from the speed of a bookkeeper's nimble fingers on an accounting machine keyboard to the speed of light. It also performs many functions that were once separate, and therefore time-consuming operations.

LET'S GET STATISTICAL for a minute or two in order the better to understand the impact this development has had in getting money to you and your family on time.

We'll take NFC Cleveland for example. NFC Cleveland has many disbursing jobs—one that affects you directly is the monthly allotments for Navymen. This includes 480,000 checks and 120,000 U.S. Savings Bonds.

Each month about 90,000 allotment starts, stops and changes of address are posted. This would be next to impossible to do, with the staff available, without electronic methods.

The big advantage in using electronic machinery for pay purposes at large installations is that the machine has a fantastic memory. It can be programed to check and recheck its work and point out errors in the input data. The machine never gets tired, never misunderstands or deviates from the prescribed program schedule. (Well, hardly ever.)

The machine not only can do current bookkeeping tasks at a lightning rate but it can update master files daily rather than monthly and perform allotment reconciliations on a more current basis.

Best of all—from your standpoint—the machine can punch and print your allotment check earlier than was ever possible before. It even sorts the checks into geographical areas, which saves time at the P.O.

If you are near a large shore



LOCAL MAN—First Class Disbursing Clerk makes monetary calculations while preparing to hand out the green stuff to his shipmates on pay day.

installation, chances are your pay check is prepared in much the same way. If you are aboard ship in a foreign port, you may be paid either in military payment certificates or in foreign currency. The disbursing officer probably obtains the MPCs from the disbursing officer at the nearest shore activity in exchange for U.S. Treasury checks. Foreign currency is also purchased from the DO ashore at the prevailing rate of exchange depending upon the laws of the country in which it is purchased.

NOW IT'S TIME for you to draw your pay. Most of you receive either a check, MPCs or a wad of foreign money. Except in the case

of the disbursing officer aboard ship who exchanged U.S. Treasury checks for foreign currency, no actual money has entered into the picture. You simply take your check to the bank, endorse it, and the teller hands you the amount written on it. And that's where the money comes from.

"Daddy, are you finished with the paper?"

"Yes, sweetheart, I am."

"Will you tell me now where the money comes from?"

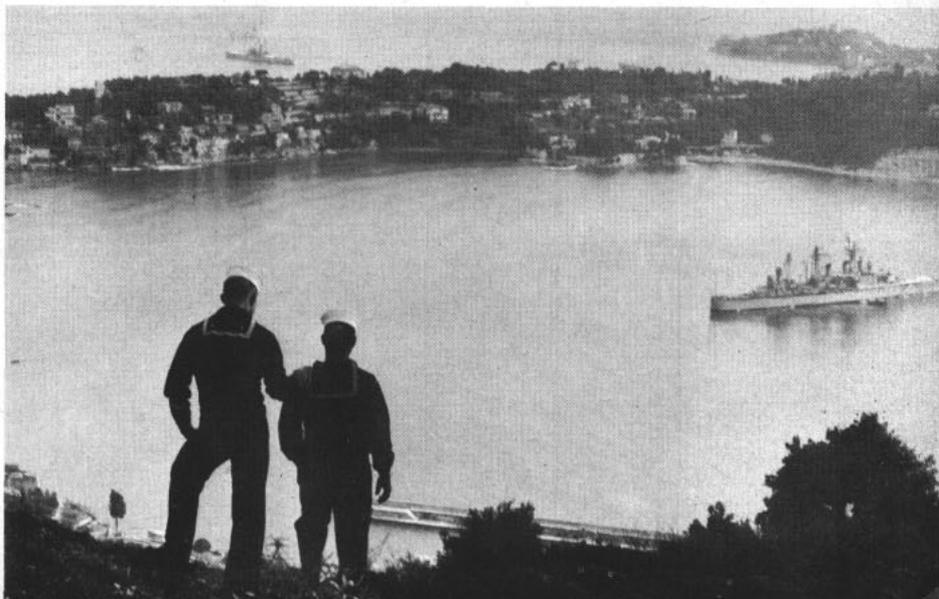
"Why sure, honey, you see it's this way. . . ."

"But daddy, where does the bank get the money?"

"Look, honey, are you sure you helped mother with the dishes?"

— Robert Neil

FOREIGN TOUCH—When overseas the Navymen behind your pay check see that you receive the local legal tender before leaving ship or station.



MUGU-

"FASTEN SEAT BELTS and prepare to blast-off," bellows Captain Space King to the crew of the Galaxy Patrol Ship, and a nerve-tingling hush falls over the men as the Hollywood version of the countdown begins.

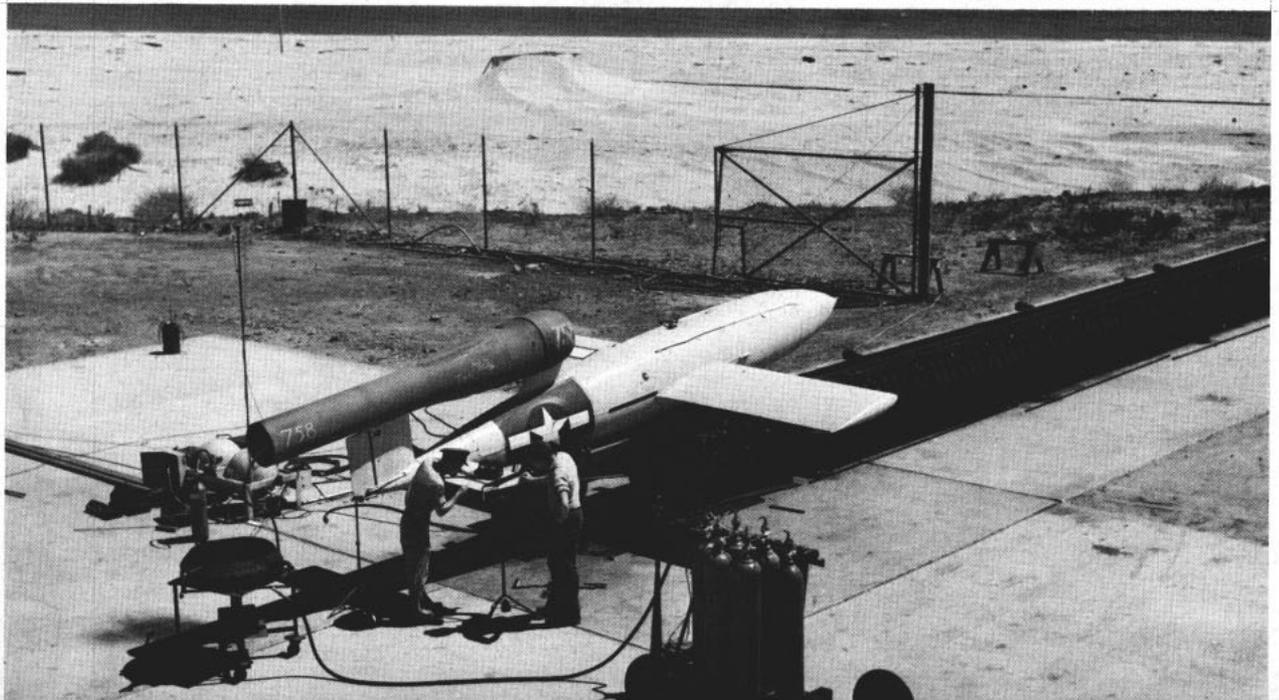
In these days when missiles, rockets and space exploration have captured the public imagination and are being exploited by movies, television, radio and periodicals, it would be difficult to find an American who isn't familiar with at least the script-writer's version of that dramatic aspect of missile and rocket launching known as "the countdown."

The pre-launching instrumentation and procedures used in the actual missile firings however dwarf anything that has appeared on even the broadest of wide screens. The maze of flashing lights, spark generators, and foaming chemicals in fictionalized versions can't compare with the rows of orderly and purposeful equipment used in present-day launches of large missiles. Countdowns may begin as long as 48 hours before firing in order that all the necessary checks may be made.

In order to eliminate as much as possible the factor of human error, most of the checks are made electronically as the banks of equipment go into automatic programming after a single button has been pushed. Automatic programming, commonly



HIGH VIEW OF MUGU—Aerial view shows how Pt. Mugu looks now. Below: Loon missile is readied for test in 1948.



Missile Test Center

called "the countdown," continues until the missile has been fired, and activates cameras which record the launching on film.

The heart of miles of wire and tons of electrical gadgetry is a series of relatively simple devices known as stepping switches. These electromagnetically activated switches turn in an arc and transfer a pulse of current to each contact point they meet.

These pulses activate the various equipments in the proper sequence necessary to fire the missile and also feed back current to show that the functions have been performed. They will cause an automatic hold in the countdown if anything is amiss.

This is a far cry from the Navy's missile pioneering at Pt. Mugu, Calif., during the early postwar years. It was at this installation, which is now the headquarters of the Pacific Missile Range, that the schemes of the launching sys-

tems used today—not only at the Pacific Missile Range but at Cape Canaveral and elsewhere—were developed.

The Navy's postwar missile development program got off the ground in 1946 with the arrival of several hundred German V-1 buzz bombs at Pt. Mugu. Even in those early days of American missile experimentation the Navy recognized the great potential of a submarine-launched weapon, and wanted trials made with the V-1s to test the practicality of this.

The V-1 wasn't the Navy's first missile, however. In the final months of World War II the Navy successfully used a radio-controlled glider bomb named the *Bat*. The Navy also developed several antiaircraft missiles which were nearly operational at the time Japan surrendered. These included both air- and ground-launched weapons.

However, the V-1 gave the Navy

missileman a large airframe of proven capability which with new instrumentation proved readily adaptable for experimentation as a submarine-launched weapon.

Pt. Mugu, located about 50 miles north of Los Angeles, was chosen as a missile test site because it was a nearly uninhabited area, but at the same time convenient to southern California's aircraft and technical industries. Furthermore, offshore islands permitted construction of ideally located tracking stations.

At the time the missilemen moved in, however, Pt. Mugu showed more promise than accomplishment. It had been a Seabee training base during the war, and only a few quonset huts and other temporary structures were scattered about the barren acres.

According to two Pt. Mugu old-timers, Dean Crowder, who is now Deputy Head of the Launching Division, and Bill Evans, now Space Systems Division Head, the principal

MODERN LAUNCHING—Instrumentation developed at Pt. Mugu led to today's automatic programming countdowns.





GOING UP—Present day Navy missilemen load research rocket and (Rt) *Little Joe* of WW II is readied at Pt. Mugu.

object at first was to get them off.

These early firings were accomplished a little more elaborately than shooting off a Fourth of July sky-rocket, but not too much so. First of all, the checks were made on the

missile by an on-the-scene man who went over the weapon with his wrenches and screwdrivers.

After he was assured that all was OK, he dropped a handkerchief as a signal to the man at the firing

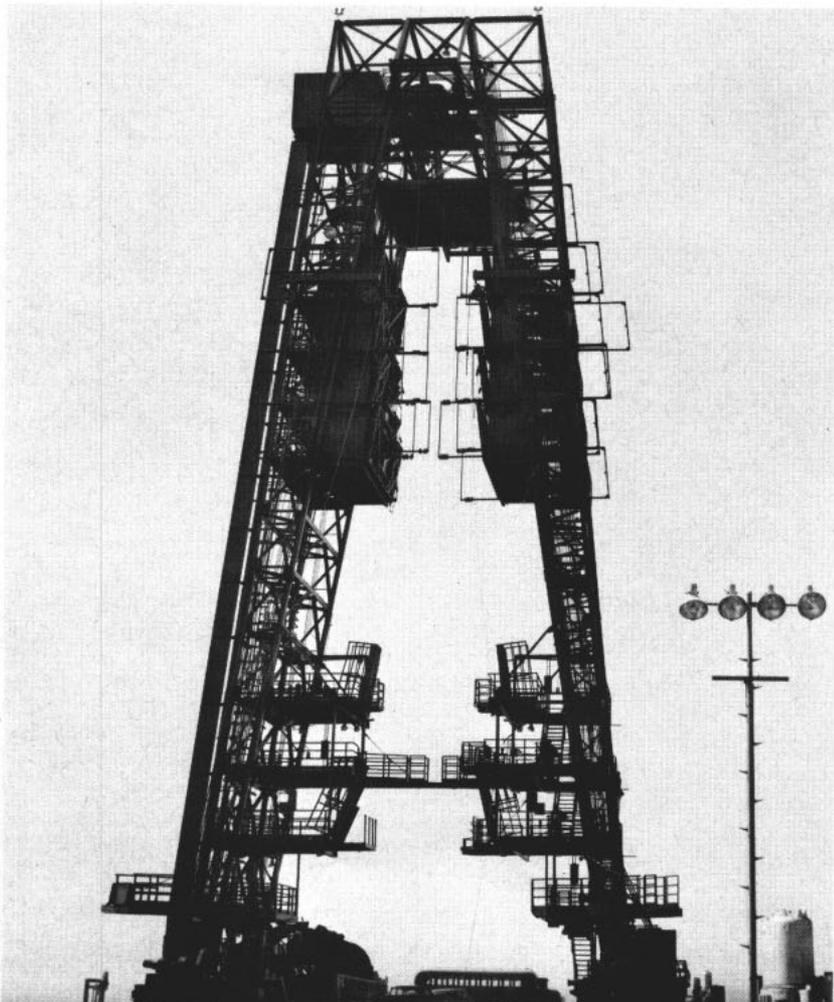
switch, who was perched in a tower so he could visually check the danger area and see that it was all clear before throwing the firing switch. Seeing no one in danger he threw the switch, and the current passed along a circuit about as complex as that used in detonating dynamite. If all went well, the V-1 was blasted out into the Pacific.

The first launching control blockhouse, Blockhouse Able, grew like Topsy. Concrete was poured a foot thick to form the basic structure. Bullet-proof glass was stripped from junk-pile-bound World War II aircraft and installed seven layers thick in viewing ports. Later a steel plate was bolted to the side facing the pad to afford additional protection.

Progress was made even in those early postwar days, when a war-weary America was enjoying peace and trying to ignore a few visionary thinkers who warned that missiles would be the key to our future survival. The Navy had to bootleg funds for its missile testing from projects considered more practical.

The Navy built its own improved buzz bombs with radio-controlled guidance systems. A launching platform simulating a rolling submarine deck was devised and the *Loons*, as they were named, were successfully fired into target areas. The Navy became convinced of the feasibility of submarine-launched missiles. Important progress was also made in the development of smaller, tactical missiles, and Pt. Mugu gained prestige with a new title as

GROWING BUSINESS—Huge gantry at Pt. Arguello depicts advances since WW II. Instrumentation developed at Pt. Mugu was a major contribution.



the U.S. Naval Air Missile Test Center.

With success and prestige came a little money, and contracts were let for new missiles that would exceed the *Loon's* capabilities. With the more powerful missiles it was necessary to give increased protection to control personnel, and sunken blockhouses with periscopes were constructed. The periscopes were later supplemented with closed-circuit television.

With all these advances and the increasing complexity of missiles, a precision electronic launching system became the main concern of Dean Crowder, who was then head of the electronics division. One of the early methods was a shaft from which various projections extended. As the shaft revolved, these projections would trip the devices necessary to fire the missile in the proper sequence. This was a big advance, but it lacked flexibility.

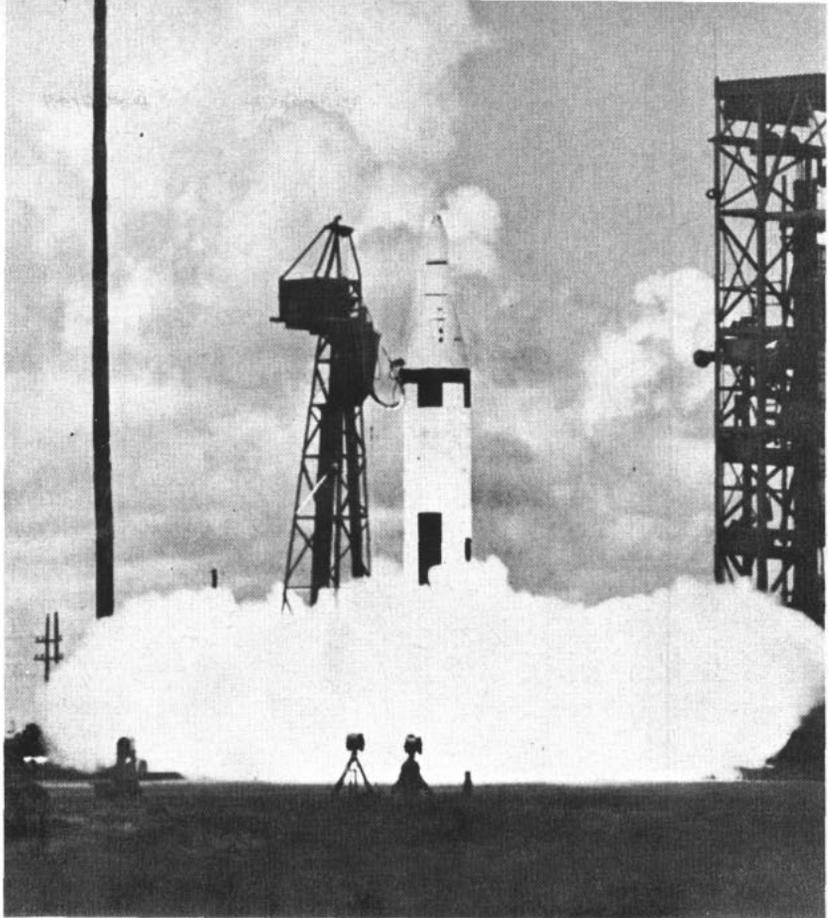
The breakthrough came one day when Dean Crowder picked up an electro-magnetic stepping switch of the type used in telephone circuits. It was a commonplace electrical device in such everyday usage that it was easily overlooked, but as he examined the mechanism it occurred to him that this was what they had been searching for.

The stepping switch permitted amazing intricacy and accuracy of firing systems, for each stepping switch can perform a number of functions as it passes current to its contact points. Then, as it closes, it cuts out of the circuit and another cuts in.

The Navy let contracts in 1949 and 1950 to have its firing systems at Pt. Mugu technically evaluated to see if they were on the right track. After a thorough study it was agreed that Pt. Mugu technicians were using the best method possible.

Today at Pt. Mugu, missiles are launched from a multi-million dollar structure, and the old blockhouse areas along the beach, where a handful of Navymen, scientists and technicians put the Navy into the missile business are being reclaimed by the jackrabbits.

However, the spirit of adventure lives on at Pt. Mugu, which is now the headquarters of the Pacific Missile Range, established in 1958 as a Navy-managed facility. Instrumentation stations have been set up on Pacific islands to permit tracking of



CANAVERAL TOO—Launching systems used today in firings down Atlantic Missile Range owe much to the work done through the years at Pt. Mugu.

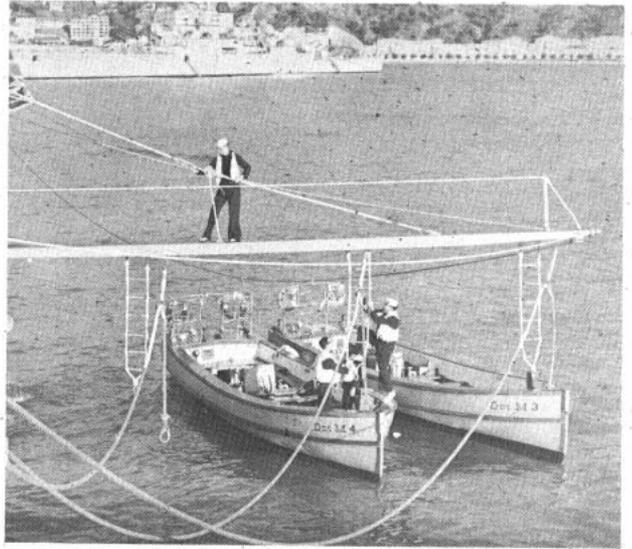
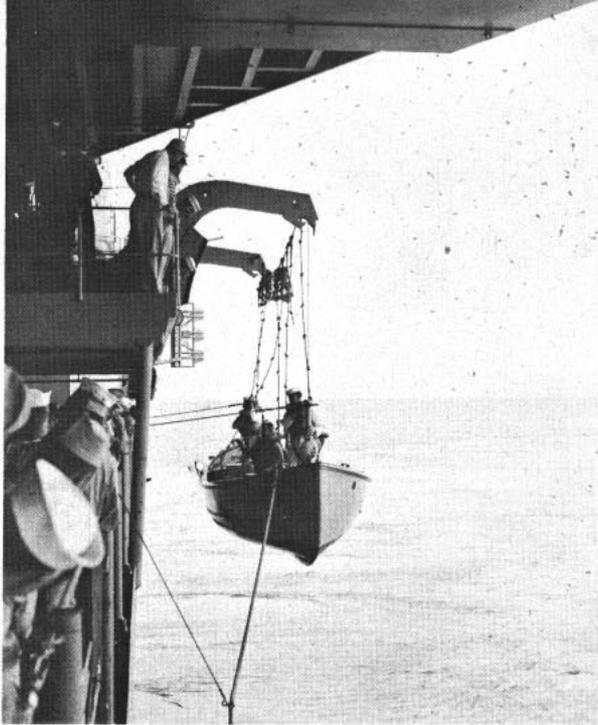
missiles across this vast ocean which is now the nation's longest missile range. Already the Pacific Missile Range, used by all services as well as the National Aeronautics and Space Administration, has been used for the first operational launchings of

Atlas and *Thor* missiles, the first recovery of a NASA nuclear-emulsion-containing nose cone, first launching of a satellite into a polar orbit and two recoveries of *Discoverer* capsules.

— Charles K. Ferguson, JOCA, USN.

REGULUS I, one of the first missiles to join the Fleet, blasts off at Mugu.





Boat Seamanship—

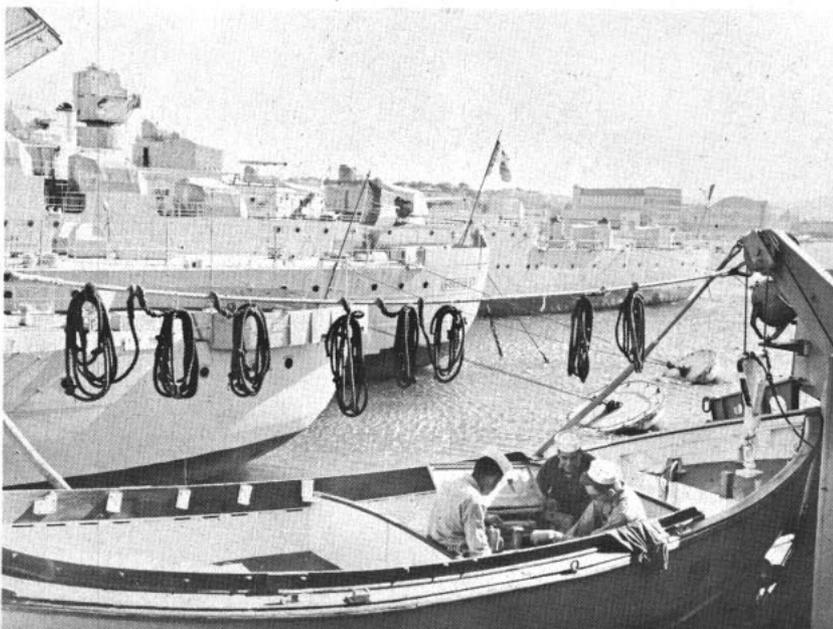
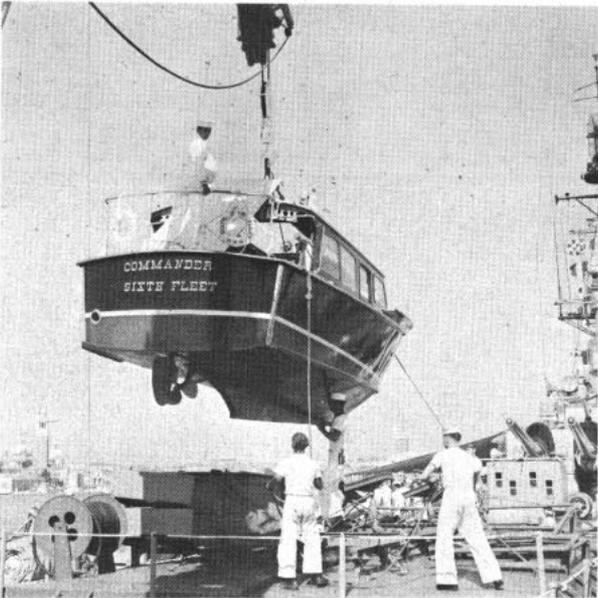
AS LONG AS WE HAVE SHIPS in the Navy, small boats will be a necessity.

Large ships are designed for the job of national defense and for crossing the oceans, but they don't work so well in the shallow water found in most ports. This is where small boats and the men who operate them get a chance to demonstrate their versatility.

All boats, regardless of size or mission, must have a qualified coxswain. In many respects his duties and responsibilities parallel those of the commanding officer of a ship. A boat coxswain is in command of his boat at all times, subject to the supervision of the senior line officer present, if any.

His primary responsibility is for the safety of his boat and the people on board. With the safety of many lives in his hands, a boat coxswain must perform his duties to the best of his ability at all times. In order for him to do this, his boat must be kept in top operating condition. This is a never-ending job which requires hard work by members of a ship's boat division.

Clockwise from Upper Left: (1) Members of a lifeboat crew aboard the attack carrier *USS Ranger* (CVA

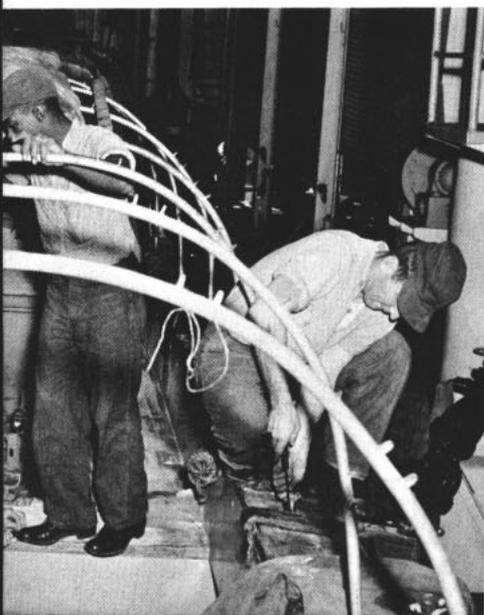




A Test for Sailors

(1) Men man their boat during routine lifesaving drills. (2) Men of the heavy cruiser *uss Des Moines* (CA 134) prepare liberty boats for use in the harbor of Villefranche, France. (3) The gig of Chief of Staff, Sixth Fleet, returns to *uss Des Moines* (CA 134) after a visit to the attack carrier *uss Forrestal* (CVA 59) in Augusta Bay, Sicily. (4) Boat division personnel of the attack carrier *uss Randolph* (CVS 15) sand down the captain's gig in preparation for a new coat of paint. (5) Motor launch from the submarine tender *uss Nereus* (AS 17) carries the queen of the California Sports Festival, 'Semanta Nautica,' at Santa Barbara. (6) Supply taxi and crew battle the waves while in the process of delivering provisions to *uss Randolph* (CVS 15). (7) Many hands are at work in giving this motor launch the 'once over' on the hangar deck of an aircraft carrier. (8) The power plant of a liberty boat is checked by personnel of the heavy cruiser *uss Des Moines* (CA 134) in the Mediterranean. (9) Sixth Fleet Commander's barge is lowered from his flagship during a visit to the 'city of water,' Venice, Italy.

—Able Register, JO2, USN



Independence and Intrepid—

Mighty Namesakes

Forming the backbone of the U. S. Sixth Fleet in the Mediterranean these days are the 70,000-ton super-carrier *uss Independence* (CVA 62) and her smaller counterpart, the attack aircraft carrier *Intrepid* (CVA 11).

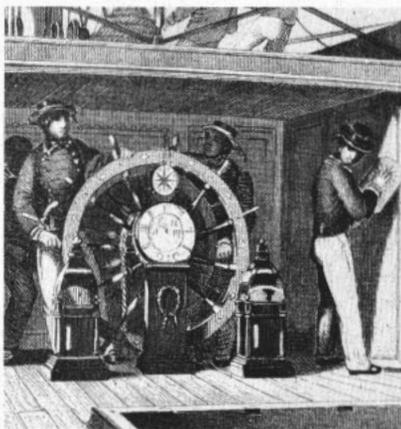
Independence and *Intrepid* are cruising the same waters today that their namesakes sailed over a century and a half ago—but their mission and objectives remain basically the same.

Through air groups of supersonic jet fighters and bombers, the modern ships are capable of delivering in a single attack more destructive power than that unloaded by all of the air forces combined during World War II.

Combat readiness is of paramount concern. They must be ready, should it become necessary, to wage either conventional or all-out nuclear war at a moment's notice.

But *Independence* and *Intrepid* are not geared entirely for war. They and other U. S. ships are visible symbols of our friendship and readiness to help peaceful countries in time of danger or disaster. They not only support our foreign policy and furnish "comfort and strength" to our allies, but serve as a powerful and positive force in maintaining the peace in that part of the world.

On liberty, too, Sixth Fleet sailors gain understanding and respect for America. Each man of the carrier division is considered to be an "Am-



SAILING DAYS — Sailors perform their duties aboard a Navy sailing ship of the eighteenth century.

bassador of Good Will," and is expected to act as such. Theirs is an enjoyable and important task—to promote friendship and good will for the U. S. through plain people-to-people friendliness.

As they continue about their everyday business of showing the flag in the Med, *Independence* and *Intrepid* are ever aware that they are bearers of famous names — names with a proud tradition of overseas service to their country.

The first *Independence*, for example, was a Continental sloop-of-war. An early mission, in 1777, took her to L'Orient, France, to deliver dispatches. Then, in February 1778, she gained fame when John Paul

Jones sailed her through the French fleet to receive the second official salute rendered the American flag in recognition of our independence.

The story of the first *Intrepid* also takes place in the Mediterranean, where she became a legend in naval history.

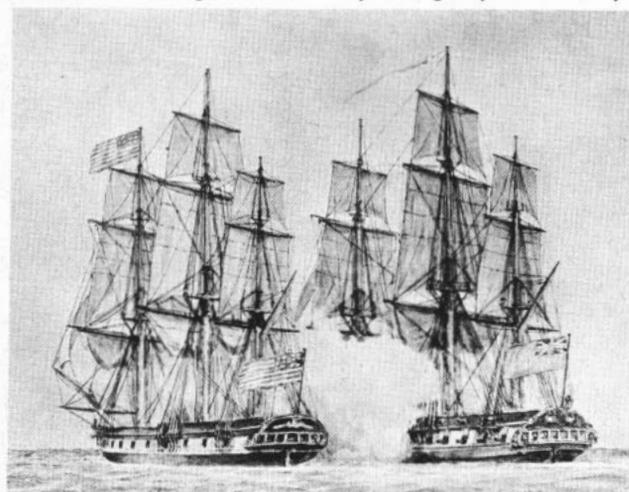
Originally a French gunboat, she was sold in 1798 to the pirates of Tripoli, who used her as a raider. She was later captured by the U. S. frigate *Enterprise*, which had been sent to clear the Mediterranean of pirates. The captured corsair was renamed *Intrepid*.

Ironically, *Intrepid's* first assigned task under the U. S. flag was to destroy one of our own ships — the frigate *Philadelphia*, which had gone aground some months before and had been seized by the pirates. Refloated by her captors, she was anchored in the harbor of Tripoli.

So that she could not be sent to sea to harass American shipping, she had to be put out of commission. *Intrepid* was picked for the job.

Commanded by Lieutenant Stephen Decatur and manned by volunteers, *Intrepid* slipped into the fortified harbor on a dark night in February 1804. *Intrepid* managed to secure lines to *Philadelphia* before her identity was discovered. Lieutenant Decatur and his volunteers boarded and blew up *Philadelphia* and made good their escape. British Admiral Lord Nelson termed this feat as "the

BATTLING—*uss Intrepid* (then CV 11) is hit during World War II battle. Rt: Eighteenth century sailing ships blast away.



ALL HANDS

most daring act of the age.”

Tragedy followed close upon the heels of success, however, when *Intrepid* was picked for yet another mission.

Since Tripoli was protected by stone walls and extensive fortifications, bristling with heavy cannon, it was virtually impossible for a foreign ship to get within firing range of pirate shipping nestled within the harbor. To shatter the pirate stronghold, and wipe out that shipping, Commodore Preble called on *Intrepid*.

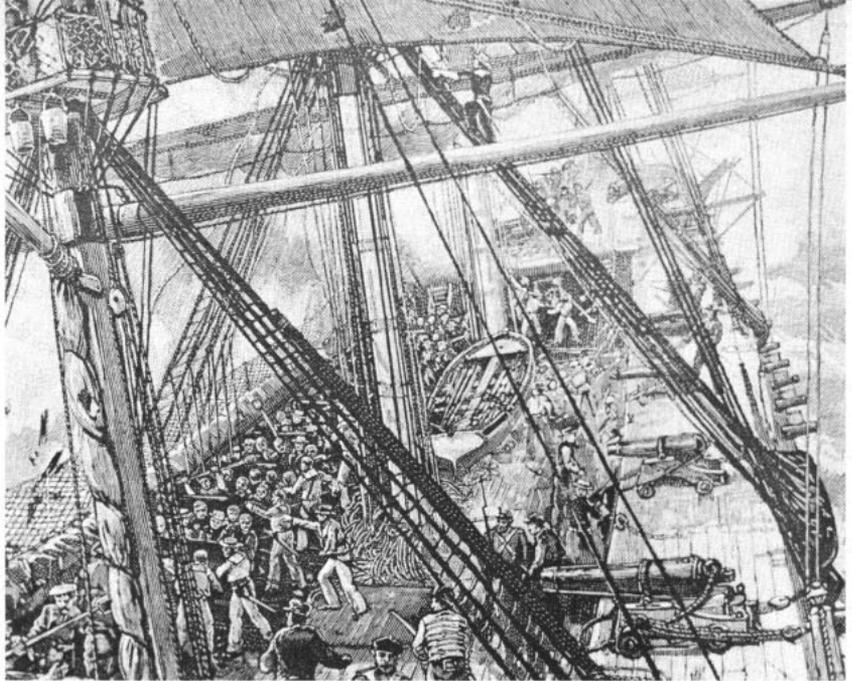
One hundred barrels of powder and 150 fixed shells were packed into the ex-pirate ship, and slow-burning fuzes were led to the magazines. Manning the ship was a volunteer crew of three officers and ten seamen, who were to sail *Intrepid* into the harbor. Then they were to make their escape just before the craft blew up in the midst of the enemy fleet.

On 4 Sep 1804, *Intrepid* set sail for her rendezvous with destiny. She was convoyed as far as the harbor entrance by three other small craft, which then stood by to pick up *Intrepid's* skeleton crew upon completion of the mission.

This time, however, something went wrong.

As soon as *Intrepid* entered the mouth of the harbor, she was fired upon by Tripolitan shore batteries.

In one account of what followed next, LT Stewart, of the brig *Siren*, said he thought he saw a light moving on the deck of *Intrepid*. When it dis-



IN THE OLD DAYS—This is a battle scene on board a typical Navy fighting ship back in the sailing days of the first *Independence* and *Intrepid*.

appeared, he said, “There was a tremendous explosion, a sheet of flame, then all was quiet.”

Recalling the event years later, LT Stewart said he was sure that what he had seen was a torch being applied to *Intrepid's* deadly cargo in an effort to prevent the vessel's capture by the pirates. No one knows for sure, however, exactly what caused the premature explosion that ended the career of the first *Intrepid*, and snuffed out the lives of her gallant crew.

For a number of years afterward the U. S. continued to pay tribute to Algiers, the strongest of the Barbary

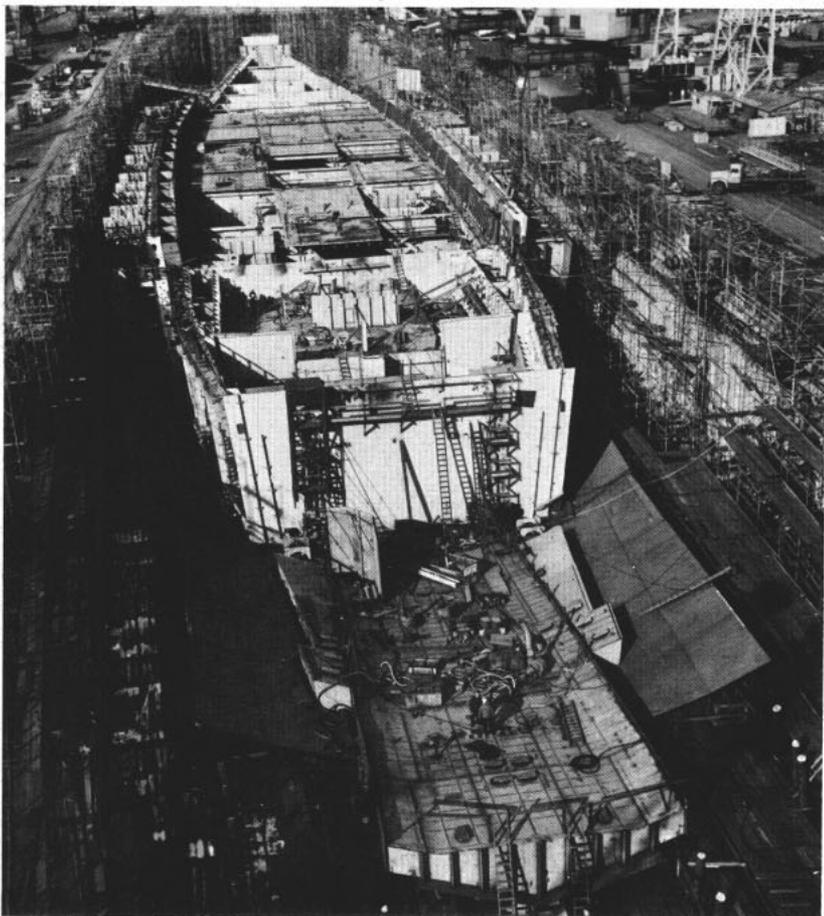
powers, in return for safe passage of our ships. Then, in 1812, emboldened by British assurances that the small U. S. Fleet would be “swept from the seas in six month's time,” Algiers captured an American ship and enslaved its crew.

An outraged Congress responded by declaring war on the North African state in March 1815. The pirates were to learn, as had the British, that the American Navy was a force to be reckoned with.

A Fleet of 19 ships set sail for the Strait of Gibraltar in two divisions. The first to get underway was headed by Commodore Stephen Decatur,

SIDE BY SIDE—uss *Independence* (CVA 62) and uss *Intrepid* (CVA 11) are moored to pier at home port of Norfolk, Va.





TAKING SHAPE—uss *Independence* (CVA 62) takes on the modern look in the early stages of construction at the New York Naval Shipyard.

who had led *Intrepid's* attack on *Philadelphia* 11 years before. Now he was returning with a force of three frigates, two sloops-of-war and five light Baltimore clippers.

The other division, under Commodore William Bainbridge, boasted the second *Independence*, which was later to distinguish herself in European waters.

The "pocket battleship" of her day, *Independence* cost more than \$400,000, was 188 feet long, and

carried 86 guns—64 long 32-pounders, 20 regular 32's, and a pair of carronades. Built at the Charlestown Navy Yard, her construction had been superintended by Commodore Bainbridge himself.

Independence never had to prove her might, however. By the time she reached Algiers, it had become unnecessary for her to demonstrate her tremendous fire-power. Thanks to the vigorous activity of Commodore Decatur's squadron, the pirates had

decided to come to terms before the larger force arrived. And when they saw it, they were mighty glad they had.

Joining forces, the two squadrons followed up their triumph with visits to the pirate lairs of Tunis and Tripoli. In each they left a lasting impression of the new American Navy's strength, and effected the end of the North African piracies.

Upon her return to the United States, mission accomplished, *Independence* was accorded a hero's welcome, then settled down to a period of quiet existence as guard-ship in Boston harbor.

In May 1837, however, she got underway for another venture overseas. On this trip she carried the Honorable George Dallas, United States Minister to Russia, to his new post—and in the process set a new speed record for an Atlantic crossing.

After delivering Mr. Dallas to Kronstadt, and receiving marked social courtesies from the Russian government, *Independence* sailed for the "Brazil Station."

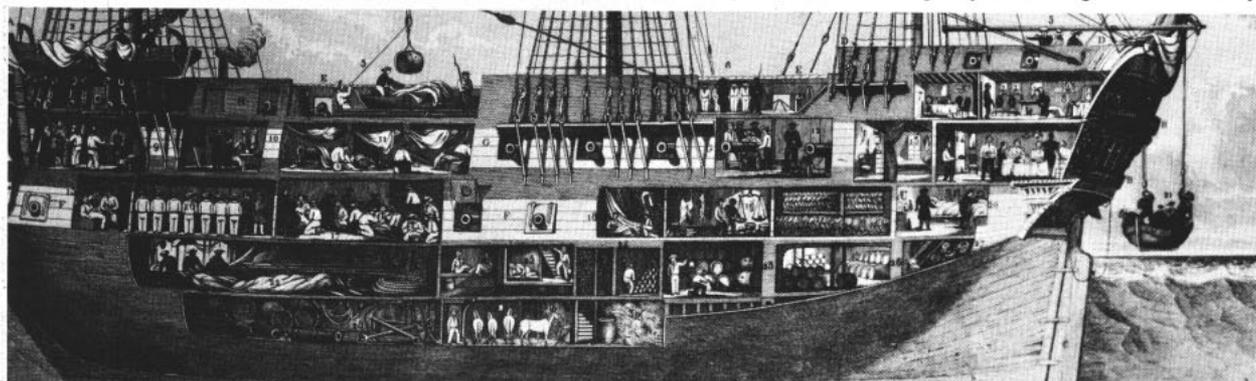
It was not until 1849 that she returned to her familiar stamping grounds in the Mediterranean. This time it was for routine duty.

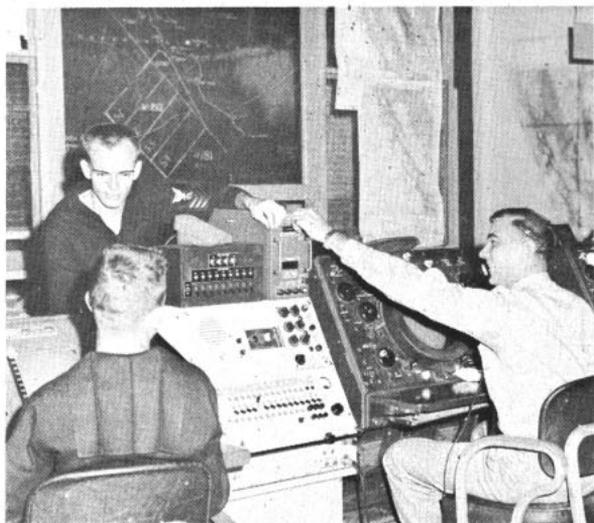
The U. S. was becoming more and more aware of the importance of protecting our interests abroad—as well as the interests of our allies. In fact, way back during the war with the Barbary States, it had been decided to establish regular "cruises" in the Med.

These were the forerunners of the present Med cruises—and modern-day Sixth Fleet sailors inclined to gripe about their duty might pause to consider this—in contrast to today's four-to-six month tours, those early Med cruises usually lasted two to three years at a stretch.

—R. Seabridge, JO2, USN

AN INSIDE LOOK—This cutaway view shows the compartment arrangement of a sailing ship of the eighteenth century.





PINOS PERSONNEL man intercept gear. Rt.: Naval Air Intercept Training Facility, Point Pinos, is viewed from plane.



Naval Air Intercept Training

A particularly well named outfit is the Naval Air Intercept Training Facility, Point Pinos, Calif. *Pinos* is Spanish for *pinus*. That's appropriate, too, for the facility's radar station is at the extreme tip of pine-covered Monterey Peninsula, overlooking the Pacific.

As for the functional part of the name, that's just what the facility does. Its main role is to train pilots and air controllers in the latest techniques of radar-controlled intercepts. (An *intercept* in this case means vectoring a fighter plane to a target plane.) In another role the facility assists carriers operating off the northern California coast by tracking their aircraft and relaying the plane's flight plans to interested shoreside officials.

During normal operating hours a continuous watch for emergency IFF (Identification, Friend or Foe) is maintained on the radarscope. Should there be an emergency, Point Pinos men give the distressed pilot a radar-controlled let-down to a landing strip either at NAF Monterey or at NAS Moffett.

Point Pinos has been helpful in emergencies by aiding distressed pilots, initiating search and rescue procedures when pilots were forced to ditch and assisting the Coast Guard in S&R operations. In one instance the facility vectored the Coast Guard to a lost fishing boat by the use of radar and direction-finding equipment.

Point Pinos also provides refresher

training for Fleet air controllers. The standard policy is to qualify selected officers and radarmen from ships in west coast ports. Each man makes an average of about 200 intercepts before he is qualified as an air controller. Recently, 1653 intercepts were made in one month—a record.

Construction of the radar site began in 1952. It became operational in June 1954, and was placed under the administrative control of NAF Monterey and the operational control of Commander Naval Air Bases, 12ND.

Although the site is only two miles from the city of Pacific Grove and four miles from Monterey, coastal deer often graze nearby.

Point Pinos is considered choice duty, especially for the sports-minded. There are available a volleyball



CHOICE DUTY — Point Pinos crewmen enjoy volleyball while off duty.

court, basketball court, horseshoe pit and, nearby, a softball diamond. Close by is a golf course.

The bachelor EMs, primarily radarmen and electronics technicians, bunk at the site. Each man receives subsistence for food, which he cooks himself in the facility's kitchen.

OFF SHORE—Pinos assists carriers by tracking and reporting their aircraft.





IN PORT OR AT SEA, it takes coordination of production to keep Fleet going.



IF YOU HAVE THEM, take six dollars from your wallet and lay them on the table before you. In just a minute, do it again. In another minute, again, and again, and again . . . Keep this up for 2000 years and you'll still be short of the amount of money needed to cover all the contracts made for Navy material and services in fiscal year 1960.

Obviously when the nation spends that kind of money (over seven billion dollars) on one of the military services it wants to make certain we're getting our money's worth. And to make sure this happens is the principal job of the Chief of Naval Material.

The Chief of Naval Material heads up the Office of Naval Material (ONM). The mission of ONM is to determine the procurement and production policies and procedures to be followed by the naval establishment

ONM Inspects 'Em All

From Nuts

in meeting the material requirements of the operating forces. It is also responsible for coordinating and directing the efforts of the bureaus and offices of the Navy Department in this respect.

Lastly, ONM provides staff assistance to the Assistant Secretary of the Navy (Material) in the performance of his logistic functions. Following policies and procedures developed by ONM, naval personnel negotiate contracts, watch over the material while it is being processed and inspect it when it's finished.

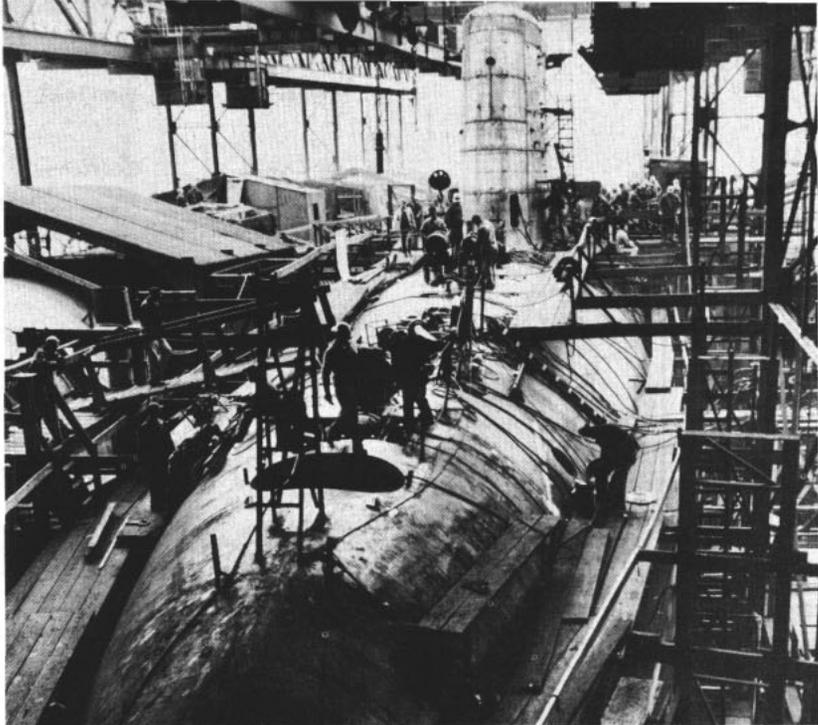
EVERYTHING FROM COMMON NUTS and bolts to complex missile systems and from paint to jet aircraft and nuclear-powered ships is inspected. In the case of the nuts and bolts, not each one is viewed, but a Navy inspector goes over an airplane or a ship thoroughly.

Although the Office of Naval Material doesn't get into much of the actual mechanics of procurement, production or distribution of material to the operating forces of the Navy, it is the responsibility of the ONM to make the rules that should be followed during these operations.

The Chief of Naval Material sets Navy policies that must be followed during contract negotiation, and he must review and approve all such

contracts over \$300,000. Some special type contracts are reviewed regardless of the amount. The actual contracting, however, is done by the separate bureaus, such as the Bureau of Naval Weapons (BuWeaps) and the Bureau of Ships (BuShips), or by the field purchasing activities of the different bureaus and offices.

Each of these bureau chiefs has a contract procurement team that is made up of negotiators, contracting officers, engineers, lawyers, Navy auditors and inspectors. Based on operational requirements and programs developed by the Chief of Naval Operations, the type of equipment needed by the Navy is ordered and paid for by the individual bureaus. The Chief of Naval Material sets policy, observes, and helps if he's needed. He also coordinates the efforts of the separate bureaus to eliminate duplication of effort.



and Bolts to Nuclear Subs

TO CARRY OUT the responsibilities in the areas of procurement, production, field services and supply, the Office of Naval Material is divided into many functional divisions.

The Procurement Division makes the rules to be followed when contracting for Navy equipment. It also analyzes the business aspects of the Navy's big contracts before they are signed. This type of operation could be described as "decentralized procurement with centralized control."

The Production Division assists the bureaus and offices of the Navy Department and industry to achieve production which is efficient, economical and on time. It also coordinates the stockpiling of critical materials for both mobilization and current production. If the Navy needs material in a hurry, ONM will know where to get it.

This division, for example, keeps current a list of more than 100 well dispersed industrial plants that could go into immediate production in case of a national emergency or war. Most of these plants are privately-owned or privately-operated, and a few are government-operated plants.

Perhaps the best known division of ONM, and the only one that actually engages in the mechanics of procurement, is the *Field Services Division* which assists the Chief of Naval Ma-

terial by coordinating the efforts of the Material Inspection Service, U.S. Navy (MIS).

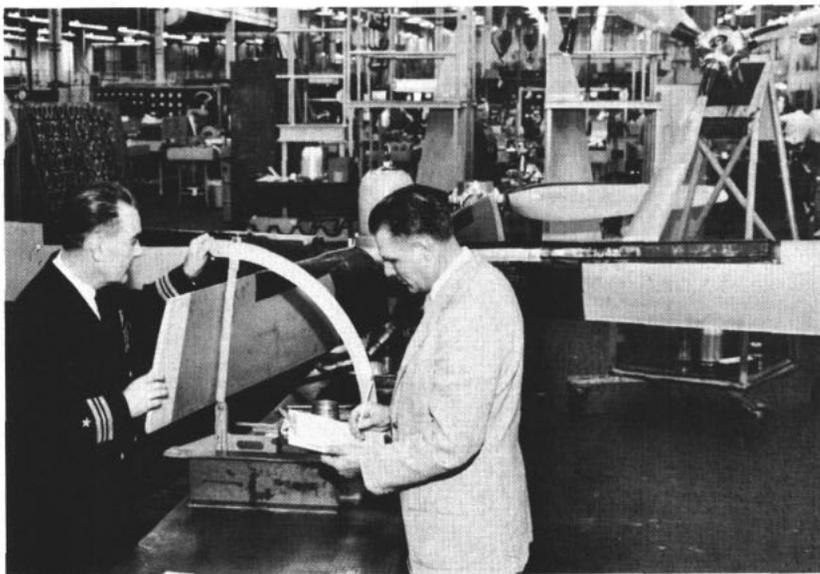
Inspection of Navy material dates back to the U.S. Navy's first ships. In 1794 Congress authorized the purchase of several frigates (*Chesapeake, Congress, Constellation, Constitution, President* and *United States*). The Secretary of War then designated Captain John Barry as what might

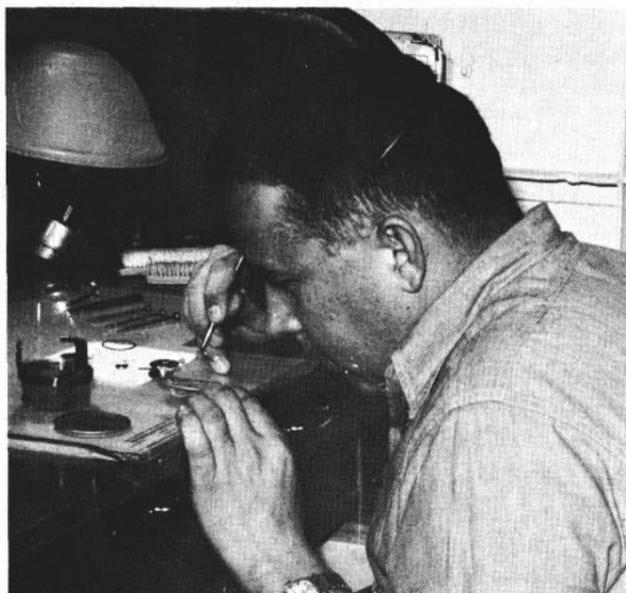
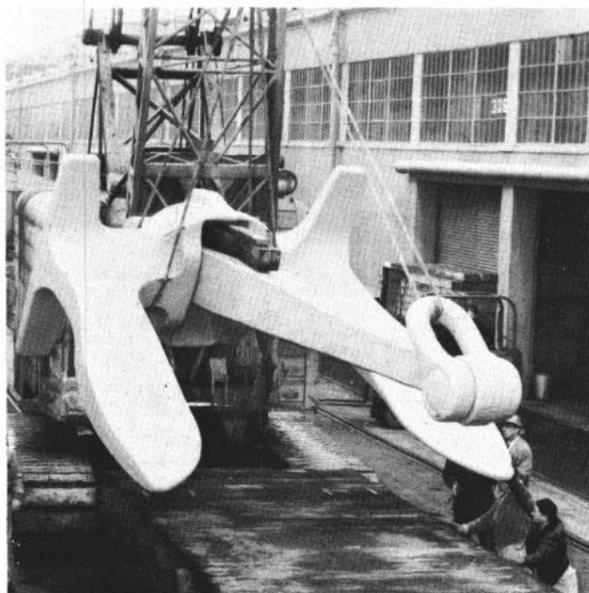
be considered our first Supervisor of Shipbuilding. He told Barry in a letter:

"You will also carefully observe that there be no deviations from the directions which shall be issued with respect to the proportions of the hull and equipment of all sorts."

ALTHOUGH PROBABLY SPELLED OUT in several volumes today, instruc-

BIG JOB — Inspectors from Office of Naval Material have big job checking items for FBM sub. Navy inspectors check blade angle of props.





THE SIZE OF IT—Navy 'material' problems, many and varied, range from tiny instrument parts to huge ship items.

tions to today's Inspectors of Naval Material probably boil down to the same basic details contained in this quote.

Today, however, ships are only one item in thousands that must be inspected. Take a Fleet ballistic missile submarine for example. Each part of the submarine, its equipment, the missile components and the missiles themselves are inspected in many parts of the United States and by many different inspectors. Inspectors who watch over the FBM and its firepower, plus every item purchased by the Navy, work out of both General Inspection Offices and Bureau Inspection Offices. The principal offices are Inspectors of Naval Material (INSMAT), Bureau of Naval Weapons Representatives (BUWEPSREP), Supervisors of Shipbuilding (SUPSHIPS) and Officers in Charge of Construc-

tion (OICC). The inspection offices are located in all the major industrial areas of the country, and many offices are actually located in some of the larger industrial plants.

NAVY INSPECTORS in the field not only check material, but also help protect the government's interest in the pre-contract award stages and throughout the life of the contract. They serve the bureau contracting officer as his eyes, ears and right arm.

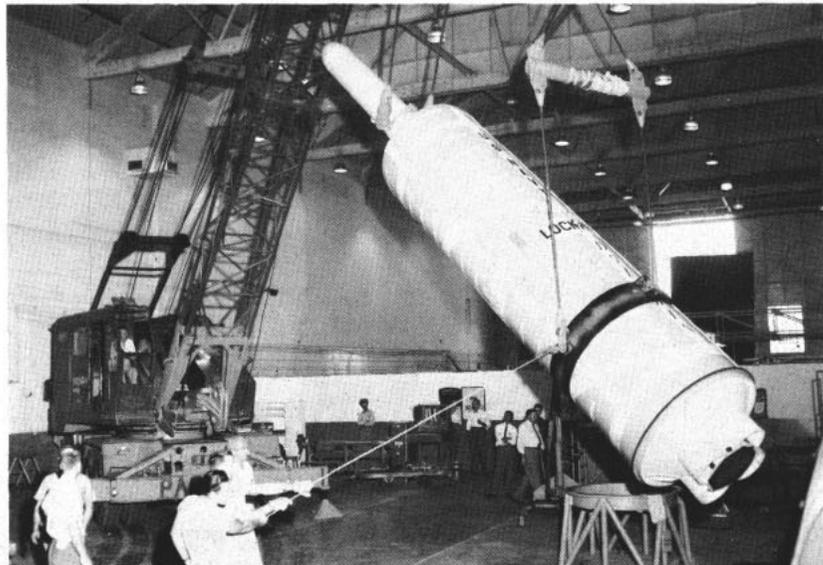
Before a contract is let, for example, the inspector makes pre-award surveys to determine if the company can actually do the work according to Navy specifications and do it in the allotted time. (You will remember that this was listed as a responsibility of the Production Division of ONM. These inspectors, however, actually do the leg work.)

During the life of the contract, progress and status reports are furnished by the field inspector when necessary. He also expedites delivery of materials.

When the material is ready, he inspects it, accepts or rejects it, and then assists in getting it shipped. Invoices are certified by the inspector who insures that the government receives the materials for which it is charged. In addition, inspectors make sure the contractor maintains records of all government property in his custody, and that this property is used for authorized purposes only.

(Sometimes the government is the only source of supply, and in the contract agrees to furnish the raw material. In this case, the Navy inspector at that plant insures that the material is not diverted to other products. In some shops, for example, where certain materials are produced for the Navy, large government-owned lathes may be needed. Here again, it is the responsibility of an inspector at that plant or in that area to make sure the machines are used for producing the materials ordered by the government and not for other purposes.) These men provide the positive link between the civilian producer and the consumer Navy.

ONM WORKS WITH bureau supply chiefs to give aid in contracting for items made by civilian firms. Here, Polaris training device is readied for delivery.



THE FOURTH FUNCTIONAL division of ONM is the *Supply Programs Division*. This division develops policies for Navy-wide use in the area of inventory management, cataloging and packaging of material, as well as inventory control of plant property.

ALL HANDS

In inventory management, the Supply Programs Division is concerned with Navy material from the needed stage to the time—probably many years later—when the item is worn out or no longer useful.

This ONM division answers a lot of questions. It sets general policies which help determine solutions to the following: What materials should be bought? How many? Where should they be stored? How will they get to the users? What should be done with them after they have finished doing the job for which the Navy needed them? The volume and value of the items managed in the Navy Supply System, for which the Supply Programs Division sets the general policies, are tremendous—1,300,000 items worth \$11,500,000,000.

Cataloging and packaging policies are developed to help insure that Navy material is properly identified and protected. Good cataloging enables Navy users to find out what items are available and how to order them. When the items are properly packaged, the user will receive them in good condition. If this is done right, Navy funds are not wasted repairing or replacing material damaged by improper packaging.

Many thousands of pieces of expensive equipment are in use at Navy shore stations and contractors' plants. The Supply Programs Division sets up the ground rules and procedures

to be used in maintaining proper inventory control of them.

THE OFFICE OF NAVAL MATERIAL, in relation to the Navy itself, is not an old organization. It was created as the material needs of the Navy increased during the early days of World War II.

After the President declared a limited national emergency in September 1939, the procurement problems of the Navy mushroomed. The Secretary of the Navy realized that this was not a part-time job and that coordination in such fields as contracting, expansion of plant facilities, machine tools, materials and priorities was needed. To do this job, SecNav established the Office of Procurement and Material on 30 Jan 1942.

The next step in the evolution of ONM came at the end of World War II. The Secretary of the Navy, by General Order No. 221 of 20 Aug 1945, transferred all functions and duties of the Office of Procurement and Material to the Material Division of the Office of the Assistant Secretary of the Navy.

And the final step came on 5 Mar 1948 when Public Law 432 of the 80th Congress established the present Office of Naval Material and the billet of the Chief of Naval Material.

The ONM today is a little-known outfit, but the results of its work are used by Navymen every day. Little



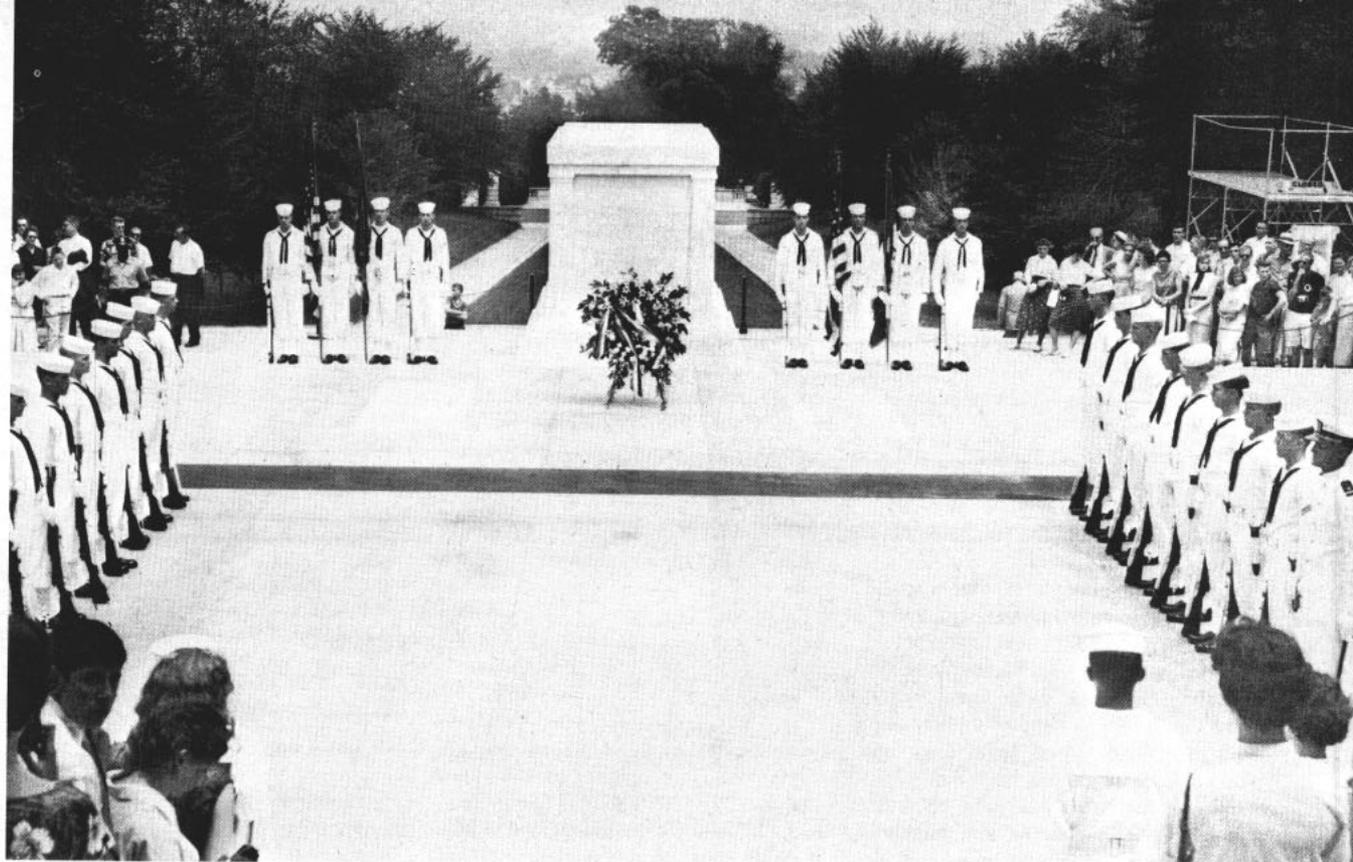
FAR REACHING — ONM is a little known outfit but the results of its work reach Navymen every day.

do most of these men realize, however, that the equipment they use every day has been procured and inspected through the direct or indirect efforts of the Office of Naval Material. Nor are most people aware of the amount of effort expended by the Chief of Naval Material and the Navy bureaus and offices in providing on time the best material at the least possible cost.

—Erwin A. Sharp, JOC, USN

READY TO ROLL—ONM keeps list of facilities ready to meet any need in case of emergency or full mobilization.





LOOKING SHARP — Navy Ceremonial Guard lines up with precision during wreath-laying at Tomb of Unknowns.

Navy's Honor Guard

THE PLANE TOUCHES DOWN and taxis to a stop at the end of the red carpet. The door opens; the King steps out and descends the ramp. The President greets him. Cannons boom a salute; honors are rendered and the King and the President stand at attention while the band plays the national anthems. The King and the President move for-

ward to inspect the honor guard.

We frequently see scenes like this on our television screens and in the newspapers and are sometimes impressed at the appearance and precision of the honor guard. The Navy has a group of men in Washington whose primary duty is to take part in ceremonial occasions such as these. It is the Navy Ceremonial Guard.

Membership in the Guard is exclusive. There are 91 seaman apprentice members who are usually chosen from volunteers and who join the Guard immediately after leaving boot camp. There are 12 rated men, four CPOs, four PO1s, two PO2s and two PO3s; also three officers (LCDR, LT and LTJG). Selectivity is further narrowed by qualifications—for instance, a guardsman must be at least five-feet eight-inches tall but not taller than six-two. Most of today's guardsmen are six-footers. A guardsman's weight must be in proportion to his height. He must have a GCT of 50 or above and a knowledge of basic drill fundamentals. He must stand erect; be neat; be physically fit and present a good military appearance. Although there is no written requirement to the effect, today's guardsman is generally between 18 and 19 years of age and is a high school graduate.

In addition to ceremonial duties, the guard also functions as the Security Division of the U.S. Naval Station, Washington, D.C. It is in this capacity that recruits for the Guard get their first duty—as guards

GREETINGS — Navymen stand in joint color guard for Navy full honor arrival.



at the gates. The men consider their conduct and appearance at the gates to be of prime importance. A new man or a visitor coming to the Naval Station comes in contact with the guard before anyone or anything else at the Naval Station. The guard's appearance and courtesy may be the first and lasting impression which the recruit or the visitor has of the Navy.

Although no regard to rating is given when men are chosen for the Guard, opportunity is given to the men to educate themselves in their particular specialties while they are in the Guard. There is limited advancement in rating while in the Guard but much advancement in responsibility. The Guard's basic purpose is to train in leadership. After sufficient experience in the Guard, a man can be expected to take a detail to perform ceremonial duties in Washington or its immediate environs.

The keenest competition within the organization is for one of the 22 places on the drill team. The drill team is the group which is most in the public eye. They are seen at parades and at competitions in a Washington stadium or up in Baltimore. In one of their rare trips outside the Washington area, they took part in the dedication of the Navy-Marine Corps Memorial Stadium at Annapolis where they rated special seats for the football game.

The team drills about two hours each day, performing traditional drills with a precision that has won them a case full of trophies and the admiration of all who have seen



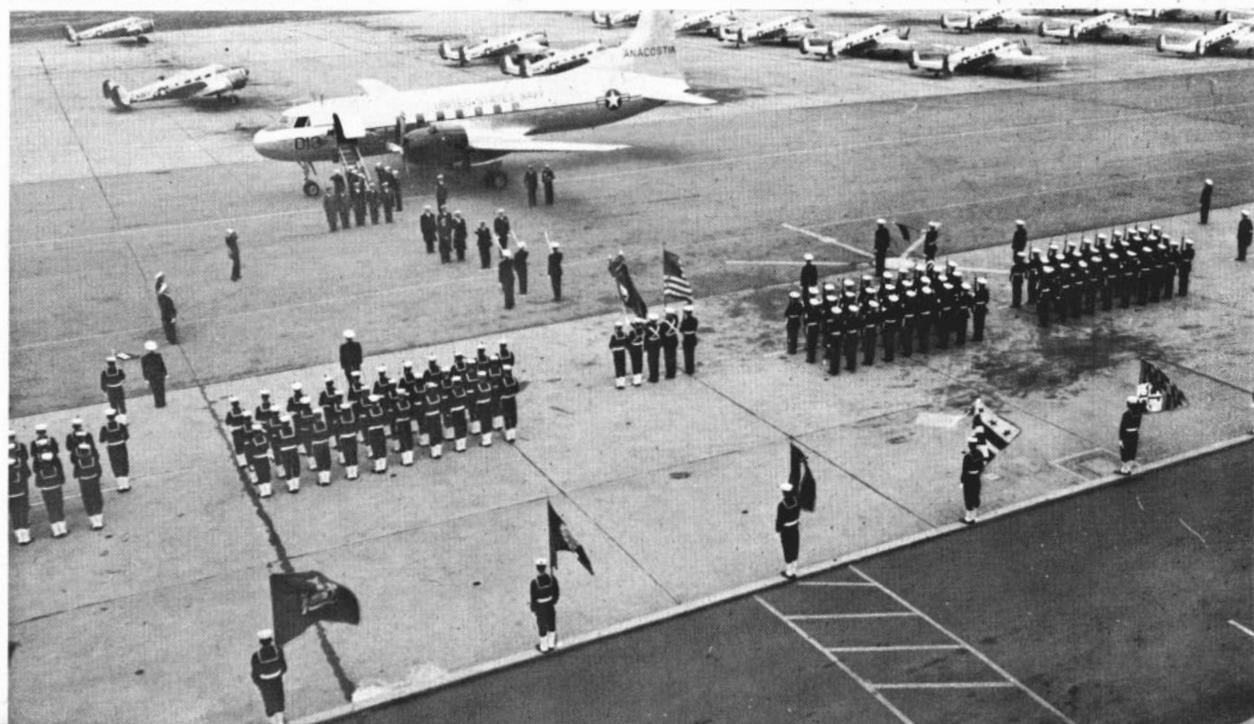
DRY RUN—Members of Navy Ceremonial Guard practice volleys prior to job.

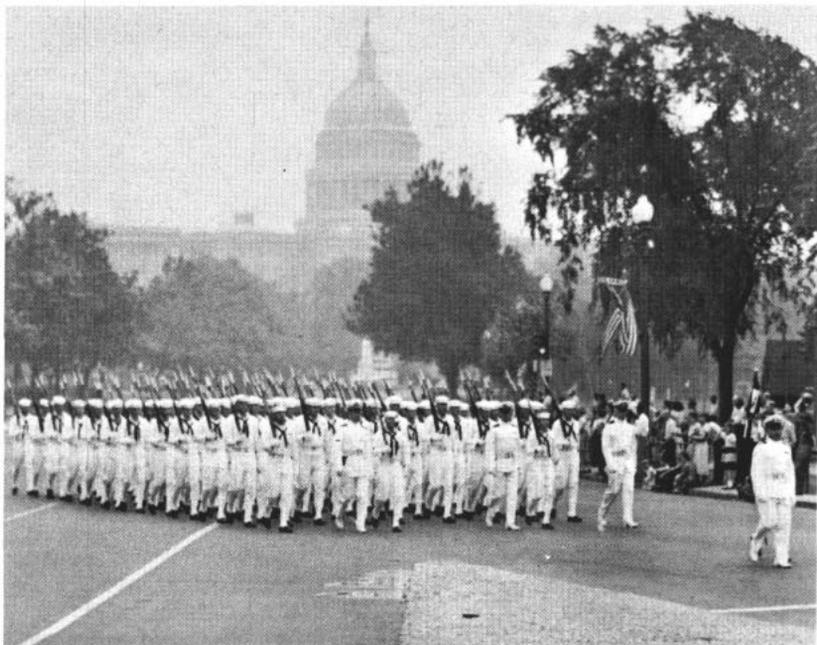
them. Probably the greatest tribute to the team's excellence is the disbelief expressed by people when they learn that the team spends only two hours a day practicing drills. They are unmistakably professional and their sharpness on the parade field with such comparatively small practice time can only be attributed to the fact that the men who make up the team are pretty sharp.

At exhibitions, the team performs the drills in the "Queen Anne Manual" and usually climaxes its performance by forming an anchor and firing a volley. By the time the volley is fired, the audience is usually so impressed with the team's precision that the anchor and the volley prove to be a real show stopper.

With every arrival of a head of state or other high ranking foreign

PRESENT ARMS!—Ceremonial Guard salutes dignitaries debarking from plane at NAS Anacostia, for visit to capital.





DOWN THE AVENUE—Navy Ceremonial Guard in Armed Forces Day parade.

dignitary (and there are many in Washington), the Navy provides an honor guard jointly with the Army, Marines and Air Force. The arrival ceremony frequently takes place at the National Airport or the Pentagon. These are the scenes so frequently pictured in the news. Those who take part in these ceremonies probably see more politically prominent people than any other group in the world.

About every important person who comes to Washington lays a wreath at the Tomb of the Unknowns at Arlington. The Navy is represented by the Ceremonial Guard at these functions too. You'll see them often on the front pages.

When a prominent foreign naval officer arrives in Washington or when a long-time Navy man retires, the ceremony usually takes place in a park at the Naval Weapons Plant. If the weather doesn't permit the ceremony to be held outdoors, it is moved to the Sail Loft.

At the December and January meetings of President Eisenhower and President-elect Kennedy, members of the Ceremonial Guard were a part of the honor cordon at the White House and 80 members of the Guard were in the honor cordon at the inaugural stand and the inaugural ball for the inauguration of President Kennedy while one color bearer was on the inaugural stand

and 13 others served as color guards in the parade.

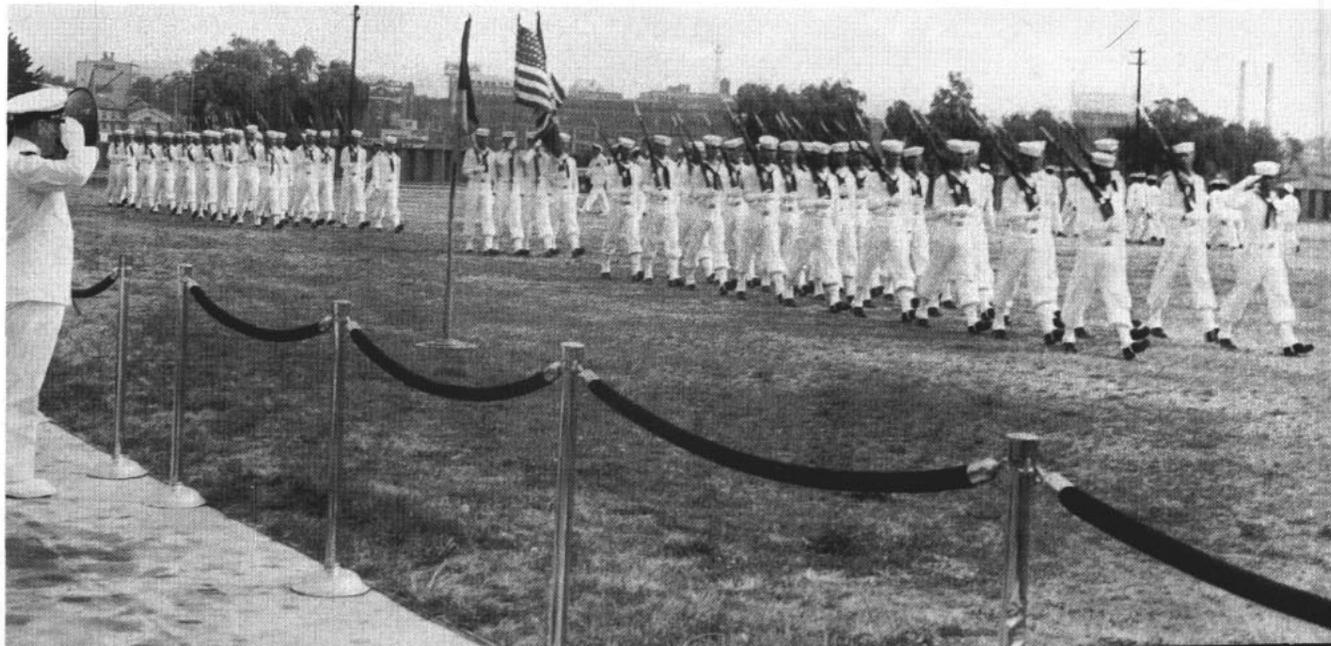
One of the more solemn duties of the guard is to take part, when requested, in burials at Arlington National Cemetery and other cemeteries within a 50-mile radius of Washington. The Guard has taken part in the funerals of Navymen ranging in rank from seaman to admiral and the funerals of members of Congress who served in the Navy. The Guard takes part in approximately 90 funerals a month.

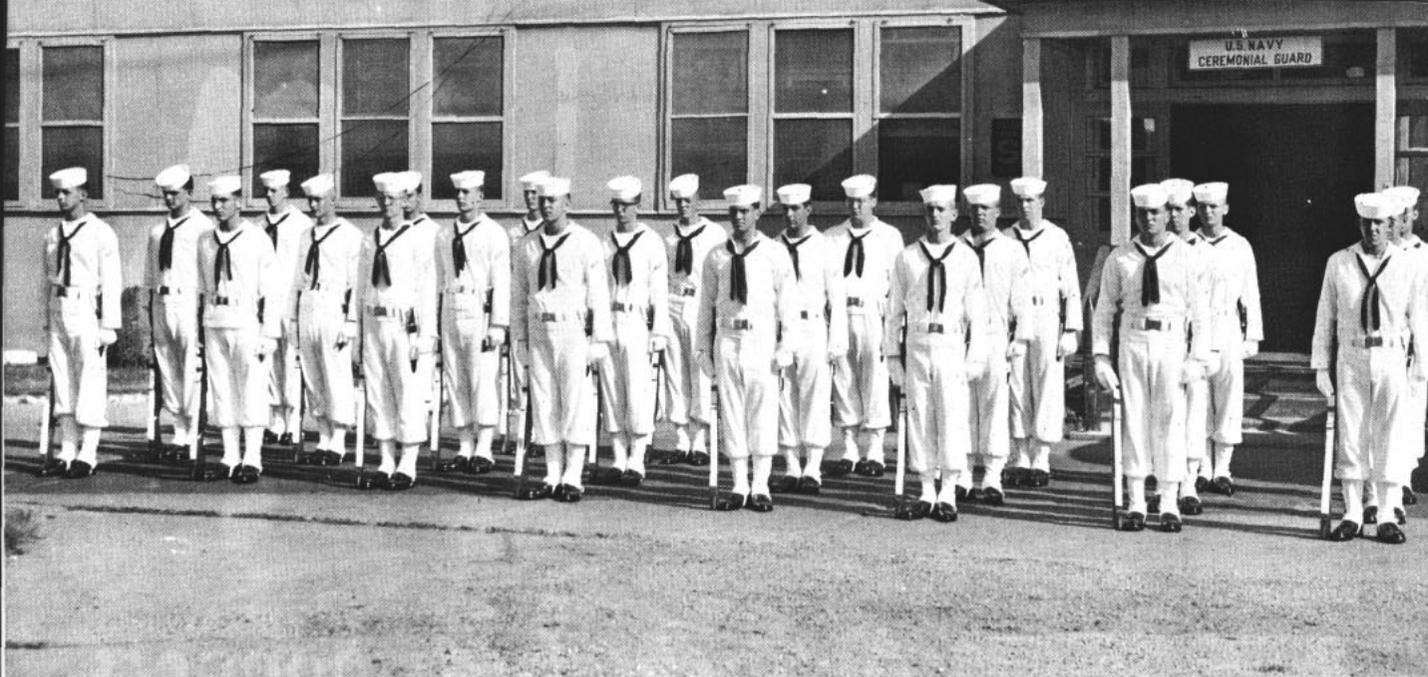
A group which is so much in the public eye cannot afford to make mistakes. An error during the arrival of a head of state would be seen by the entire world. A faux pas at a funeral could be very embarrassing.

How long can a man be expected to maintain standards close to perfection—often for many hours during the day—before he tends to relax? The answer is about one year. That is the tour of duty for the average guardsman. Occasionally an extension of six months is permitted, but by and large imperfection begins to creep into a man's performance after a year of such concentration.

The guard's winter uniform is the standard Navy uniform (13-button model). When the weather demands it, a pea coat and black gloves are permitted. The only unusual features about the uniform are the white leggings, white belts, with special buckles and shoes with double soles. The latter feature gives each guardsman an added two inches of height. The shoes have metal cleats on the heels and toes to prevent excessive wear. The cleats are not an unmixed advantage—they have been

IN PASSING — Naval Ceremonial Guard steps smartly by the reviewing stand during Navy retirement ceremony.





OFF TO WORK — White uniformed Navymen of the Guard muster for inspection in front of quarters before detail.

responsible for the fall of more than one guardsman.

In order to be immaculate when on public view, the guardsmen keep the four washing machines and two dryers in their barracks pretty busy. The tailor shop presses the uniforms in order to get the creasing exact.

Because of heavy schedules, the men often have to shave twice daily and change clothes while riding on a bus from one ceremony to another.

There are tricks to the trade of looking like you just stepped out of a shower into a uniform that was just taken out of a plastic cleaning bag—even though you have had to ride through heavy traffic in a bus during hot Washington weather. The men hang their belts from racks above their heads so they can swing free. They also hang their white gloves in plastic bags from these racks. When they sit down, they extend their legs in order not to damage the crease in the trousers and then ride to their destination with their backs away from the seat and with their trousers at half mast so they won't get wrinkled from being sat upon. Even getting on and off the bus requires great care in order to prevent the uniforms from touching anything that will soil it.

What happens if a uniform gets splashed while waiting for a ceremony to begin? The answer is simple—the man just doesn't appear. Ranks are shuffled in order to cover the missing man and the show goes on with a perfectly immaculate team.

In a group that thrives on per-

fection, a mistake becomes news. There aren't many to report. About the worst thing that has ever happened is a color guard's having his hat knocked off by a wet flag or the weather being so cold at a funeral that rifles refuse to fire. A member of the drill team occasionally cuts his hand on his bayonet. Sometimes a guardsman will pass out from standing at rigid attention for a long time during hot weather.

Every time the Navy's Ceremonial Guard participates jointly with the ceremonial guards furnished by the other services, there is keen com-

petition between them to put forth the best appearance. The men of the Navy Guard are their own worst critics. To the general public, they always have flawless uniforms and faultless precision. To his fellow guardsman, however, a man who makes a small mistake or has an almost microscopic smudge on his uniform gets a razzing he never forgets.

It's an interesting tour of duty—like seeing history being made—the world's great and powerful passing before your own eyes. It's duty that most of the men in the Guard hate to see come to an end. —Robert Neil

GUARD SNAPS through inspection of arms at Naval Station, Washington, D.C.





WEATHERMEN—Automatic weather station is set up in Antarctic. Below: 'Grasshopper' uprights itself automatically.



Antarctic Grasshoppers

THE BIGGEST—and by far the coolest—grasshoppers in the world can be found in Antarctica.

Now, before you Texans start to argue, we're referring to portable, automatic weather stations being installed in the Antarctic by the Navy.

Why the name "grasshoppers"? The original design called for aircraft to parachute the portable station to a desired site, and once on the ground, a timer would set off an explosive cap releasing spring legs. This would cause the portable station to jump into the air and land in an upright position—thus the title "grasshopper."

The Navy plans to install six 280-pound grasshoppers in the Antarctic during operation Deep Freeze 1961.

When installed, the unit stands three-and-one-half feet in height, and is battery powered. A 14-foot antenna, anemometer, wind vane, and temperature unit project from the top of its cylindrical body.

At intervals of from three to six hours, the portable automatic weather stations will broadcast temperature, barometric pressure, wind speed and wind direction to Navymen at the Naval Air Facility, McMurdo Sound, Antarctica. Present grasshoppers are capable of transmitting 400 miles, and will operate as long as three months.

Each of the unmanned stations will help fill gaps in the weather information now provided by manned stations of US and other nations.

COOL SET-UP—Men of Operation Deep Freeze '61 make adjustments to a 'grasshopper' near Beardmore Glacier.



LETTERS TO THE EDITOR

What the STAR Program Offers

SIR: What does the STAR Program offer the E-5 in his first enlistment? More often than not, the sailor who is in, or working in, one of the 19 designated ratings will be advanced to E-5 during his first enlistment anyway. It seems to me that these sailors would be more useful to the Navy than the E-3s who have been taking examination after examination and are still unable to advance.

For E-5s who enter the STAR Program, why not drop the present requirement for two years in grade for advancement to E-6? Say drop it to one year?—W.P.F., PN2, USN.

• *Those, like yourself, who have attained E-5 in their first enlistment are offered a guaranteed assignment to an appropriate Class "B" or "C" school. The reenlistment bonus is another incentive.*

This, admittedly, is not as much as the Chief of Naval Personnel would like to offer those in your category. It is realized that first-term E-5s (about 40 per cent of the first-term POs in our most critical ratings) comprise the most desirable STAR reenlistees. The problem is to provide additional benefits to this group without discriminating against career E-5s who have already made their choice from what is now offered.

Many suggestions similar to yours were considered in developing the STAR Program—and this particular area is still under study.—Ed.

Pay for MidRats

SIR: There has been a disagreement here at the base between the mess hall personnel and the men on night duty in communications. During our watch we get night rations (MidRats) from the general mess, and those of us on ComRats are charged for this meal.

We contend that we should not pay for MidRats because that meal is not counted when figuring ComRats. But, since we do pay for this meal, we think we should get an additional allowance. Is this possible?—R.E.N., RM2, USN.

• *Mid-night or mid-day — it still means one meal during your working hours and men who draw ComRats must pay. And so long as you are attached to a base which operates a general mess, you will not be entitled to an extra allowance.*

If there were no general mess from which to buy your MidRats, you might be eligible for an extra allowance. This is explained in the "Navy Comptroller Manual," Para. 044025.3e.—Ed.

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

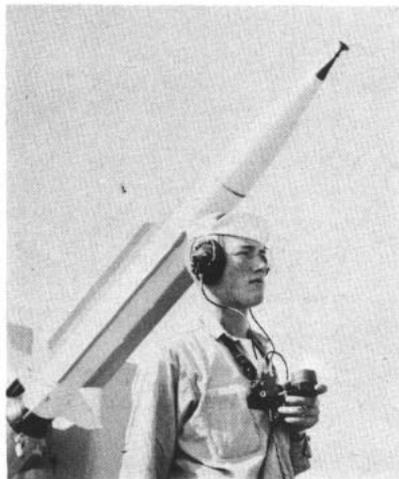
Chances of Advancement for YN

SIR: BuPers Notice 1430 of 9 Jun 1960 predicted that some 35 to 70 per cent of those passing the exam for YN1 in August would be advanced.

When the results were published, only 100 yeomen were advanced to E-6. Was that 35 to 70 per cent of those who passed?—L.F.M., YN2, USN.

• *No, it was only 12.3 per cent of those who passed the examination. When you read these predictions, you must remember that they are only general in nature, and they are made up to six months before the examination period. Men who compile these figures must base their computations on known and planned strength and requirement figures. Any change to either of these factors makes the predictions invalid.*

That's what happened to YN in August. The requirements for YN were reduced, which in turn reduced the vacancies for advancement. As you no doubt know as the result of the February exam, fewer than 10 per cent of those who pass the test for YN1 are expected to be advanced. Maybe the prediction will be wrong again and this time in your favor.—Ed.



TOPSIDE on USS Dewey a crew member stands by near Terrier launcher.

Helicopter Capital Claim

SIR: NAAS Ream Field, at Imperial Beach, Calif., is, as most everyone knows, the "Helicopter Capital of the World." Ream Field choppers, and the pilots who fly them, do a smooth, workmanlike job year in and year out, but unfortunately receive very little publicity for their efforts.

That's why I'm writing you about a recent exploit performed by a copter attached to Helicopter Antisubmarine Squadron Four at Ream Field. While we're not claiming any records, it's fairly certain it was pioneering in a new field—night transfer at sea by helicopter.

It all came about when Fleet Air San Diego requested HS-Four's assistance in an emergency personnel transfer from the submarine *Redfish* (AGSS 395), which was operating off the coast nearby. The helicopter launched for the submarine's operating area just before sunset, with pilots LTJG D. P. Thompson and LTJG E. J. Perry, and crewman G. H. Graham SOASN, USN, aboard.

There was still some daylight remaining when they reached the submarine's operating area, but there were complications—*Redfish* was submerged on an exercise, and had not received the emergency message from Fleet Air San Diego. It took the assistance of a Patrol Squadron-46 P5M to get through to *Redfish*, and by the time the submarine had surfaced, and the man in question was ready to go, darkness had fallen.

The pick-up was further complicated by some extremely rough weather which sprang up suddenly. Both pilots had all they could do to maneuver the chopper, and Seaman Graham seemingly grew a couple of extra sets of hands and eyes to take care of a dozen jobs at once.

First, he rigged a spotlight from the sonar compartment, which illuminated the submarine's sail and provided some visual reference for the pilots while hovering. Then, he lowered the sling, and the transfer proceeded smoothly, thanks largely to his skill in directing the pilots while keeping a close watch on sub and passenger at all times.

The remainder of the flight was routine, and the passenger was soon delivered to NAS North Island and on his way.—K.G., YN2, USN.

• *Thanks for sending us the info. And—don't worry about the Ream Field copter drivers. If they keep up this type of good work, they'll get publicity—reams of it. Incidentally, if you haven't yet, see the January issue, p. 2.*—Ed.



SINKING—Destroyermen watch *uss Block Island* (CVE 21) settle by the stern.

Block Island's Battle in the Atlantic

SIR: It seems strange that hardly anyone but those individuals directly concerned ever heard much about the sinking of *uss Block Island* (CVE 21) during World War II.

It was quite a story. I know, because I was there. After all, she was the only U.S. aircraft carrier sunk in the Battle of the Atlantic and was the mother ship of *uss Buckley* (DE 51) who a short time before had engaged in a wing ding battle with the German sub U-66, in which *Buckley's* crew had attacked the submariners with empty shell cases,

sidearms and coffee cups.

The evening of 29 May 1944 was a lovely one as *Block Island* steamed about 100 miles west of the Canary Islands. The ship and its four destroyer escorts were fresh out of Casablanca where a short time before they delivered to the Navy authorities there almost the entire crew of German prisoners taken from a submarine sunk by its hunter-killer group in a highly successful antisubmarine campaign in the Atlantic. The ship's officers and men on duty were at this time tracking and

following a reported enemy submarine in the area. Ten fighter pilots were in the air, searching in vectoring patterns for the marauder.

There were a number of off-duty officers in the wardroom having coffee and eating pieces of a large cake baked that day to commemorate the 1000th landing on *Block Island* by its aircraft. I had just returned from my office (where I conducted a small, extracurricular class in Spanish) when the first torpedo hit. There was no doubt as to what that crash was—I often wondered in the quiet hours of a sea-going night what a torpedo would feel like, and now I knew. It was the way I imagined—a shattering impact that seemed to start in the very center of the vessel and shake every frame and plate in the ship until it jarred every bone in my body.

The occupants of the room started to run to battle stations through the various doors. I had started toward the nearest one when the second torpedo struck. At this moment I had just reached the end of the long wardroom mess table and the shock threw me over the corner of it, but I scrambled up and proceeded to my battle station at the 40-mm guns on the port side of the ship.

Just when I reached a point on the flight deck above my guns, I heard the yell, "There he is, off the starboard quarter!" I looked behind me but could only see the crazy zigzagging of our destroyers as they churned madly in the waters about us, dropping depth charges and hedgehogs all over the place.

In that backward flash I also could see that our ship was beginning to open up in a sickening way about two thirds of the way down the flight deck. I had little time to ponder that however, because the third torpedo, after running an improbable course from our starboard quarter to our port side, hit our ship just below the water line under my station.

ON THE MOVE—The escort carrier *uss Block Island* (CVE 21) heads out to sea on an Atlantic mission.



I was flipped into the air like a rubber ball but as I came down I grabbed one of the arresting cables, a circumstance that probably prevented me from falling down onto one of the spousons twenty feet below.

The old command, heard so many times in drill practice, but now in deadly seriousness, came by megaphone from the bridge, "Prepare to abandon ship, but do not abandon." However, this was followed shortly thereafter with "Abandon ship. Abandon ship." The old warrior was now trailing around in a slow semicircle, utterly helpless and going down by the stern.

We all lowered ourselves down life lines into the water. We all managed to get away from the sides of the ship in an assortment of doughnut rafts, net floats and whaleboats, one of which successfully removed about 16 stretcher cases. For the next four hours, the painful task of combing the sea and picking up survivors in the falling darkness occupied three destroyers; the fourth was immobilized because another torpedo had caught its stern and buckled it over onto its amidships deck house.

Up to this time we had little time to think about getting scared. But now, as we helplessly drifted around with our various floating aids, the steadily increasing chill of the water, the recurring underwater concussions that pounded our bodies from the exploding bombs and torpedoes of the sinking *Block Island*—plus the gnawing feeling that the enemy submarine or submariners were still lurking in the area and could pick off the destroyers at will—all filled us with a foreboding dread.

I timed the sinking of *Block Island* on my wrist watch. It took thirty-four minutes as she slowly—very slowly—sank beneath the peaceful surface of the ocean. She seemed reluctant to go and even after she disappeared from sight we heard the angry bursting of explosives whose charges were set off by the pressure of the deep.

I am pleased to report a happy ending. The Navy, with its custom of honoring lost ships by conferring their names on new vessels, selected a building escort carrier in the Tacoma shipyards as the new *Block Island* (CVE 106) and transferred almost the entire crew of the old ship to the new one.

Thus the name *Block Island* can now be found on the pages of history that delineate the long and bloody campaign of Okinawa, the capture of Borneo and the Celebes, the evacuation of prisoners of war from Formosa, and activities of its all-Marine bomber and fighter groups.—LCDR S. G. Paradin, USNR (Ret.).

• *Thanks. We wish we could receive more letters like this one. They really add to our knowledge of the Navy.*—Ed.



ANOTHER FIRST—uss *Springfield* (CLG 7) relieved uss *Des Moines* (CA 134) and became the first Sixth Fleet flagship armed with guided missiles.

Stars on Commission Pennant

SIR: The commission pennant, as I understand it, originally had 13 stars—which may have represented the original 13 Colonies. It now has only seven stars. So the question arises: What do the seven stars represent?

Some say they represent the seven seas or the seven great wars. Others contend they represent the original seven states.

Is there any specific reason why the pennant has only seven stars? If that number represents a Navy tradition or something of historical significance, what is it?—E.R.H., QM2, USN.

• *Commission pennants, which indicate that a ship is in commission, date from the earliest days of the U.S. Navy. Until 1933 they came in many sizes, varying from four feet to 70 feet. The larger sizes had 13 stars while the smaller ones had seven stars.*

In 1933, two sizes were adopted as standard. Both contained seven stars. The number of stars has no signifi-

cance, no special meaning. The use of seven stars was decided on because it happened to provide the most desirable display.—Ed.

Medal of Honor

SIR: Watching some of the old movies on TV, I hear the term "Congressional Medal of Honor." I also hear this term used by men with lots of service.

Then again, I hear it called Medal of Honor. Is it "Congressional" or not?

—C.V.M., SN, USN.

• *It used to be called the Congressional Medal of Honor. And as you say, many people still refer to it as such. However, the correct term is Medal of Honor.*

"Congressional" was used by all the services for many years. (For it is awarded by the President in the name of Congress.) On 11 Mar 1944, the Secretaries of the Navy and the Army and officials at the White House agreed to use the shorter term.—Ed.



HUSKY JOB—Navy plane of VX-6 Air Development Squadron lands party of New Zealand scientists and dog teams on Antarctic glacier to build camp site.



FLAT HAT—Twin-engine, carrier-based, early warning and intercept control plane, W2F-1 Hawkeye, will protect Navy task forces from airborne attacks.

Kudos for Compass Island

SIR: Those of us now serving in *uss Compass Island* (EAG 153) and, no doubt, our predecessors who have gone on to other duty, found it difficult to understand how you could have published "Polaris: A Success Story" in your September issue without even a passing reference to this ship. Fortunately, in the November issue you came up with an article on *Compass Island*. Here are some additional facts on the important work which has been accomplished by Navymen and associated civilian personnel in *Compass Island* during the past four years.

Garden Mariner, a former cargo ship with three years' service, was acquired by the Navy, converted at the New York Naval Shipyard, and commissioned 3 Dec 1956 as *uss Compass Island*. Her mission has been to serve as a floating laboratory to test and evaluate the very intricate and complex navigation equipment being developed for use in the Fleet Ballistic Missile program. This she has been doing with painstaking care and dogged perseverance for some 45 months.

The tested and evaluated equipment includes not only the various types and models of SINS (Ship's Inertial Navigation System), the development and perfection of which, as your article correctly stated, is "imperative," but also a wide and complicated assortment of related equipment, some operationally required in *Polaris* submarines and others necessary to the continuing evaluation process.

Every officer, enlisted man and civilian serving in the ship does so in the

firm belief that he is making his own important contribution to this program because he is doing his job to the utmost of his ability, whatever his individual assignment may be.

Compass Island has never sought publicity nor has it received any but the most minor sort of recognition, since we fully realize that the coordinated prosecution of the entire program is the fact of ultimate importance. We certainly do not mean to detract in any way whatever from the magnificent work of *uss Nautilus*, SS(N) 571, and *Skate*, SS(N) 578, and the expert and definitive operational tests which they were able to give to the SINS which they carried on board.

Other SINS are even now in process of development and evaluation, equipment which we hope and confidently believe will make these and their sister ships even finer weapons.—J. H. Cotten, CAPT, USN.

• *As originally prepared, the article "Polaris: A Success Story" also discussed the work of Compass Island in the over-all Polaris program. Since the article was running far beyond its allotted length it was necessary to make some reductions. It so happened that the portions on Compass Island were deferred until the November issue. (See pp. 20-21.)*

In the long run, Compass Island has not done too badly in ALL HANDS. A quick look at some past issues shows that she was mentioned in December 1956, p. 34; May 1959, p. 36; and July 1959, p. 37.

We wish it were possible to give 10 times the present amount of coverage

to the ships and units of the Navy. Within the limitations of space available, we try to strike a balance.

Thank you for the additional information on Compass Island and her dedicated crew.—ED.

Scorpion Before Internment

SIR: Since I am one of the old-timers still around who served in *uss Scorpion* at Constantinople in the period from 1914 to 1917, I'm naturally interested in the letters you have published about that ship's World War I experiences.

I was one of those *Scorpion* crew members who got out of Turkey just before the United States entered the war. We left Constantinople on 14 Mar 1917, and traveled by train through Turkey, Bulgaria, Serbia (now Yugoslavia), Hungary, Austria, Switzerland, France and Spain. Then, we went by ship from Spain to New York City. It wasn't until we reached New York that we learned the United States had entered the war the same day we left Cadiz, Spain.

There was a time, before the U.S. entered the war, when we thought we'd all be interned, and that *Scorpion* would be taken over by the German cruisers that came through the Dardanelles and anchored near us in the Bosphorus.

Once, while we were anchored in that part of the harbor, a British submarine got in and tried to sink the shipping around us. One torpedo came quite close to our ship and a boatman near us tried to spear it with a boat hook.

In the excitement *Scorpion's* CO, who had been drinking coffee, rushed out on deck, as did his mess boy. After they had gotten topside, the skipper turned to him and asked, "Jeffries, did you bring my cup?"

"No sir," the messboy replied, "I didn't even have time to bring my own."

We had three COs during my tour of duty, one of whom was LCDR William F. Bricker.

LCDR Bricker was one of several men who drowned when a small boat was swamped on its way out to the ship. *Scorpion's* Executive Officer, (the then) LT Herbert S. Babbit, who served as skipper during the ship's internment, was also a passenger in the boat. I helped apply artificial respiration after the accident. A large funeral procession, with Turkish soldiers lining both sides of the street, was held for the victims.

Among my other memories of those days is helping to raise the American flag over the British Embassy when a detachment from *Scorpion* was given the job of guarding the place after England and Turkey went to war with one another. We also took over the British Club, opposite the American Embassy, to replace our enlisted men's

club in town. The key to the club, which the British Consul turned over to us, was a foot long.

Incidentally—speaking of our club—in 1919, while I was in Boston, I saw a picture in a window of a man to whom we had given sanctuary at the club. He hoped to represent Armenia at the Versailles peace conference, and was to speak on the subject in a Boston theater. I attended his talk. Part way through it he stopped, pointed at me and told the audience I had saved his life.

In the years that have passed since World War I, I've kept in touch with several ex-crew members of *Scorpion*, and I know there are others around. I'm sure almost every one of them has a seabag full of colorful stories about those days.

—Edward J. Sherry, CWO-4, USN (Ret).

• *We agree. Our first mention of USS Scorpion has produced more colorful stories probably than the mention of any other Navy Ship.*—Ed.

A Badge of Distinction

SIR: I would like information concerning the Navy Distinguished Pistol Badge.

SecNav Inst. 1650.10 provides that the badge will be worn when ribbons and/or large medals are prescribed. It requests commanding officers to encourage the wearing of Marksmanship Badges on the uniform but doesn't define the uniform.

Does this mean any uniform, i.e., working khaki, for which wings are authorized?—E.E.O., LTJG, USN.

• *Badges may be worn only on uniforms for which large medals and service ribbons are prescribed. Para. 5c of SecNav Inst. 1650.10 requested the wearing of Marksmanship Badges on the uniform. However, they should be worn in accordance with Arts. 1033.3 and 4 of "Uniform Regulations."*—Ed.

Travel by Private Car

SIR: When my ship was in the yards at Savannah, Ga., I was ordered to TAD in Norfolk, Va., for four weeks of school. Before I left on TAD I took six days' leave. I went to Norfolk with another sailor from my ship who did not take leave; riding in his car and sharing car expenses. He was paid travel expenses and I was not. The executive officer said he could not authorize TAD travel in a private automobile. The disbursing officer said I could not draw travel pay because I rode with another man.

If I can draw travel pay, how do I go about collecting it? If I can't, what instructions apply?—BTJ, EN1, USN.

• *There is no restriction on reimbursement of personal expenses for travel performed under competent individual TAD orders, unless travel is directed via government transportation, or gov-*



THAT'S OUR DADDY—H. W. Roberts, AD3, poses with his small fry as they learn about father's job with Patrol Squadron 19, NAS, Alameda, Calif.

ernment transportation is available and not utilized. If your orders did not direct government transportation or the utilization of TRs, the fact that you traveled as a passenger in someone else's car does not act to bar the payment of a monetary allowance and per-

diem for travel from Savannah to Norfolk and return.

If your disbursing officer still feels that entitlement is doubtful, the claim with all supporting papers should be forwarded to the Comptroller of the Navy for further determination.—Ed.

A Letter from the Editor

Before you sit down to write a letter to the editor of ALL HANDS, be sure to check with the sources available to you near at hand. Chances are that your division officer, division petty officer or the yeoman in the ship's office can give you the answer a lot quicker than we here at ALL HANDS.

This magazine handles dozens of inquiries from Navymen each day. Answering them is a service the magazine is glad to perform—if the questions asked are those to which no answer is readily available. Asking unnecessary questions puts a big workload on the ALL HANDS staff.

Also, many of the questions that pop up in your mind have already occurred to your buddies too. Some of them have probably written the magazine, and ALL HANDS has printed a complete answer to the query.

So—before you write a letter to the editor, read the recent issues of ALL HANDS, then check to see if the answer is not already available on the spot—from your division head or the personnel office of your ship or station. If they can't help you, try us and we'll do our best to find the correct answer.

TARs on Active Duty

SIR: Part of BuPers Inst. 1130.4F, on the subject of Reserves enlisting in the Regular Navy, states: "... personnel who have been on continuous active duty since 1 January 1952 and have 15 years' or more active duty as of 1 July 1958, may either be enlisted in the U.S. Navy . . . or be reenlisted in the Naval Reserve and retained on board as a TAR."

Before revision the foregoing instruction had a statement like "until eligible for retirement pay" after the word TAR, as I recall it.

In view of this, under the present instruction may I stay on as a TAR as long as the Navy requires my services?

—R.C.M., YNC., USNR (TAR).

• *Not quite. The provisions to which you refer permit TAR personnel who have been on continuous active duty since 1 Jan 1952 and who have 15 or more years of active duty as of 1 Jul 1958 to remain in the Naval Reserve in TAR billets, instead of enlisting in the Regular Navy. This is not intended to prolong the life of the TAR program beyond 1 Jul 1963.*

It is true that a TAR in this category may remain on duty in a TAR billet until his services are no longer required. However, since the surface TAR program is being disestablished, the services of those who do not enlist in the Regular Navy will no longer be required after 20 years of service.—Ed.

Ship Reunions

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

• *Medical Company 3-2*—The Annual Dinner Meeting of this unit will be held at the Hotel Plaza, New York, N. Y., on 10 Apr 1961. For more details, write to CAPT David Ulmar, MC, USNR, 150 East 52nd Street, New York 22, N. Y.

• *Waves*—The 19th Annual Waves Reunion will be held at the Statler-Hilton Hotel in Los Angeles, Calif., on 27, 28, 29 and 30 Jul 1961. A post-convention jet tour to Hawaii also has been arranged. For more details, write to the Waves Reunion Committee, P.O. Box 17354, Los An-

geles, Calif.

• *uss Enterprise Association*—A reunion will be held in Washington, D. C. Tentative dates are 27, 28 and 29 Jul 1961. For more details, write to Mr. Joseph Deigh, 3750 Jason Ave., Alexandria, Va.

• *uss Oklahoma (BB 37)*—A reunion will be held at the Hotel Brunswick, Lancaster, Pa., on 5, 6 and 7 May 1961. For more details, write to Edward H. Lutz, 673 Lindley Road, Glenside, Pa.

• *Navy No. 157*—The 10th annual reunion will be held at the LeClaire Hotel, Moline, Ill., on 23, 24 and 25 Jun 1961. For more details, write to A. L. Coddington, 22 Moryan Road, Nixon, N. J.

• *U.S. Naval Hospital, Newport, R. I.*—All who were staff members of NH #3 from January 1956 to January 1957, who are interested in holding a reunion on the East Coast

during the first week of August 1961, may write to Thomas A. Lyons, 98 Main St., Millbury, Mass.

• *uss New York (BB 34)*—A reunion is being planned for all officers and enlisted men who served aboard, at a time and place to be designated by mutual consent. Those interested may write to Bernard J. Grimshaw, BM3, USN, *uss Eldorado (AGC 11)*, c/o FPO, San Francisco, Calif.

• *uss ATR 21*—A reunion is being planned for the crew of ATR 21, with time and place to be decided by mutual consent. Those interested may write to James E. Keslinger, 12333 102nd St. North, Largo, Fla.

• *uss Gantner (ex-DE 60)*—A reunion is being planned for mid- or late-summer 1961, tentatively at Cleveland, Ohio. Those interested may write to Ralph C. Swanson, 2402 Lauren Dr., S.W., Cedar Rapids, Iowa.

Senior and Master Chiefs

SIR: The two additional grades of chief petty officer—Master Chief and Senior Chief—have been in effect now for about two years, yet various naval magazines and newspapers continue to refer to these new rates as Chief, Super Chief, or E-8 and E-9.

In my opinion, there is only one proper title for each grade of chief, and it should be used to address, announce, introduce or refer to a chief in that grade. The proper titles are: Master Chief, for pay grade E-9; Senior Chief, or pay grade E-8; and Chief, for pay grade E-7.

I believe that in the interests of good leadership, and prestige for the new rates, more publicity should be given

to the proper title for a Master or Senior Chief.

However, since the full titles of the new rates are rather cumbersome—when speaking directly to a Master Chief or Senior Chief, the term Chief would suffice. Master Chief and Senior Chief should still be used, however, in other mentioned cases.—R.Z.W., SMCM, USN.

• *First of all, we agree that when you first are formally addressed, announced, introduced, or even referred to, your full and correct title should be given.*

We don't agree, however, that using the term E-8, E-9 or simply chief, once a person has been identified by his

correct title, is disrespectful to him.

You should understand one thing about newspapers or magazines before criticizing them for taking a few liberties with rate titles. It is done only in the interests of variety and smooth reading. We think it is appropriate to use E-8 or E-9 occasionally rather than to keep repeating the more formal Master or Senior Chief. Although the term "super grades" may be appropriate in describing E-8 and E-9, we steer clear of the term "Super Chief," particularly as an alternate title for these grades.

It makes good sense, as you have pointed out, to use the informal "Chief" when speaking to an E-8 or E-9 within your own office or organization.—Ed.

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

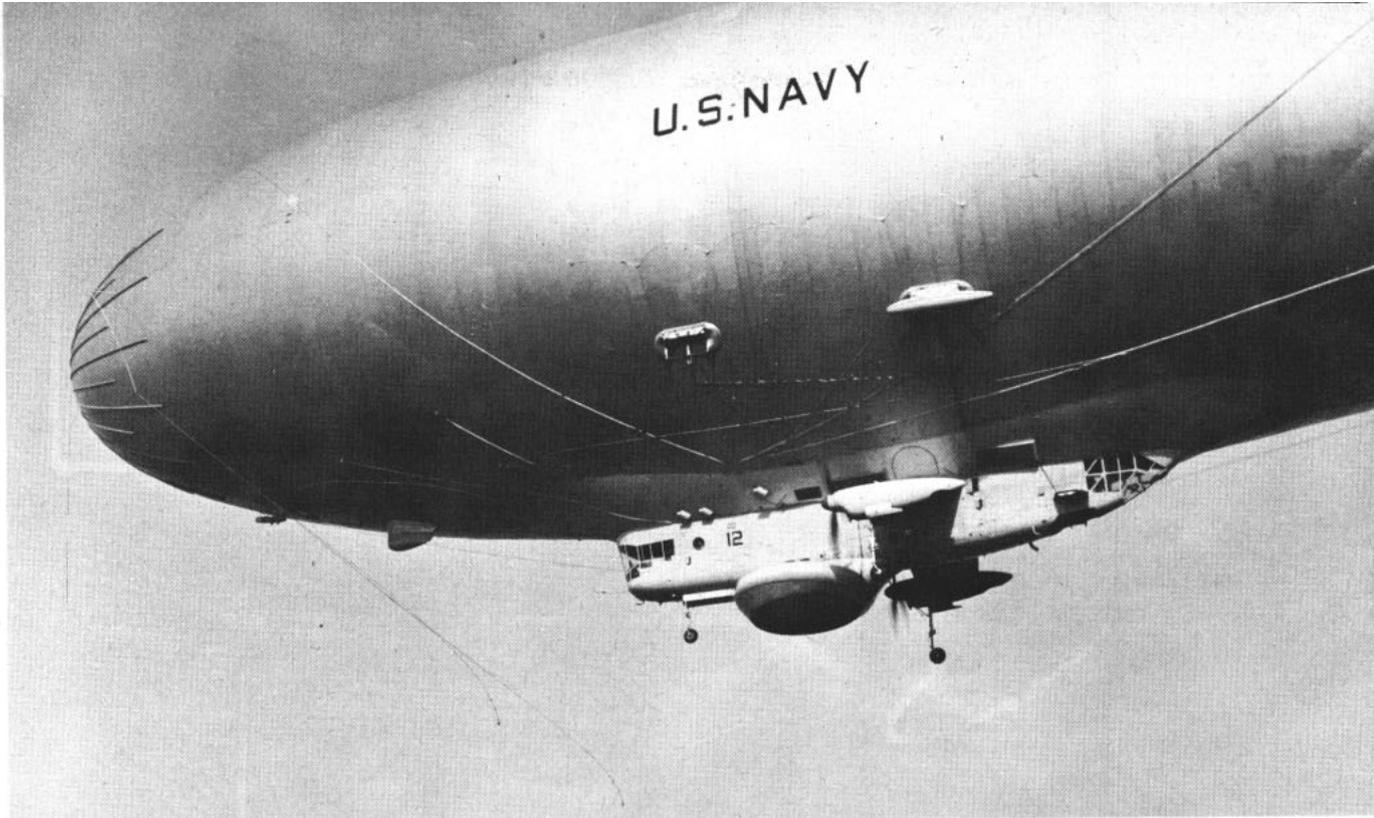
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WHAT A BAG, DAD—*Falcon* is off on a flight. Below: Truck seems small under Navy blimp landing on MCAF runway.

Falcon Is Fat and Fit

IT HAD BEEN a five-day trip, with only two stops, for the oversized Navy visitor reporting for temporary duty at Marine Corps Air Facility, Santa Ana, Calif.

In spite of its wide girth, the new arrival was in trim condition after flying across country from Lakehurst, N.J., to work out of the MCAF on oceanographic surveys and research and development projects in the Southern California area. Some kind of record could be claimed by *Falcon* as the largest, non-rigid, lighter-than-air ship to fly over the mountains to the West Coast. She crossed the Van Horn Mountain Range at an altitude of 4800 feet, steering through Van Horn Pass out of Del Rio, Tex.

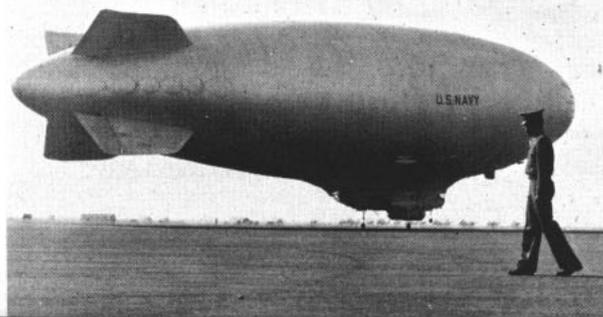
Two other records held by the ZPG-2W are the world's lighter-than-air record of 8200 non-stop air miles without refueling and a record of 11 days aloft, or 264.4 hours of continuous flight.

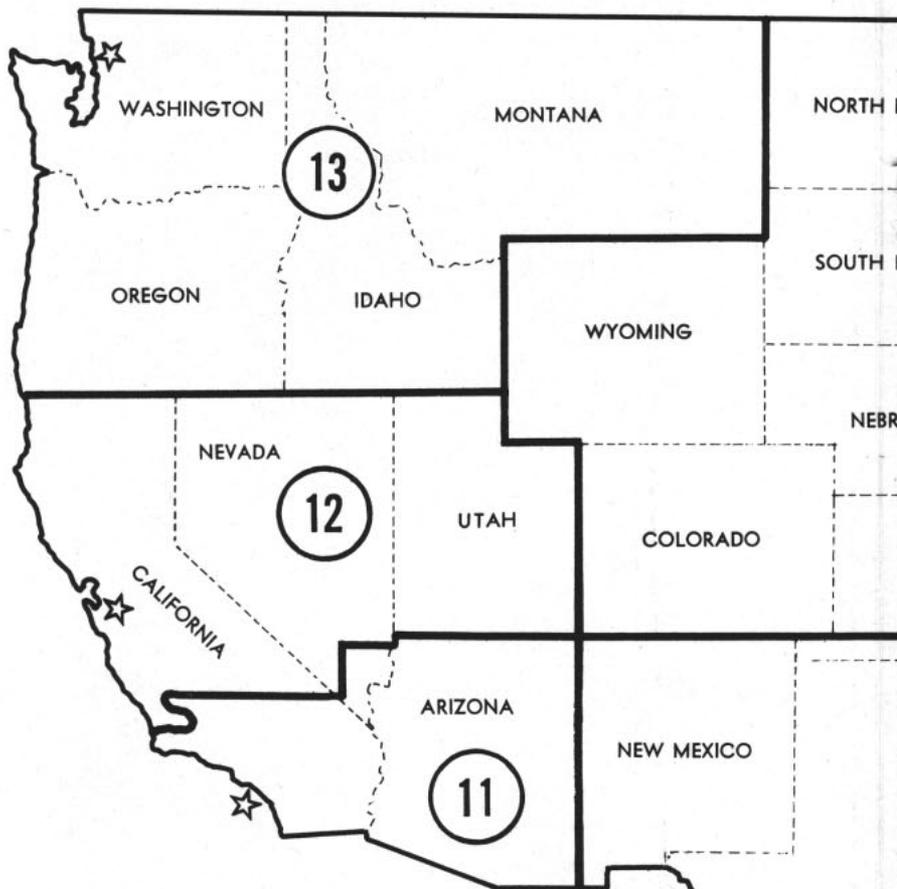
Falcon measures 343 feet from nose of bag to tail. Inside the envelope, made of two sheets of cotton with neoprene filling in between, is one million cubic feet, by volume, of helium. In spite of its large size, the Navy blimp has plenty of room, in a seven-acre hangar.

IN THE BAG—One million cubic feet of gas fills blimp.



NOSING IN—Crewman threads mooring line through mast.





1st ND—Boston

Maine; New Hampshire; Vermont; Massachusetts; and Rhode Island (including Block Island).

3d ND—New York

Connecticut; New York; northern part of New Jersey, including the counties of Monmouth, Middlesex, Somerset, Hunterdon, and all counties north thereof; also the Nantucket Shoals Lightship.

4th ND—Philadelphia

Pennsylvania; southern part of New Jersey, including counties of Mercer, Burlington, Ocean, and all counties south thereof; Delaware, including Winter Quarter Shoal Light Vessel; and Ohio.

5th ND—Norfolk

Maryland, less Anne Arundel, Prince Georges, Montgomery, St. Marys, Calvert, and Charles Counties; West Virginia; Virginia, less Arlington, Fairfax, Stafford, King George, Prince William, and Westmoreland Counties and the city of Alexandria; also all waters of Chesapeake Bay including

its arms and tributaries except waters within the Fourth Naval District and the counties comprising the Potomac River and Severn River Naval Commands west of a line extending from Smith Point to Point Lookout thence following the general contour of the shoreline of St. Marys, Calvert, and Anne Arundel Counties, as faired by straight lines from headland to headland across rivers and estuaries; Kentucky; and the counties of Currituck, Camden, Pasquotank, Gates, Perquimans, Chowan, Dare, Tyrrell, Washington, Hyde, Beaufort, Pamlico, Craven, Jones, Carteret, and Onslow in North Carolina.

6th ND—Charleston

North Carolina, less the counties of Currituck, Camden, Pasquotank, Gates, Perquimans, Chowan, Dare, Tyrrell, Washington, Hyde, Beaufort, Pamlico, Craven, Jones, Carteret, and Onslow; South Carolina; Georgia; Florida; Alabama; Tennessee; and Mississippi.

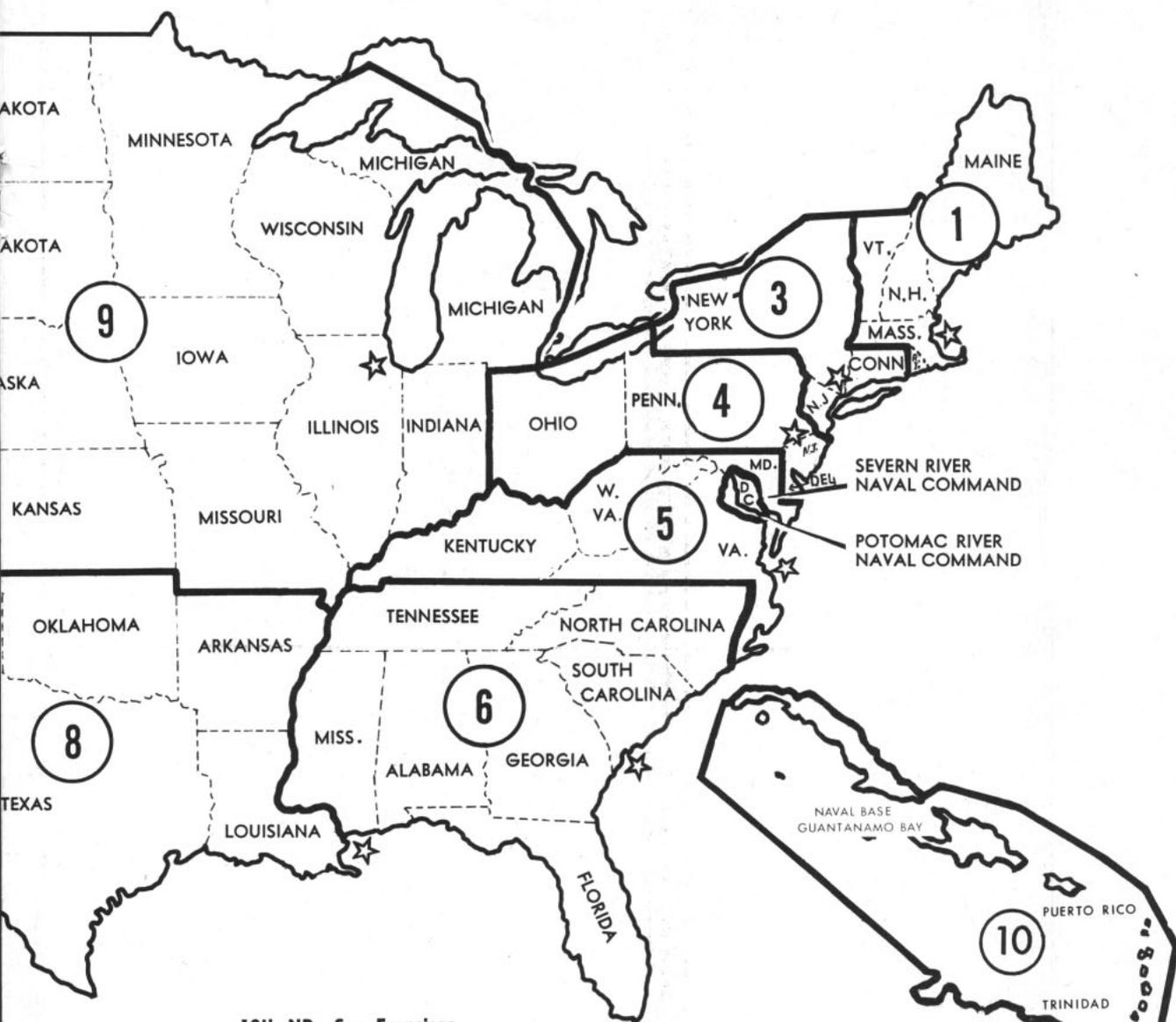
8th ND—New Orleans
Louisiana; Arkansas; and New Mexico.

9th ND—Great Lakes
Michigan; Indiana; Wisconsin; Minnesota; Iowa; North Dakota; South Dakota; Kansas; Colorado; and Nebraska.

10th ND—San Juan
Caribbean area.

11th ND—San Diego
Arizona; Clark County; and the northern part of California including the counties of Santa Barbara, Kern, and San Bernardino, and all waters thereof.

THE NAVAL DISTRICTS



12th ND—San Francisco
Utah; Nevada (except Clark County); northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof.

13th ND—Seattle
Washington; Oregon; Idaho; and Montana.

14th ND—Pearl Harbor
The Hawaiian Islands and islands to the westward and southward including the Midway Islands, Kure, Wake, Johnston, and Palmyra Islands, Kingman Reef and Kwajalein Atoll (Marshall Islands).

15th ND—Balboa
Panama Canal Zone.

17th ND—Kodiak
Alaska and Aleutians.

Potomac River Naval Command—Washington, D. C.

The Potomac River up to Great Falls; The District of Columbia and the counties of Prince Georges, Montgomery, St. Marys, Calvert, and Charles in Maryland; and the counties of Arlington, Fairfax, Stafford, King George, Prince William, and Westmoreland in Virginia; and the city of Alexandria, Va.

Severn River Naval Command—Annapolis, Md.

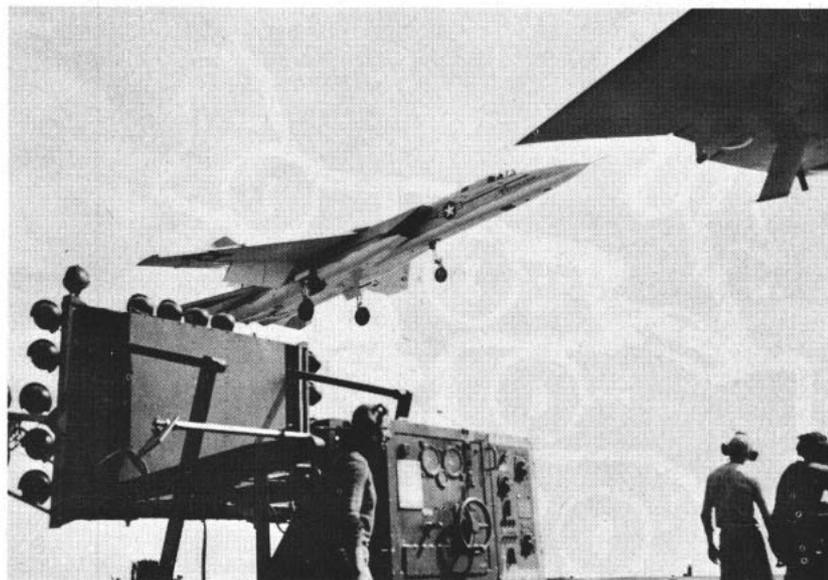
Comprises the county of Anne Arundel, Md.

Oklahoma; Texas;

Illinois; Wisconsin; Missouri; North Dakota; Nebraska; and Wyoming.

Nevada; southern California, including Kern, and San Bernardino counties south

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



STEADY NOW—Members of the flight-deck crew aboard the attack carrier *uss Saratoga* (CVA 60) keep a sharp eye on low-flying A3J *Vigilante* aircraft.

Oceanographic Data Center

A clearing house for oceanographic data, set up in Washington, D.C., is now the focal point for collecting, processing and preserving information about the seas.

Designated as the National Oceanographic Data Center, the activity is administered by the Hydrographer of the Navy and is staffed with oceanographers, marine biologists, geologists, mathematicians, physicists, chemists, and physical science technicians.

Most of the data with which the new center works was transferred from files in the Navy Hydrographic Office. (Sample items: More than 20 million machine cards punched with North Atlantic observation data.)

Information made available by the center will be used in oceanographic prediction techniques, such as fishing population and ship routing forecasts, and in basic research investigations such as studies of the Gulf Stream, hurricane research, and fishing mortality problems. The Center will also provide information to aid in the preparation of new oceanographic atlases.

The Center is responsible for the distribution of the results of its oceanographic surveys to participating organizations which include the Navy Department, U.S. Coast and Geodetic Survey, Bureau of Commercial Fisheries, National Science Foundation, Atomic Energy Commission, and the Weather Bureau.

NUC for Deep Freeze '60

For Task Unit 43.1.3 early last year it was a period of high adventure. Consisting of *uss Glacier* (AGB 4) and *Burton Island* (AGB 1), the unit, serving with the U.S. Naval Support Force, Antarctica, during Operation Deep Freeze 60, succeeded in penetrating to the coast of Antarctica in the Bellingshausen Sea area, a feat never before accomplished by surface ships.

After reaching Thurston Peninsula, the ships charted 120 miles of coastline and discovered a great many new geographical features as they plowed through uncharted waters. A land formation that was supposed to be a peninsula, for example, turned out to be an island.

Ashore and afloat, members of the task unit carried out surveys in the fields of geology, glaciology, hydrography and oceanography. The surveys were carried out in an unexplored region in the face of almost daily snowstorms, difficult ice conditions and poor visibility.

For its work the task unit has been awarded the Navy Unit Commendation by the Secretary of the Navy. With this award goes the authority for each person in the unit who participated in Deep Freeze 60 to wear the Navy Unit Commendation Ribbon. The period of this operation was from 8 Feb 1960 to 12 Mar 1960.

Pensacola Homecoming

Naval aviators will be guests at a homecoming party in Pensacola, Fla., this year between 6 and 11 June as the citizens of that Gulf Coast city join with the Naval Air Station there to celebrate the Golden Anniversary of Naval Aviation. More than 70,000 men who have received flight training at the Pensacola Naval Air Station are being invited.

Citizens of Pensacola and the surrounding area are working with Air Station planners to honor Naval Aviation, which has helped defend our nation for 50 years. And Pensacola, generally known as the "Cradle of Naval Aviation," has had an important role in the training of young aviators almost from the beginning.

YESTERDAY'S NAVY



On 2 Mar 1805 Congress authorized building of 25 gunboats for the protection of United States ports and harbors. On 3 Mar 1815 war was declared on Algiers—Commodore Stephen Decatur dispatched to the Mediterranean. On 4 Mar 1858 Commodore Matthew C. Perry died in New York. On 8 Mar 1854 a treaty with Japan permitting U.S. ships to enter Japanese ports was ratified. On 15 Mar 1889 *uss Trenton*, *Nipsic* and *Vandalia* were wrecked at Apia, Samoa, in a terrific storm with a loss of 50 lives. On 30-31 Mar 1944 carrier planes in Palau area destroyed 18 enemy ships.

This year's anniversary celebration has been incorporated with a local affair, held annually in Pensacola, known as the Fiesta of Five Flags. Among the many events planned for the celebration will be a beauty contest, golf clinics, open rifle and pistol championship, skiing tournament, horse show, skin-divers' spearfishing rodeo and—exclusively for naval aviators—a golf tournament and fishing rodeo.

Winner of the beauty contest will be crowned "Miss Golden Anniversary of Naval Aviation."

The Pensacola Naval Air Station will hold open house, with exhibits and static displays, and on one day of the celebration, a cadet regiment review and graduation exercise will be held. The Air Station will also sponsor a helicopter square dance and demonstrations of flight tactics, toss bombing, dive bombing and rocketry.

Job for 16-Inch Gun

A unique use has been found for the battleship's 16-inch rifle. The breech end of one of these guns has been converted into a press that safely and economically compresses ultra-sensitive powdered explosives into high-density molded charges.

Developed at the White Oak Naval Ordnance Laboratory, Silver Spring, Md., the press is a valuable tool in a research program aimed at determining the explosive patterns of various shaped charges.

Called the NOL Isostatic Press, it is a fluid-filled chamber in which the sensitive powdered explosives, contained in custom-shaped rubber molds, are subjected to equal pressure from all sides. When pressure of 30,000 pounds per square inch is applied by means of four hydraulic pumps, charges of uniform density and without cracks or cavities, are produced.

With the new press an explosive charge is uniform in density throughout, owing to the evenly distributed pressure along all surfaces. Such a charge can be machined more easily and its performance is subject to more accurate predictions when exploded.

Explosive charges compressed with a standard hydraulic press are not as uniform. Though they are more compact at the surfaces (where the moving ram makes contact) they are less compact in the interior, where pressure is not applied directly.



STRANDED PILOT receives overnight kit from CAPT M. A. Piper, XO, NAS Norfolk, who was the originator of the kit idea to help unexpected visitors.

Overnight Kits for Stranded Airmen at NAS Norfolk

There comes a point in the career of just about every Navy aviator when he finds himself stranded. Expecting to make a brief passenger or fuel stop at a distant airport, he learns that unexpected weather conditions or mechanical troubles have brought on a layover of many hours. This usually means being caught short without funds, without toilet gear and without appropriate clothing.

At the Naval Air Station, Norfolk, Va., however, the "withouts" have become "withs." The executive officer there, Captain Max A. Piper, USN, came up with the idea of placing overnight kits in the officers' quarters and EM's barracks.

The overnight kits, furnished at

no cost to the stranded pilots and crew members, include such items as towels, toilet articles, civilian clothing and uniforms.

But what good are liberty clothes and an open gangway without a little cash on hand? This problem was met by setting up a fund from which the stranded crew may borrow during their stay.

Captain Piper said the idea of the kits had been eagerly accepted when discussed with aviators who had been stranded.

There is no charge for use of the kits. From time to time, though, the kits will be supplemented and new gear will be purchased from voluntary donations by grounded but grateful aviators.



SUPER SERVICE—Overnight kits are a popular item with stranded airmen.

Connally Succeeds Franke as SecNav

John B. Connally, Jr., a World War II Navy veteran of such battles as the Gilberts, Marshalls, Marianas, Philippines, Formosa, China Sea, Bonins, Ryukyus—and, during the last part of the war—Japan itself, is the new Secretary of the Navy.

Mr. Connally relieved William B. Franke on 20 Jan 1961. Mr. Franke had been SecNav since 1959, and before that, Under Secretary of the Navy.

Before Mr. Franke began his work in government, he was chairman of various businesses and headed his own accounting firm. He first went to Washington in 1948 as a member of the U.S. Army Comptroller's Panel. He then served a short time as Assistant Secretary of Defense before he became Under Secretary and Secretary of the Navy. Mr. Franke has returned to his home in Rutland, Vt., where he plans to act as consultant to the Board of Directors of several corporations.

The new Secretary of the Navy is a 44-year-old lawyer from Texas. He was born in Floresville, attended public schools in San Antonio and Floresville, and later graduated from the University of Texas in Austin.

In 1941 he was commissioned Ensign in the U.S. Naval Reserve and in little more than four years had progressed through LTJG and LT, to the rank of Lieutenant Commander. He remained on active duty until 1946 and finally left the Naval Reserve in 1954 with the same rank.

During his years of active duty, Mr. Connally served in the Office

of the Chief of Naval Operations, the Office of the Undersecretary of the Navy, and then went to Algiers where, for nearly a year, he assisted in planning for the Italian invasions.

Following this duty and some specialized training in radar, he was assigned to *uss Essex* (then CV 9), which won the Presidential Unit Citation for service in the Pacific between 31 Aug 1943 and 15 Aug 1945.

As Radar and Radio Officer, and later as Flight Direction Officer aboard *Essex*, Mr. Connally participated in the battles listed above. Admiral T. L. Sprague, USN, who then commanded Task Group 38.1, called our new SecNav an "extremely outstanding officer."

For his services during World War II, former LCDR Connally was awarded the Legion of Merit and two Bronze Star Medals, each with Combat V, together with the following campaign ribbons: American Defense Service; American Campaign; European-African-Middle Eastern, with one operation star; Asiatic-Pacific, with one silver and two bronze stars (seven operations); World War II Victory; and the Philippine Liberation, with two stars.

In his civilian life, Mr. Connally has a diversified background in law, business and corporate management. He has been president and manager of an Austin, Texas, radio station, and he has had additional management experience in such fields as oil, oil field services, radio-TV, and ranches. He has also served as a director of several corporations.

Marjorie Sterrett Awards

The destroyers *uss Somers* (DD 947) and *uss Blandy* (DD 943), the stores ship *uss Rigel* (AF 58) and the ammunition ship *uss Mount Baker* (AE 4), have been selected by Admiral Arleigh Burke, USN, Chief of Naval Operations, to receive the Marjorie Sterrett Battleship Award for fiscal year 1960.

In receiving this award, *Somers* and *Mount Baker*, from PACFLT, and *Blandy* and *Rigel* from LANTFLT, have been singled out as the outstanding ships in the Navy. Besides

the glory, each of the four ships receives a check for \$500 from the Marjorie Sterrett Fund, which goes into its Welfare and Recreation Fund.

In past years only one ship from each Fleet has received money from the Marjorie Sterrett Fund. This year, however, two ships from each Fleet were selected, and for fiscal year 1961, six ships in each Fleet (one from each type command) will be selected. Under the 1961 plan, each of the 12 ships should receive about \$330 from the fund.

The Marjorie Sterrett Battleship Fund was first established in 1917 by a newspaper, the *New York Tribune*, after a 13-year-old girl named Marjorie Sterrett donated her week's allowance of a dime "to help build a battle-ship for Uncle Sam."

After receiving the letter, with dime enclosed, the newspaper established a fund in the little girl's name. Since that time trustees of the fund have made available to the Navy yearly a certain amount of money which is given to selected ships as a prize for their performance.

Skeet for the Fleet

Skeet shooting can be a lot of fun if you're on a skeet range, but if you are skeet shooting with a five-inch, 38 caliber, it's a serious business. After all, if those guns are ever needed to protect the ship, the men who operate them had better be able to hit what they are shooting at.

A common skeet-type target used by Navy ships today is the guided missile. Even though guided missiles, (usually called drones) make good targets, to keep them in repair, get them airborne, retrieve them, and then make them ready for future flights, is a big job. For East Coast ships, the job is most likely to be done by Utility Squadron Six, based at the Norfolk Naval Air Station.

Here's the story, as reported by "The Dope Sheet," of NavAirSta, Norfolk.

In addition to men at the home station, VU-6 has a permanent detachment with the U.S. Sixth Fleet in the Mediterranean, another group at Dam Neck, Va., and usually has other groups aboard individual ships in the Atlantic.

During the recent around-the-world cruise of *uss Canberra* (CAG 2), for example, a group of men were aboard to supply targets for the ship.

When these targets are new, they are delivered to the squadron from the factory unassembled. Squadron personnel must assemble, check and test each one before it can be flown.

Launching the bird and maneuvering it are part of the game. After the target is launched, it is tracked by radar and maneuvered from the home ship. The targets can dive, bank, climb, and cavort around the firing ship for some 30 minutes at speeds of about 175 miles an hour in an attack pattern like that of an

enemy aircraft. When the target is hit, or on command from the mother ship, a parachute in the target opens and the target drops into the water.

The parachute is about twice the size of chutes used by aviators. It normally takes about an hour to fold and rig a chute for a target.

Aboard ship, when this parachute must be refolded, the riggers usually work at night because of the vast amount of space needed to lay out the chute. Aboard *Canberra*, for example, men of VU-6 worked in the mess hall well into the night to get the targets ready for another day's schedule.

Each time a target lands in salty or brackish water, it must be "decontaminated." If a crew reaches the target before it has been in the water for five hours, it does not need to be disassembled and flushed (unless damaged), but simply cleaned and washed.

On the other hand, if it remains in the water for more than five hours, it must be completely dismantled, and each part must be washed and flushed.

Power for these drones comes from a 19-cell battery which will last, when new, for 24 to 30 hours on one charge.

Several drones are currently in use by VU-6. Early in the development of this type of target, old planes were rigged for remote control and used as targets. Targets used today are smaller and some have been used for as many as 10 flights.

Care for a little skeet shooting?

Meet Hamilton and Jefferson

Alexander Hamilton and Thomas Jefferson will join the Navy, probably sometime in 1963. Their job will be to cruise below the surface of the oceans with *Polaris* missiles at the ready.

These are two more Fleet ballistic missile submarines which have recently been named. The keels of both will be laid this year and they should be commissioned in 1963.

Thomas Jefferson, SSB(N) 618, will be the last *Ethan Allen* class submarine. The 410-foot submarine will displace some 6900 tons. Others in the same class are *Sam Houston*, SSB(N) 609, *Thomas A. Edison*, SSB(N) 610, and *John Marshall*, SSB(N) 611.

Alexander Hamilton will be second of the *Lafayette* class of *Polaris*-



GUNG AHOY!—Navymen and Marines from *uss Coral Sea* (CVA 43) hit Okinawa beaches as Bluejackets join Leathernecks in amphibious exercise.

firing submarines. Two other ships, still unnamed, have also been authorized for this latest class of SSB(N). They will be 425 feet long and will displace some 7000 tons.

Record for Copter Squadron

An intensified safety program has paid off in more than two years of accident-free flying for Helicopter Anti-Submarine Squadron Eight in the Western Pacific. HS Eight, based aboard the Seventh Fleet's *uss Bennington* (CVS 20), logged its 10,000th continuous safe-flying hour on 7 January.

The squadron says its claim to fame is the result of safety consciousness by everyone—from her skipper, CDR W. C. Butler, to the newest apprentice.

Pet items on the CO's safety check-list are:

- Stiff exams required before POs are assigned as plane captains.
- Weekly corrosion control inspections by probing officers who, armed with flashlights, thoroughly check each plane.
- Rigid tests for plane commanders every six months.
- Pilot safety meetings once a week. (It's a requirement that all pilots attend.)

HS Eight also has a no-exception order that one qualified plane commander always be on watch in flight control during operations involving

helicopters. He grades approaches, landings, and adherence to safety procedures. Expert trouble-shooting on the flight deck has also prevented instances that could have become in-flight emergencies.

HIGH TIME—Crew of *uss Bennington* celebrates 10,000th accident-free flight hour chalked up by HS-8.





CHANGE OVER—Flags were exchanged on ex-USS *Grosse Pointe* (PC 1546) as ship joined Republic of Korea navy.

Minesweeper for Italian Navy

A lot of things happened in a short while to the Navy's *MSC-280* at Seattle, Wash. The coastal minesweeper had its U.S. national ensign hauled down, signifying its departure from the U.S. Navy. Then it had the Italian national ensign hoisted, signifying its transfer to the Italian navy—and its commissioning in that navy. At the same time it took on a name—*Mandorlo*—and changed its designation to M-5519.

Built in Tacoma, Wash., *Mandorlo* ("almond tree") became the 13th minesweeper transferred to Italy at Seattle and the 113th ship transferred at Seattle to a foreign government under the Military Assistance

Program. The ceremony took place at Pier 91, Naval Supply Depot, Seattle.

Mandorlo has an over-all length of 145 feet, a 27-foot beam and a displacement of 378 tons (full load). Her present allowance is three officers and 34 enlisted men.

Following the ceremony *Mandorlo* remained in the Seattle area about three weeks, undergoing intra-ship exercises, training drills and preparation for sea. Then the ship departed for San Diego, Calif., for a month's workout under the Fleet Training Command there. Next came a month of type training under Commander Mine Forces, Pacific. And finally, departure from the U.S. for Italy.

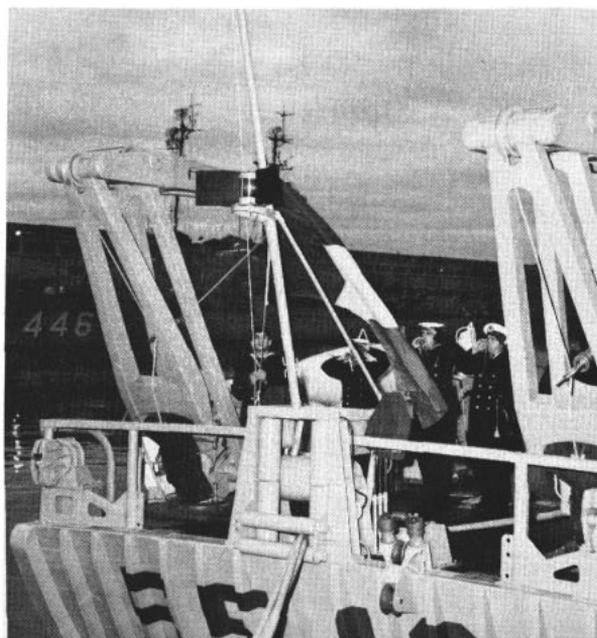
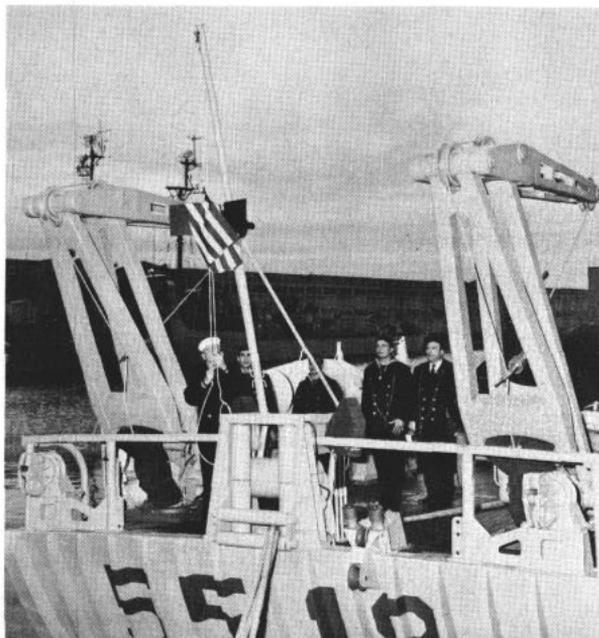
Sub-Chaser for ROK Navy

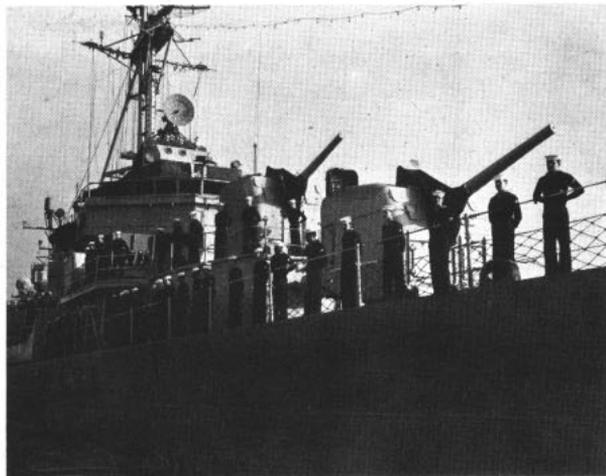
The Republic of Korea navy is now one ship stronger, thanks to the United States and the Military Assistance Program.

LCDR Kwak Tong Su, ROKN, left the United States in February as commanding officer of the former U.S. Navy sub-chaser, *uss Grosse Pointe* (PC 1546) which is now *roks Kum Chong San* (PC 708). The ship is named for a mountain near Pusan, Korea.

Since last November, when the Commandant, 13th Naval District, officially transferred the PC to the Consul General of the Republic of Korea, the ship and her crew of five officers and 60 enlisted men have

MSC GOES ROMAN—Former *MSC-280* becomes a member of the Italian fleet under Military Assistance Program.





DESTROYER GOES SPANISH—Spanish honor guard being inspected. Rt: U.S. sailors man the rail for the last time.

been training at Seattle, Wash., and at San Diego, Calif.

Kum Chong San is a submarine chaser with an over-all length of some 173 feet, a 23-foot beam, and a full load displacement of 348 tons. She is not a new ship, however. Before reactivation in October 1960, the ship had been in the Reserve Fleet for five years.

The former *Grosse Pointe* is the seventh PC to be commissioned in the Korean navy.

McGowan Crew's Last Job

They said it couldn't be done, but the men of *uss McGowan* (DD 678) did it. When *McGowan* was transferred to the Spanish government, under the provisions of the Mutual Defense Pact, the men of *McGowan* had only a short six weeks to make her ready for transfer after they returned to Naples from the Middle East. To meet its deadline, the crew logged in a heap of overtime.

Many of the power tools normally used for the job were not to be had, but the men made do with what was available to them. The ship was completely scraped down to bare metal and painted from the voids to the yardarm.

Many of the men finished their assigned tasks ahead of time, and immediately volunteered to do other jobs. Sonarmen, signalmen and boilermen all pitched in to finish off sections of the ship that were still undone.

One of *McGowan's* Navymen volunteered to be suspended by his feet into a small space to apply the necessary paint. The same man also volunteered to touch up the yardarm and the interior of the funnels.

Working for 40-hour stretches with only a few hours of sleep became routine.

The climax for *McGowan's* men came when Vice Admiral George W. Anderson, Jr., COMSIXTHFLT, was joined, in praising the crew, by officers of the Spanish navy. Admiral Arleigh A. Burke, USN, added the final touch in a message praising a job well done.

Sailing for Ecuador's Navy

Auxiliary Floating Drydock Number 17 (ARD 17) has a new name: *BAE Amazonas*. The 489-foot vessel is now a member of the Ecuadorian navy, following transfer from the

U.S. Navy in ceremonies at the Rodman Naval Station, Panama Canal Zone.

From the Naval Station, the ship was towed to the Ecuadorian seaport of Salinas by the fleet tug *Los Rios*, a former U.S. Navy tug also serving in the Ecuadorian navy.

With accommodations for three officers and 66 enlisted men, the drydock has an 81-foot beam and can service submarines and destroyers up to 1650 tons.

The ship was accepted for Ecuador by the country's defense minister, accompanied by the Ecuadorian navy's commandant general, and other government representatives.

JOINT EFFORT—Spanish and American sailors heave on mooring lines of *uss McGowan* (DD 678) in Barcelona, Spain, before transfer to Spanish gov't.



Seventh Fleet's Been A Life Saver for Hundreds Lost in the Pacific

Ever worry about being lost at sea? If so, statistics show that your chances of being saved are better than ever.

The U.S. Seventh Fleet, for example, participated in more than 30 sea-air rescue missions in the Western Pacific during 1960. Over 300 persons who otherwise could have become permanent victims of the deep were saved.

One of the Fleet's major rescue jobs was handled by *uss Arnold J. Isbell* (DD 869). *Isbell* rescued 104 passengers from Japan's *Marli Nr. 5*, which had broken up on Baker Shoal in the South China Sea.

Another major rescue mission—this one with 53 British lives at stake—was handily accomplished by helicopters from the antisubmarine carrier *uss Yorktown* (CVS 10).

The largest number of individual missions involved searches for missing fishermen. There were fewer than 10 calls for the Fleet to locate downed pilots and aircraft.

Items from Seventh Fleet's 1960 rescue log:

• January

uss John S. McCain (DL 3) rescues 41 members of sinking Japanese cargo ship *Shinwa Maru*.

• February

uss Tioga County (LST 1158) takes on board nine man crew of sinking Formosan fishing boat 235 miles northwest of Manila. The vessel had been adrift for three days.

uss Taussig (DD 746) takes Formosan merchant ship *Yun-Using* under tow 165 miles southwest of Taiwan. Ship had been lost in gale for two days. Twenty-four crewmen saved.

• March

Five U.S. Marines swept to sea on raft during exercise, rescued by helicopter from Hung-Tou-Hsu Island, 40 miles east of Formosa. Twenty-six ships and aircraft had participated in search.

• April

uss Arnold J. Isbell (DD 869) saves 104 passengers stranded on grounded Japanese vessel (see above).

uss Ticonderoga (CVA 14), *Bon Homme Richard* (CVA 31), and other Fleet units conduct three-day search for downed Air Force pilot 120 miles north of Okinawa.

• May

P5M search plane of Philippine-

based VP-40 makes open-sea landing 450 miles northwest of Manila to take aboard patient from Norway's ss *Fernfield*. Patient taken to Sangley Point, P. I.

• June

Helicopters from *Yorktown* (CVS 10), rescue 53 men aboard British freighter aground on Pratas Reef (see above).

• July

VP-40 plane and Coast Guard UF make open-sea landing 70 miles northeast of Manila; rescue passengers of ditched commercial airline's DC7.

• August

uss George K. Mackenzie (DD 836) rescues downed Navy pilot south of Japan. Pilot spent seven hours on liferaft.

VP-40 unit spots capsized Philippine vessel near Cavite. Seventh Fleet ship notified, and participates in rescue of 19.

• September

uss Charles Berry (DE 1035) rescues Chinese fisherman who had been adrift seven days on bamboo raft 125 miles northeast of Taiwan.

uss John R. Craig (DD 885) evacuates Chinese navy chief petty officer with acute appendicitis from Tung Sha Island of Pretas Reef.

Fleet ships and aircraft search for 29 survivors of downed R5D Marine aircraft 180 miles south of Okinawa.

uss Ashtabula (AO 51) evacuates Philippine Constabulary corporal from Rabuyan Island in Luzon Strait. Patient was taken to Laoag on Luzon for treatment of acute appendicitis.

• October

uss Cacapon (AO 52) rescues two Okinawan fishermen stranded in disabled 18-foot power boat. Grateful fishermen offered entire catch to non-accepting Navymen.

uss Frank E. Evans (DD 754), operating near Okinawa, rescues six persons adrift for 10 days (last five without food or water) in recreation boat.

Seventh Fleet flagship *uss Saint Paul* (CA 73) leads search for two Okinawan fishermen missing in 20-foot canoe. Other searching ships: *Oriskany* (CVA 34), destroyers *Boyd* (DD 544), *Bradford* (DD 545), *Wedderburn* (DD 684), *Perkins* (DDR 877), *Comstock* (LSD 19), *Vesuvius* (AE 15) and *Pine Island* (AV 12). *Boyd* makes rescue.

VP-40 aircraft evacuates seriously injured Filipino from Babian on Cebu.

Lookout aboard *uss Coral Sea* (CVA 43) spots two Japanese fishermen clinging to capsized boat off Katsuura Kaiba-Ken, Japan. *uss Leonard F. Mason* (DD 852) notified, makes rescue.

• November

Seventh Fleet aircraft search for pilot who had crashed south of Naha, Okinawa.

uss O'Brien (DD 725) locates and rescues Philippine fisherman whose boat had collided six hours earlier with towed floating drydock.

• December

Air Force pilot retrieved from East China Sea off Okinawa by units of 1st Marine Aircraft Wing.

Helicopters from *uss Hancock* (CVA 19) evacuate two injured Ryukyuan from Tarama Jima.

uss Hornet (CVS 12) and *Frank E. Evans* (DD 754) receive medical distress message from merchant vessel. Winds and waves of typhoon force prevent transfer of asthma-stricken patient to *Hancock*. Successful alternative: Necessary medication dropped near merchant ship; recovered.

uss Benner (DDR 807) rescues two Saipanese fishermen missing in 16-foot boat for two days.

Seventh Fleet conducts search for missing F-100 aircraft pilot 140 miles south of Osaka, Japan.

Carriers *Hancock* and *Bennington* conduct sea-air search for downed air lines plane south of Manila.

Hancock aircraft locate sinking Japanese fishing boat south of Japan. *uss Orleck* (DD 886) takes boat under tow after crew evacuated to another fishing vessel.

uss Hopewell (DD 681) locates and rescues seven crew members of Japanese vessel adrift for 42 hours. *uss Henry W. Tucker* (DDR 875) also participates in search.

uss Sproston (DDE 577) answers call for medical assistance 250 miles south of Manila; takes on crewman of Monrovia tanker who had been severely burned by hot fuel oil. Patient taken to Navy Hospital at Subic Bay.

Remember—these rescues cover the activities of just one Fleet. If all the ships and aircraft in all the Fleets were included, this rescue list would, of course, be much longer.



CHINESE TREAT—K. Hew, SK3, and aunt ready to serve. Rt.: Won ton is prepared for crew of uss O'Bannon.

O'Bannon's Chinese Dinner

Kenneth Hew, storekeeper third class aboard uss *O'Bannon* (DDE-450), had invited several of his shipmates to his home in Honolulu for a genuine Chinese dinner. Mrs. Hew's cooking made quite a hit with her son's friends, and soon other members of *O'Bannon's* crew wished they would get invitations to the Hew dinner table.

Since the dining room table in the Hew house wasn't big enough to seat *O'Bannon's* 150 sailors, the next best thing was for the food to go to the crew.

O'Bannon's supply officer sent over the ingredients necessary for a five-course Chinese dinner, and for two days the kitchen and terrace of the house of Hew were fragrant with the delicious aroma of Chinese cookery as eight members of the Hew family prepared the repast. Twenty five chickens, among other things, were prepared for the feast.

After the cooking was finished, the family filled huge pots and pans full of oriental delicacies and took them to *O'Bannon's* men. Some of them didn't do too well with the chopsticks, but they all agreed that the Hew family could turn out a Chinese dinner fit for a mandarin.

Julie Jezebel Joins Neptune

Jezebel was a notably wicked woman. Julie-Jezebel, although younger, is equally wicked—at least from the viewpoint of enemy submarines.

The Julie system permits underwater detection at greater ranges than was heretofore possible by using an explosive sound source for echo ranging. Jezebel buoys are then able to locate the enemy sub by

triangulating on the noise the Julie system produces.

The two systems are linked together in the electronic equipment of *Neptune* antisubmarine aircraft, and the Navy has just awarded a new contract for their installation.

The installation of Julie-Jezebel on 69 *Neptunes* will complete a program begun in 1958 to modify approximately 300 earlier model *Neptunes* already in service.

Patrick Henry Joins Fleet

uss *Patrick Henry*, SSB(N) 599, has taken her 16 *Polaris* missiles to sea to join forces with the Navy's first Fleet Ballistic Missile submarine, uss *George Washington*, SSB(N) 598, which was deployed last November.

Both submarines are 380 feet long and displace 5400 tons. They are each armed with 16 1200-mile-

range *Polaris* missiles, but will be able to use the 1500-mile-range *Polaris* missile when it is developed.

Patrick Henry, which is commanded by CDR Harold E. Shear, USN, went to sea only after she had successfully test-fired several *Polaris* missiles while submerged.

Ready by December

Constellation (CVA 64), which was damaged by fire at the New York Naval Shipyard on 19 Dec 1960, is now expected to be repaired for about \$47,942,000—not \$75,000,000 as originally estimated. Also, completion of the carrier should be delayed only seven months, rather than 12, as first thought.

The lower estimates were made after shipyard and BuShips experts were able to inspect the ship thoroughly and to prepare detailed estimates of the cost of replacing electronics equipment, piping, and wiring, and making structural repairs.

Seabeas Help Build Sea Wall

When 15-foot waves lashed coastal Ventura, Calif., early this year, 20 Navymen of Mobile Construction Battalion 9 were among the first to be called on for help. The equipment operators, steelworkers and mechanics joined forces with some 200 civilians, then used more than 50,000 sand bags to build a sea wall.

On the third day of the effort, the city was declared a disaster area, emergency equipment from other parts of the state was ordered, and federal aid was requested to help put homeless Venturans under roof.

During the storm more than 25 homes were destroyed, and some 3000 citizens evacuated.



FOR REAL—DD Man, G. S. Rogers, SN, pockets fork and tries eating with chopsticks during Chinese feast.

SERVICESCOPE

Brief news items about other branches of the armed services.

U.S. AIR FORCE School of Aviation Medicine scientists have reported that human tissue has survived a 50-hour trip to outer space which included 31 orbits of the earth.

The tissue was on board the *Discoverer 17* satellite which was launched from the Vandenberg Air Force Base and was later caught in midair near Hawaii by a USAF C-119 aircraft late last year.

Survival of these cells was particularly significant. Seven hours after the satellite was launched, a solar flare began. It continued for the first 13 hours of the satellite orbit. This phenomenon greatly increased the radiation throughout the orbit. But even with the added radiation, a nuclear physicist at Brooks Air Force Base, Texas, reported that the radiation received by the specimens was not a lethal dose.

Before this, scientists believed that the radiation from a solar flare might be deadly to an astronaut unless he was protected by heavy shielding. However, other answers were suggested by this flight. Some of the specimens had been encased in aluminum while others were protected by various heavier metals. Analysis indicated that those protected by the aluminum received a lower dose of radiation than those with lead shielding.

This is particularly important to future experiments. Although the effects of a one-shot test cannot be accepted as the final answer, the test did indicate that heavy shielding may not be necessary to protect an astronaut who orbits for less than 50 hours. The lighter shielding would allow more weight for useful payload.

The human cells aboard the satellite were samples of eye and bone joint tissue, plus human gamma globulin, the blood protein which is one of the body's main lines of resistance to infection.

In addition to the human cells which were carried to outer space, algae were also aboard. Air Force scientists believe algae may be useful in providing a suitable



SINGLE-HANDED—One man can fire Army's antitank rocket grenade, XM-72, from disposable container.



SWAMP GOER—Truck-amphibians like this are ideal for recovering nose capsules at Cape Canaveral.

atmosphere for astronauts. (Algae, a group of plants which includes most forms of seaweed, absorbs carbon dioxide and produces oxygen in a continuing cycle.) Space radiation apparently had no effect on the algae.

★ ★ ★

GRENADE TOSSING has gone modern, and tomorrow's soldier won't have to depend on his pitching arm to lob grenades a few feet. He'll fire them to distances up to 400 yards or more from a newly-developed launcher which closely resembles a single-barrel sawed-off shotgun.

Called the XM79, the lightweight grenade launcher will combine the M-14 rifle and the M-60 machine gun to provide an infantry platoon increased mobility, firepower and independence of action. Simple and easy to operate, it's designed to give the individual soldier an area fire capability between the maximum range of the hand grenade and the minimum range of the mortar.

Only a little more than two feet long, and weighing but six pounds, XM79 features a double-action mechanism of the break-open type, and an all-aluminum barrel. A nine-ounce complete round fires a six-ounce projectile of high explosives at a muzzle velocity of 250 feet per second. A delay arming fuze will protect the firer from effects of the explosion.

★ ★ ★

THE AIR FORCE plans to spend nearly 63 million dollars for modernization of its instrumentation and data-gathering facilities on the Atlantic Missile Range.

Most of the funds will be used to fit out two large surface ships with more modern instruments than those presently carried by a fleet of smaller craft. Some C-130 aircraft also used on the range will have more advanced tracking and data-gathering equipment installed.

The Atlantic Missile Range was established with the activation of Patrick Air Force Base some 10 years ago. It consists of a chain of island tracking stations in addition to the specially equipped ships and aircraft.

THE U.S. ARMY will get a newly developed front line telephone service next year—one which will use no wire lines or cables.

The new system, based around 12 radio communications central systems, will provide switched radio service to battle areas similar to conventional telephone service. Radio central—VHF transmitters—will be mounted in a weapons carrier on a three-quarter-ton truck. Subscriber stations—transmitters and receivers—will be installed in jeeps or armored personnel carriers.

Each subscriber unit will work through the central station switchboard, where incoming radio messages will be dispatched to their destination—other subscriber vehicles, long distance radio relays, or wire circuits.

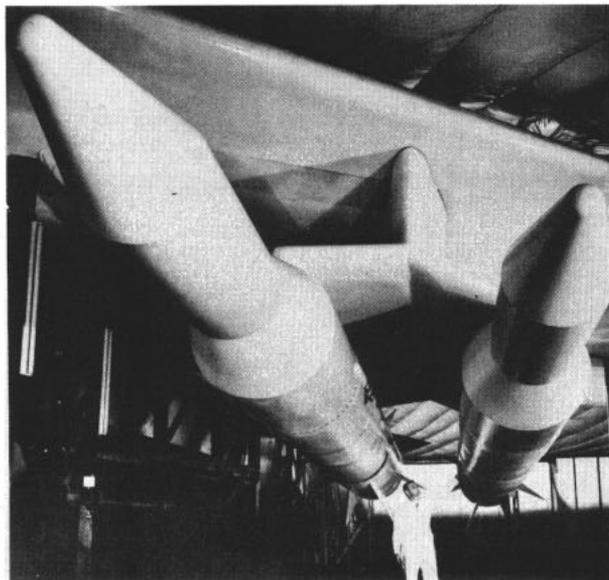
A single sideband will provide more channels of information and more communications systems in a given zone. The central will be able to transmit and receive voice, facsimile and teletype messages. Other design features: Full duplex operation; in-channel net, and emergency conventional netting should the central station become inoperative.

★ ★ ★

LATEST IN THE AIR FORCE'S B-52 (*Stratofortress*) series is the B-52H. The difference between the "H" and its predecessor—the B-52G—is that the newer version has 17,000-pound-thrust engines, a new ASG-21 Gatling gun armament system, and an increase in range even greater than the 10,000-statute-mile range of the B-52G. In both, integral wing tanks are used for jet fuel.

Primarily a missile-launching bomber, the B-52H is being prepared for compatibility tests with the solid fuel missile *Skybolt*.

As the Fleet Ballistic Missile submarine pairs off with the *Polaris* missile, so does the B-52H pair off with the *Skybolt* missile. When the *Skybolt* becomes operational several years from now, it can be launched from the B-52H as far as 1000 miles from multiple targets, thus making it unnecessary for the bomber to penetrate heavily defended hostile territory. Once launched, the missile will follow a ballistic path to its target.



GO-GETTER—Mock-up shows hypersonic air-to-surface ballistic missile (*Skybolt*) under development for AF.

The *Skybolt* will be ready for firing at all times from a constantly shifting missile base; and it will be inter-continental in nature since its B-52H launching platform can be refueled in flight, enabling it to travel thousands of miles.

★ ★ ★

ELECTRICITY for an Army camp in Greenland is being supplied by a nuclear power plant, the first to be used at a remote field location. Situated at Camp Century, about 800 miles from the North Pole, the plant provides electricity for power, heating and lighting.

It also produces steam for melting sub-surface snow for the camp's water supply. This is done at a deep well at one end of the camp. The water is produced by conveying steam to the bottom of the well. There the steam melts sufficient snow to create a pool of water of the desired size.

Heating takes on a special meaning at Camp Century. During the long winter night, which lasts from October to February, surface temperatures plunge to 70 degrees below zero and winds reach a velocity of 125 mph and more.

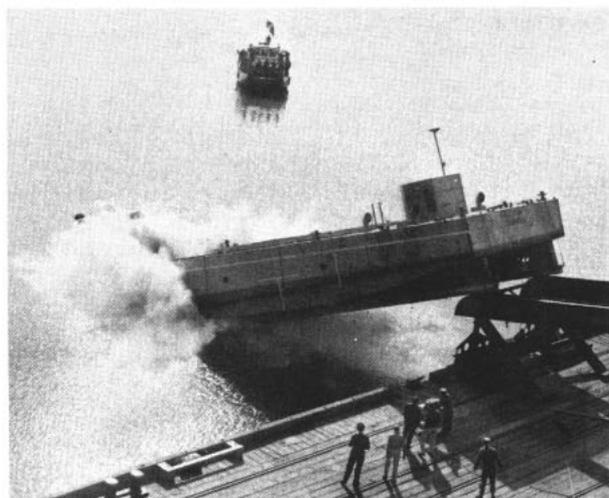
The 2000 kw. semi-portable, pre-packaged nuclear power plant is air transportable. Portions of it were flown to Greenland. Others were shipped by sea.

★ ★ ★

THE AIR FORCE is investigating the feasibility of a vehicle that will be able to rendezvous with and inspect satellites in space. A civilian radio corporation will develop the final-stage vehicle and inspection payload.

The present program is a technical exploration. If successful, it could lead to a system that would make it possible to rendezvous with unknown satellites in orbit for identification purposes.

Launch vehicle for the system will probably be the *Atlas/Agna B*. This program will be managed by the Air Force Ballistic Missile Division.



DIVING — Army tests LCM-8 (landing craft, medium) to check reaction to launch from deck of cargo ship.

THE BULLETIN BOARD

Ever Had Duty on an Atoll? Kwajalein Is a Typical Example

KWAJALEIN ISLAND, from which the atoll takes its name, is one of some 90 islands and islets in the world's largest atoll. Situated at the southeastern tip, Kwajalein (Kwajalin) itself is a little under three miles in length, and one-half mile in width at its widest point. Elevation is eight feet.

Climate — Kwajalein has a marine-tropical climate, which is fairly pleasant most of the year. The average temperature is 82 degrees Fahrenheit, and the average humidity is 82 per cent.

Clothing — The uniform of the day for officers and CPOs is tropical khaki or tropical whites, consisting of short-sleeved shirts and either trousers or shorts. White service uniforms are required for inspections and occasional social functions. It is recommended that a tropical weight suit be brought and if you have a dinner jacket bring it. First class petty officers and below wear whites, dungarees, or khaki shorts with skivvy shirts, depending on the occasion and the nature of the duties performed. Civilian clothing may be worn after working hours. Usually, men wear aloha shirts and trousers or bermuda shorts of lightweight dacron-type materials. A supply of uniforms is maintained at the clothing and small stores and the Kwajalein Store. An exception is white service uniforms. Civilian clothing is available at the Kwajalein Store, although the selection is limited.

Women and children will find lightweight cottons (nylon-dacron) most practical. There is dry cleaning service available, but the general rule is that cottons are acceptable for teas, luncheons, dinners and club affairs, as well as for general wear. Cocktail or summer evening dresses should be brought for dances and parties. Bermuda shorts may be worn on the station. Sunback dresses are generally worn, but if you have the tendency to sunburn easily it is suggested that dresses with jackets be brought.

Cotton underclothing is recom-

mended. Supplies of women's and children's shoes are limited. School-age children wear shorts and shirts or cotton dresses to classes. Preschoolers usually play in shorts or sunsuits. Dressy clothing for Sunday School and parties is suggested. A lightweight raincoat is a must for each member of the family. Light sweaters will be useful on cool evenings and in the few air-conditioned buildings.

Medical and Dental Services — The island has a modern station hospital and dispensary, and medical services are available. It is advised that you have a complete medical and dental check-up before leaving for Kwajalein. If you wear glasses, you should bring an extra pair and a recent prescription, since all orders for new lenses must be sent to Honolulu. Out-patient medical services plus hospitalization are available. If you need special drugs and medications, you should bring plenty with you.

Transportation — Private automobiles, motorcycles or motorscooters are not authorized. The number of government vehicles is limited, but because of short distances and good bus service, transportation provides no problem. Bicycles are useful and should be shipped with household effects. The Kwajalein Store stocks

quality bicycles. Corrosion will deteriorate bicycles quickly and considerable care and attention must be given to them. An initial spray with clear lacquer is helpful.

Commissary and Store Purchases — The Kwajalein Store is the only outlet for toiletries, household appliances, clothing and tobacco goods within a 1400-mile radius. All essential items are stocked, but the selection and sizes of women's and children's clothing and shoes are limited. Magazines are available, as well as pocket-book editions. A well stocked section devoted exclusively to fishing gear is maintained. Excellent buys on cameras, projectors, and allied supplies are available.

In the household section, sheets, pillows, pillowcases, towels and other linens as well as kitchenware are kept in good supply. There is a cosmetic and jewelry counter also. A large variety of toilet articles and cigarettes, cigars, pipes and pipe tobacco is available. China, crystal, flatware and Oriental knickknacks are found here along with a small stock of wicker chairs.

Radios, phonographs, tape recorders and classical as well as popular records can be purchased. Toys and party decorations are stocked seasonally, but speaking generally, suitable children's toys and party gifts are available the year round. Men's clothing, such as shoes, shorts, aloha shirts and swim trunks, is in fair supply.

Because Kwajalein is a tax-free port, substantially lower prices than those charged in Hawaii or Mainland exchanges for goods from the Orient prevail. Photographic equipment and jewelry, particularly jade, and Hong Kong artifacts are good buys.

The Kwajalein Commissary — Regular shipments of fresh produce and canned goods assure residents of well balanced, varied meals. Regular shipments of fresh frozen milk and fresh eggs from Hawaii are also received. Frozen meats and fresh frozen fruits and vegetables, cake

All-Navy Cartoon Contest
Charley Wise, HM1, USN



"I painted his throat, Chief—what now?"

mixes, ice cream and frozen juices are all stocked in addition to a large selection of canned goods. Fresh-baked bread and some baked goods, as well as packaged cookies and dry cereals, are always available. Eggs are as fresh as surface delivery permits. Baby food is also stocked.

Postal Service — All the usual post office services are available. Air mail is recommended for all letters, as air mail time between Kwajalein and the West Coast is only two or three days. The only correct mailing address is:

Name
Navy #824, Box
(assigned upon reporting)
FPO, San Francisco, California

Domestic Help—Marshallese women may be hired for domestic help for from \$1.50 to \$1.80 per day, depending upon the size of your family. Maids are hired on a "first come, first served" basis. There are not a sufficient number to provide a domestic servant for each set of quarters.

Religious Worship—The Kwajalein Chapel, with a capacity for 240, was built as a memorial to the men who gave their lives seizing the island. Built in the shape of a cross, its roof sweeps lazily down, native style, into wide eaves a few feet above the ground, leaving long, low sides entirely open to the trade winds. Both a Protestant and Catholic chaplain are assigned.

Housing — There are 289 housing units, all of which are permanent concrete structures of one and two levels. Some units are single, but the majority are of the duplex type, with a few having four units in the structure. Some units have carports and patios. All are completely furnished with basic furniture including floor and table lamps, kitchen appliances and tables and coffee tables. The furniture is rattan with bright tropical print cushions. Interiors are painted soft shades of green or buff and are unusually cool and attractive for forward area tropical housing.

Household Furnishings — Essential items of furniture and major kitchen appliances are found in all quarters. If you bring electric fans, vacuum cleaners, phonographs, sewing machines, air conditioners and radios, they will add to your enjoyment, but it must be borne in mind that deteri-

oration is rapid in the tropics and time and energy must be spent in caring for these items.

A radio is a must. Note also that at present there is no TV station on Kwajalein.

The following items should be shipped: Curtain material (cotton in solid colors is best), light blankets, normal requirements in bed linens and towels, shower curtains and hooks, cooking appliances such as beaters, blenders, ice crushers, toasters, dishes and glassware, plus cooking utensils and plastic food containers.

All stoves are electric. Hot water is provided and each set of quarters

has a refrigerator in addition to a freezer. Wringer-type washing machines are available for all quarters. Automatic washers are not allowed because of the critical water situation during the dry season. Although the floors are tile, a vacuum cleaner is helpful in cleaning the house and window screens.

Children's toys are available in quantity only during the Christmas season. Bikes, tricycles, wagons, and other large play equipment will deteriorate unless cared for, but if you have children they need toys. The school playgrounds are well supplied with swings, teetertotters, slides, and other playground equipment.

WAY BACK WHEN

The Fleet in the Revolutionary War

It takes many types of ships to make a Navy. Today they range from USS *Weatherford* (EPC 618)—according to some authorities the Navy's smallest commissioned surface ship—to 60,000-ton attack aircraft carriers.

During the Revolutionary War (1775-1783), a group of 42 ships, which made up the principal fleet of the Continental Congress, ranged from a little four-gun sloop to a 74-gun ship-of-the-line. Eight different types of ships were represented in that fleet.

The first two were ships—that is, ship-rigged vessels (square-rigged, a bowsprit and three masts, each mast formed of a lower mast, top mast and top-gallant mast). Placed into the new nation's service in 1775, these two ships (*Alfred* and *Columbus*) served until 1778.

Five other ships followed the original two: *Ranger*, *General Gates*, *Saratoga*, *Washington* (1782-84) and *Duc de Lauzun*.

There were seven sloops (single mast, fore-and-aft rigged). These usually mounted 10 or 12 guns. One, the aptly-named *Mosquito*, carried but four guns. The names of two sloops (*Hornet* and *Independence*) are still carried by ships of today's Navy.

Brigs (two-masted and square-rigged) were six in number. They carried 12 to 16 guns. *Brigantines*, which differed from brigs in having a fore-and-aft mainsail, numbered only a pair: *Resistance* and *Retaliation*.

There was also a pair of schooners: *Fly* and *Wasp*, each an 8-gunner. (Schooners were fore-and-aft rigged and had two or more masts.)

A loner was *Pigot*, an eight-gun galley. (A long, open vessel, propelled by oars.)

The main strength of the fleet was

formed of 13 frigates which had been authorized by the Marine Committee of the Continental Congress, in carrying out resolutions of the Congress dated 13 Dec 1775.

Five of these were 32-gunners, five were 28-gunners and three carried 24 guns. These ships began their service in 1777. Six of them carried the names of civil and military leaders of the Revolution: *Washington* (1777-78), *Trumbull*, *Hancock*, *Warren*, *Montgomery* and *Randolph*. The first three were living men during the period of their namesake ship's service.

Following the 13 original frigates came three others: *Alliance* (1778), *Confederacy* (1779) and *Bourbon* (1783).

The single ship-of-the-line of these 42 vessels was *America*. A 74-gunner, she was built at Portsmouth, N.H. She was not launched until after the Revolution, however. As a token of gratitude, *America* was later presented to France to replace its own *Magnifique* (also a 74-gunner) which had been lost in Boston Harbor.



A few hospitality kits with linens, pots, pans and dishes are available for your use until your household effects arrive. Pictures, knickknacks and other items to brighten your home should be brought with you. Ship out nothing that you will not use, as there is no storage space for household effects on the island.

Service Shops — A modern laundry and dry cleaning service is operated for the benefit of everyone. Limited cobbler and tailor services are also available and are located in the same building as the laundry.

An air-conditioned barber and beauty shop is available.

Schools — Kwajalein has an elementary school, including a kindergarten and grades one through eight. Textbook and school supplies are furnished by the school. Students in the ninth through twelfth grades must depend on supervised correspondence courses for their high school accreditation. It usually takes three to four months for the courses and books to arrive.

The George Seitz School enrollment averaged 200 pupils in the 1959-60 school year with 11 teachers and a principal. The school has its own library, records and record player, films and projector, and playground with athletic and recreational equipment. The school offers a well balanced curriculum based on the Navy overseas dependents school course of study. Achievement and reading tests are administered regularly and every effort is made to maintain the continuity of each child's education.

Supervised swimming instructions and an intramural athletic program are part of the daily school schedule. Extracurricular activities include field trips to the local power plant, nursery and neighboring islands, shell hunting, and fishing parties.

Recreational Clubs — The following clubs are operated:

Ocean View Club, for all personnel.

Cocoanut Grove, for all personnel.

The Crossroads Club (enlisted military personnel and civilian personnel with rating of foreman).

Yowke Yok Club (officers and civilians with officer status).

In addition to the above there is a snack bar which provides light lunches and the services of a soda fountain like a corner drug store.

All-Navy Cartoon Contest
ENS John E. Fleming, USN



"Cut the comedy act, Falquist, your chow relief is on his way."

Recreation — Located in the Special Services building itself are hobby shops offering opportunities for instruction in woodworking, leathercraft, model aircraft, photography, and model boat building. An eight-lane bowling alley is available for those who bowl. Facilities for boxing are maintained. All the usual American sports, except golf, can be played on Kwajalein. There is, however, a nine-hole miniature golf course.

Two swimming pools plus an excellent beach provide the settings for water sports. Fields and courts are available for football, basketball, tennis, volleyball, baseball and softball. Designated areas are set aside for fishing off the pier. Fishing gear may be checked out, but most fishermen prefer to buy their own equipment from the Kwajalein Store. Shelling on the reef at low tide is a very popular pastime.

Fishing and shelling trips, as well as trips to some of the other islands in the atoll, can be arranged. The recreational Yacht Club has a number of small craft for sailing and water skiing. The active Yacht Club welcomes new members. Skin divers, using either snorkel type masks or oxygen tanks, have brought many interesting marine specimens to collectors' shelves. The Scuba Club is open to those who can pass the tests necessary for participation. Picnic areas, complete with shelters, tables and barbecue pits, can be reserved for outings.

Movies are shown at the Richardson Theater, scene of local talent shows as well as USO and Depart-

ment of Defense entertainment. In addition, movies are shown at the Long House (officers club) and the Crossroads Club. Different movies are shown free of charge seven nights a week.

The Hourglass, an eight-page mimeographed newspaper, is published six days a week, Monday through Saturday, and is distributed free of charge. The paper publishes world and national news, in addition to local events and sports.

Radio Station AFRS, Kwajalein, operates 120 hours a week Tuesday through Saturday from 0600 until midnight and Sunday and Monday from 0900 until midnight. The station features transcribed Mainland radio shows and up-to-the-minute newscasts three times daily, as well as big sporting events via short wave. It operates on 1220 kilocycles with a maximum power of 1000 watts.

Passports — Personnel (and dependents) who want to take leave in Japan, the Philippines or Hong Kong, should obtain tourist regular fee passports before leaving the United States.

Dependents, whose travel has been authorized, will be notified and advised regarding baggage allowances, passports, immunizations, etc., through regular channels.

Two Correspondence Courses Added to Available List

Two new enlisted correspondence courses have been issued by the Bureau of Naval Personnel, and two enlisted courses and one officer course have been discontinued.

Enlisted correspondence courses for active duty Navy men will be administered, in most cases, by your local command. Your division officer will help you select the courses best suited to your rate and training program, and will see that your application (NavPers 231) is forwarded to the Correspondence Course Center.

New Courses

Machinist's Mate 1 & C (NavPers 91504-B)
ABC Warfare Defense (NavPers 91212)

Discontinued Courses

ECC Atomic Warfare Defense (NavPers 91210-D)
ECC Chemical & Biological Warfare Defense (NavPers 91211-B)
OCC The Naval Ordnance Establishment (NavPers 10963)

Here Are Answers to Questions That You May Have Asked, Too

AS MENTIONED EARLIER, in the February issue of ALL HANDS, the Chief of Naval Operations and the Chief of Naval Personnel are intensely interested in problems and questions facing the Navy's junior officers.

In that issue, we attempted to answer a dozen or so of the most pressing, giving the official Navy position on each.

However, these questions aren't to be brushed off lightly. Limitations of space did not permit a full treatment of all the queries and answers. This series of career questions of junior officers (and many are of considerable interest to enlisted men, too) is continued below. More will follow in a forthcoming issue.

What is the possibility of Navy pay being placed on an inflationary scale with the annual increase in the cost of living?

Probably not very good. It must be borne in mind that service pay has its principal source in revenues obtained from taxes. Sound government requires, just as does business, knowledge of the relationship between income and expenses. Tying military pay to cost-of-living would be impossible to budget, while the government would not know from one month to the next how much money would be required to meet its payroll.

The stability inherent in service pay may be considered, however, both an advantage and a disadvantage. In a rising economy, the legislative machinery that must be set in motion to increase service pay is usually a step behind the cost of living. For the same reason, the serviceman benefits when the cost of living starts to slip. He has little reason to fear a business recession, and in a stable economy he breaks even.

What is the possibility of increasing any existing fringe benefits now available to naval personnel serving in the Washington area? We are living in an inflated area where we are competing under handicap, with civilian employees whose pay scale is above the national average.

Any fringe benefits available to naval personnel elsewhere are also available in the Washington area; thus no increase is either contem-

plated or indicated. Figures developed by the Bureau of Labor Statistics of the Department of Labor indicate Washington to be no more expensive a place to live than many others in the U.S., and in fact is less expensive than many.

Federal income taxes should be removed from service personnel's wages. Why all of this extra book-keeping? It would save a considerable sum of money for the United States. For armed forces personnel who have no outside income it would free them from filing returns. Why give us money that we must return to the government? Give us a freedom of taxes (federal) rather than a token pay raise next time.

Many valid arguments are advanced against removal of federal income tax liability on the part of armed forces. Consider these points:

Removal of income tax liability would be an unequal pay raise because persons with few exemptions and/or small deductions would benefit to a substantially greater degree than others of the same rank or rate of pay.

Payment of income taxes produces a healthy respect for the cost of maintaining our federal government and gives the taxpayer a more personal interest in how his tax dollars are used.

If the dike is once breached by letting one category of taxpayers off of the rolls, other groups will press for like privileges and soon the entire burden will be borne by a few. Government civil service employees would have as much right to relief from federal taxes as would service personnel. State and local employees would probably follow.

HOW DID IT START

Naval Knowledge from A to N

For years the gamut of required naval knowledge for all enlisted men ran—from A to Z—but from A to N. The letters from A to N were the letter-keys to 14 subjects that every man in the Navy had to know before being advanced.

Though the subjects changed slightly from time to time, a typical listing (from a 1939 manual) would read like this: A. Discipline and Duty, B. What the Service Offers, C. Enlistment, Discharges, Courts-Martial, D. Pay and Accounts, E. Navy Customs . . . and so on.

The A to N concept dates back to 1902, when the *Bluejackets' Manual* was first published. In its earliest use, the A to N subjects were those that each man on board ship was required to know. By way of contrast, O to Z were the subjects that each ordinary seaman had to know.

A to N was long a part of the *BuNav* (Later *BuPers*) Manual. In the 1942 edition of the *BuPers Manual* (Para. 5201) it was used in this sense: "A-N—General Qualifications.—All Men in the Navy shall be conversant with general Navy subjects listed below. . . ."

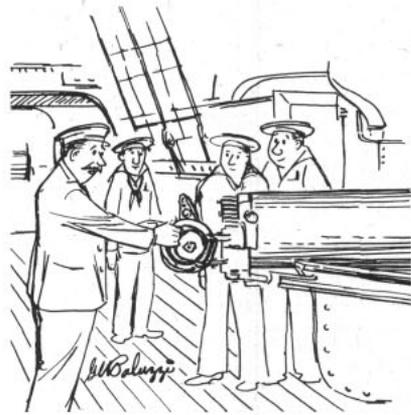
In 1943 there appeared the famous Navy training manual, the 443-page *General Training Course for Non-Rated Men*, which had 28 chapters—each chapter considered as a study assignment.

"The first 14 assignments," it stated, "are intended to acquaint the recruit with his privileges in the Navy and his respon-

sibilities to the Navy. The material in the remaining 14 assignments is similar to that which was formerly given in A to N; and a knowledge of that material is essential to every man who plans to strike for advancement in rating." The earlier A to N instructions of the *BuPers Manual* were cancelled out.

The first edition of the *Manual of Qualifications for Advancement in Rating* was published on 10 Feb 1947. Four of its pages were devoted to "Military Requirements for All Men in the Navy."

At the beginning of the manual is the last mention—and as a historical reference only—of A to N. That marked the last appearance of A to N in an official manual.



When will the Navy be able to compete with industry in remuneration of officers? A college graduate receives offers that average about \$500 per month at graduation. An ensign receives a maximum of \$348 per month. There is also quite a difference between senior officers and executives.

We feel that the Navy is competing very favorably with industry right now insofar as remuneration is concerned.

First, let's get the figures straight. The latest authoritative survey of starting wages offered college graduates in industry shows a range of from \$382 monthly for general business trainees to \$443 monthly for engineer graduates.

A newly commissioned ensign with no previous military service and with no dependents receives \$338.58; with dependents he receives \$355.68. The subsistence and quarters allowances included in these amounts are not subject to federal income tax; his pay continues through periods of sickness and hospitalization; traditional benefits such as free retired pay, survivor benefits, death gratuity, burial costs, medical care, separation pay, commissaries, post exchanges, recreation facilities, government-paid education, etc., increase the gross pay by at least an additional 15 per cent.

Additionally, ensigns are currently being promoted to lieutenant (jg) with 18 months' service and to lieutenant with about four years of service. Thus, our ensign with dependents who is promoted to lieutenant shortly after his fourth year is drawing \$565.48 monthly—almost \$200 a month increase.

Admittedly, there is still a large disparity between wages of top civilian executives and top military leaders, although the trend in the last few years has been to narrow this gap somewhat. Our senior officers are now being paid at a rate which reflects a little more accurately than heretofore their tremendous responsibilities.

Does the Navy ever intend to give its officers incentive pay?

Naval officers receive incentive pay now and have been receiving it for many years. Entitlement to incentive pay accrues for flying and submarine duty, and for many other types of hazardous duty for which

All-Navy Cartoon Contest
Jack E. Loder, AME2, USN



incentive pay is authorized by the Career Compensation Act.

Which is more important to a line aviation lieutenant—getting a specialty or preparing for command?

The modern Navy imposes heavy demands for technical knowledge upon its officer corps. Career management and educational concepts are being geared to provide large numbers of officers who will have special knowledge by experience and training in a particular field. However, the line officer should not be divorced from his operational duties for an indefinite period of time, and his efforts to acquire a sub-specialty and to prepare for command are more or less inseparable. In any case, an aviation lieutenant should not pursue a specialty to the complete exclusion of the line duties which serve to prepare him for command.

Why is there no straight teacher's billet, such as exists in the case of the medical officer, in the Navy?

There is not enough specializa-

tion involved to warrant such selectivity. As a matter of fact, a great deal of the Navy activity afloat and ashore is by its very nature in the areas of education and training. Such activity occurs throughout the Naval Establishment and thus does not lend itself practically or logically to individual or area specialization. The officer's record shows that he is either qualified to instruct or has educational or training experience.

In analyzing the question of straight teachers' billets, it is necessary to look at the types and levels of training and education we have. In our training programs, we use the practical, craftsman approach. We give the trainee specific training in a specialized subject area in order to achieve learning results which will enable the man to do a useful job in the Fleet. In such practical training programs, we would fail our objectives if we were to rely upon teacher specialists, since they would soon lose touch with the Fleet.

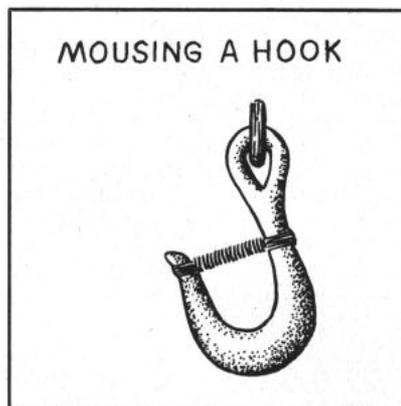
In our educational programs, we employ educators (civilians) as instructors in areas where naval experience is not essential, that is, English, foreign languages, history, aerodynamics. We provide naval officers as instructors in such fields as navigation, weapons, seamanship, and obviously, orientation and leadership, because actual experience in the Fleet is a prerequisite to full qualification in subject matter. Such officers could not be specialists in teaching only.

In the light of civilian employment opportunities today, what measures will the Navy be taking in the future to ensure an adequate supply of competent, highly trained, career-minded technicians?

The STAR Program, recently implemented, provides opportunities for personnel to reenlist early in their first enlistment. In return they will get an early bonus, guaranteed school training and, in certain instances, advancement without examination.

In addition, certain other items which will require DOD approval and legislation are under active consideration, for example, a variable reenlistment bonus which would permit the payment of larger sums of money to the most highly

Grains of Salt —



trained Navy technical personnel.

Furthermore, it may be necessary to create a Technical Corps of highly technical personnel necessary to the operation of our new weapons systems. These would be separately identified from enlisted men, and would receive pay which is competitive with industry.

Is there any chance that in the near future there will be more emphasis placed on specialization than there has been in the past?

The Navy's plans for the future are to reduce specialization and increase the number of unrestricted line officers with a sub-specialty. These sub-specialized officers will receive a number of tours in their sub-specialty plus postgraduate schooling in mathematics, the sciences, or as required. Thus, the unrestricted line officer will be better able to cope with the highly technical equipment he will have to supervise and operate in the future.

What opportunities are available to junior officers to participate in special programs of research or development?

The opportunities are threefold—through the staff corps, the restricted line programs, and through sub-specialization in the unrestricted line.

Entrance into the staff corps is accomplished through application and selection from among the more qualified either at initial commissioning or by later transfer.

The restricted line is largely composed of sea-trained officers who want to devote their major effort in the technical areas. The path to this program is by application and selection from Code 11XX officers who have completed an initial tour at sea—which is essential background. These officers then go on to specialized engineering billets.

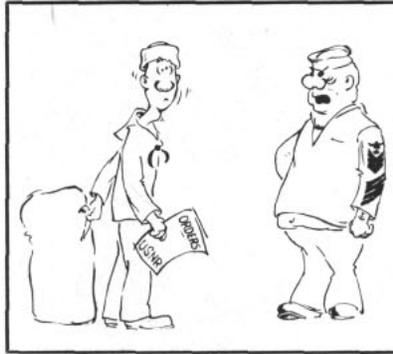
The unrestricted line officer may sub-specialize through postgraduate education and assignment to various research and development activities during normal tours of shore duty.

It should be stressed that all the Regular line officer programs emphasize sea experience before entering the program.

For the Reserve officer who is not contemplating a career in the Navy there is a small number of research or development type billets available for LTJGs and ENSs.

The LDO program which re-

All-Navy Cartoon Contest
Donald S. Churchill, QM2, USN



"Whatta ya mean, you just came from Missouri—That ship's out of commission!"

places the warrant officer program shows a tendency toward specialization. Is this an indication that the entire Navy, both officer and enlisted, will begin to become more specialized—for instance, with officers and men working in one field this tour of duty and another field on another tour of duty?

Yes, the LDO is a specialist; however, so was the warrant officer. The Navy in general is not tending toward specialization as much as toward sub-specialization. In place of the two extremes of (a) the general line officer and (b) the specialist, we are now reducing the number of specialists and educating the line officer toward a sub-specialty. The line officer will serve and train in billets associated with his sub-specialty as frequently as possible. Thus, the line officer will be in a better position to operate and understand the technically advanced equipment in our ships.

What is BuPers policy on officer career chances for general duty officers as compared to specialty officers?

Since the careers of general duty officers and special duty officers are, and always have been separate and distinct, each with its own promotion structure and assignment pattern, it is assumed that this question does not contrast these two cadres. In any event, BuPers policies recognize the distinction between line officers and specialists and will continue to do so.

It is probable that this question is directed to consideration of the general line officer as we have historically conceived him and the new

concept of his sub-specialization. If this be the case, then BuPers policy is to foster the sub-specialization of the line officer. The Franke Report recognized and preserved command as the one undeviating goal towards which development of the line officer should be directed. However, it also took cognizance of the exploding technological advances taking place and the need for the line officer to develop a sub-specialty.

Proceeding in an evolutionary manner, BuPers has set about gradually modifying assignment practices, educational concepts and other parts of the system of officer distribution and training, to produce line officers who will have been given the opportunity to develop the sub-specialties desired by the Navy.

Because this revision of BuPers policy is directed at the career pattern of the general line officer, and does not envision splinter groups, divided into general duty and specialty officers, "career chances" remain as they have always been.

This means simply that professional performance of duty in the billets to which assigned, measured against contemporary competition in the same cadre of which an officer is a part, is the best insurance for a successful career.

What is Congress likely to do about flight pay and retirement benefits?

There presently is no strong feeling in Congress in regard to flight pay. The current appropriations act carries a general provision regulating (through the Secretary of Defense) "Proficiency flying: and permitting the payment of flight pay without minimum hours to certain members of the Armed Services." A new general provision was added to the 1961 Act which limited flight pay to no more than 99,046 officers.

What Congress will do about retirement benefits will probably be based on the findings of a non-governmental research organization which will conduct a full study of the military retirement subject at the request of the Senate Armed Services Committee. The Department of Defense has an ad hoc committee studying the entire officer personnel structure for all the armed forces. It is not anticipated that any drastic changes will be forthcoming to the present retirement laws.

Rules and Advice on Doing Business with Salesmen Aboard Your Ship or Station

Those colorful merchants of an earlier Navy era—the “bum-boaters”—who swarmed out to meet incoming ships and hawked various and sundry merchandise to their crews, are pretty much a thing of the past.

Most salesmen these days, at least in this country, come garbed in gray flannel suits complete with built-in soft sell approach. The vast majority of them represent legitimate and honorable concerns. There is an occasional exception, however—and once in a while such a character manages to worm his way onto a military reservation. A recently issued SecNav Instruction (1740.1) recognizes this fact, and clarifies and spells out the procedures commands are to use in controlling this situation.

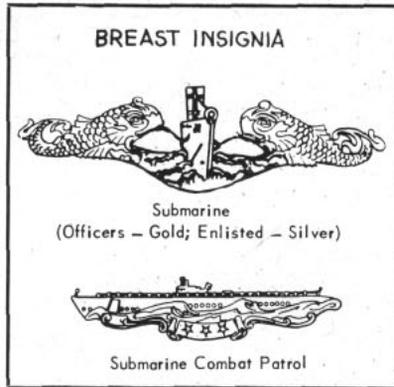
Control of commercial solicitation aboard Navy ships or stations is a command responsibility, and SecNav Inst. 1740.1 provides COs with added authority and strengthened regulatory methods to aid in providing that control.

You can help too, though, by recognizing the operator who has no business aboard your ship or station, or has gained access to it by hook or crook, and is there to sell you and your shipmates a bill of goods. And you can best do this by knowing some of the rules set up for your protection.

For example:

- Solicitation is required to be on an individual basis, preferably by appointment only, at a specific location and time designated by your CO.
- Solicitation of recruits, trainees, personnel undergoing enlistment or induction processing and personnel assigned to replacement drafts is prohibited.
- Also banned is solicitation of personnel at embarkation ports, except by written appointment, and solicitation before “captive audiences”—classes, mass formations, and the like.
- *Military personnel on active duty are expressly prohibited from representing any commercial company for the solicitation of life insurance, mutual funds and other investment plans, commodities or services on*

Grains of Salt—



any military installation, with or without compensation.

• An official identification card may not be used to gain entrance to a military installation to solicit the sales of commodities, services, mutual funds and other investments.

• The fact that the salesman and the company or concern he represents have complied with the rules and regulations thoroughly enough to have gained your CO's permission to solicit aboard your ship or station does not imply official governmental or command endorsement of the commodity, service, investment fund or life insurance plan involved.

There are other items you should know, too, particularly on the subject of insurance, investments and allotments. Any reputable insurance agent, for instance, should and will take the time to explain thoroughly the plan he's selling. He'll want you to read all of the so-called “fine print,” and take all of the time necessary to reach a mature decision. Further, he is required to furnish both you and your CO the name and address of his company; his own

Not Many Navymen Go to Kusanagi

Here is a story that gives the real meaning to the idea of People-to-People. The facts were made available to us by a former Navyman and crew member of USS Oriskany (CVA 34), John B. La Macchia, Jr., of St. Louis, Mo. It reports the results of a goodwill effort of a single ship and its crew, and how that effort has evolved into something lasting.

Let us pass on to you the account as it is told by one of the Japanese missionaries who helps run this orphanage some 7000 miles away from the mainland of the United States.

IN THE BEAUTIFUL PLAIN of Shizuoka Prefecture, Kusanagi, among the rice fields, the visitor can see a green wooden building and beside this a smaller one with a big title: “Oriskany Home.” It is our orphanage. Down in the yard, happy children playing, studying, working—our dear orphans.

Why of the name, “Oriskany Home”? On Christmas of the year 1952, we started our charitable work, with two children, then their number increased.

One year later, with our great surprise, we were called, from an American aircraft, “Oriskany CVA

34,” anchored at Yokosuka's Harbor. We went there with six children; the kind officers and men kept them really happy. Then the captain, in front of the crew gathered, on the main salon, presented to our Superior a donation to be used for the orphans. Since that time, our orphanage is called “Oriskany Home.”

It is big enough to recover 40 children, but right now there are only 22 the fortunated children allowed to come.

Well, let's say something about them. Some children, are orphans of both parents, some of mother or father, but, for different reasons, they cannot take care of their children.

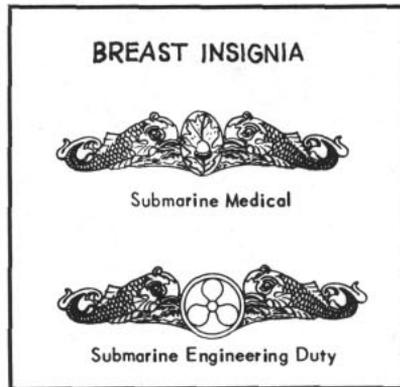
The orphans come at the Oriskany Home in different ways: some are sent from the government, others from kind persons who likes the children but are not able to look after them all the time. We accept the little ones from 15 months taking care of them until their full age.

During the time that the children pass in the orphanage, they have the opportunity to learn, beside primary and middle school, even a profession, that assure them their future life.

name and address; name of insured; type of policy; amount of life insurance; amount of premium; complete information on death benefit, guaranteed cash value of paid-up insurance, extended insurance, pure endowment (if any) at the end of the first to fifth years, inclusive, and the 10th, 15th and 20th years; and a list of all exclusion provisions which might be incorporated in the policy, such as war, aviation, etc.

If you are an E-1, E-2 or E-3, your CO is responsible for counseling you concerning the purchase of life insurance aboard your ship or station prior to the processing of an allotment initiated to pay the premiums of any such insurance. He will, first of all, point out that the allotment system is a convenience not to be exploited, that its use is permitted only to provide the indi-

Grains of Salt —



vidual with a ready means of guaranteeing continuance of his protection under adverse circumstances.

He or his designated representative will also discuss with you your over-all financial obligations, give you a brief review of government bene-

fits accruing to survivors of military personnel, and cover the policy or policies in question. It will be carefully explained to you that the purchase of insurance is a transaction which is intended to continue over a period of years—that if the policy is allowed to lapse you may not recover more than a nominal amount of the premiums paid. He will insure that you are entering into the transaction in good faith and with a full understanding of the agreement. Men in higher grades may also get such counselling if they so desire.

In the case of mutual funds, investment plans and securities, again the agent or solicitor is *required* to furnish both you and your CO certain information about the transaction, including: Name and address of his company; his name and address; name of the investor and rank

But They'll Always Be Welcome at 'Oriskany Home'

About their support; for the children that the government addressed at our "Home," we receive a small subsidy, but it is very, very insufficient, so we try to complete it, helping ourself with many industries; like private lessons, sewing, bazaar, etc. . . . and requests of offerings, too. For the children that are not belonging to the Shizuoka Prefecture, the government gives us nothing. And we have quite a number of them.

Now, we'll say something about their coming in the "Oriskany Home."

Here come the three little birds: Machiko — Yuko — Teruyo; the youngest of the large family. All three have the same age; 3 years old.

They are the toys of the other girls, and of the Sisters and teachers, too. Unfailingly, every morning, as a great duty to do, they go to Sister Superior's room, to receive some candies. The joy of their bright eyes is indescribable; they are the happier birds in the world.

Then, with join hands they march at the Kindergarten. An hour later, they are home again to take their lunch-box, even if it is only nine o'clock. Their little stomach is already empty. . . .

At any time, when the different signal's bell rings, immediately they run to the kitchen door, thinking that there is meal signal at all the times.

When Machiko came, she was only 13 months old. Her little body all a sore, from head to feet.

Her mother was left alone when Machiko was a tiny baby. Fortunately, a kind person came to know this, and helped the poor woman suggesting her to put the baby at the "Oriskany Home."

Now, Machiko is like a butter ball, she talks, plays and sings; her little feet, move at any sound of music. She shows good heart and intelligence. We hope she'll do very well while growing.

The next little bird is "Yuko." She came in the orphanage, like a leaf tossed by the wind. She could hardly stand and walk. Her mother felt sick with a T.B., so she couldn't care for the baby, and little Yuko didn't have enough to eat. None recognized her now; she is lively and healthy, and quite an ambitious little girl. She likes to wear nice American colored dress.

In the meantime, her mother was took to the Hospital. At the end of her life, she is very happy to know as her youngest are in

good care at the "Oriskany Home."

The third little bird is "Teruyo" —though she is 3 years old, she still a baby. She started her existence suffering, completely uncared from her both parents, so she is a little retarded. We hope and try to do our best to help her getting along quickly. Her most used word is "Ame chyoday," which means: "candies, please."

Well, there are other stories about other children, all sad. We are more than happy to have devoted our lives for this charitable work, and we try to do our best to keep the children happy now and in their future. And we would like to extend our care to much more little ones, but we are very short of means.

This is the story of the Oriskany Home, which is operated by the Salesian Sisters at Kusanagi-Shizuoka, Shimizu-Shi, Japan. It conveys the meaning of People-to-People. USS Oriskany, which donated to the home on each trip to the Far East, has gone into dry-dock and the men who contributed have long since left Japan, but other Navy ships and their crews have continued and will continue to lend a helping hand to this project and other fine ventures.

or rating; type of investment; amount of planned monthly investment; and a certification that penalty or surrender charges which might be suffered by you if you should terminate the plan or fail to make deposits contrary to the terms as contemplated in the purchase agreement have been fully explained to you.

COs are not required to counsel you on the merits of this type of transaction. However, if you request counselling, you will be advised that admission of a salesman to a military installation implies only that the agent's employment by an authorized security dealer, broker, mutual fund, investment fund or other authorized dealer has been verified; that the Department of the Navy does not endorse any plan; and that investments are made at own risk.

An explanation of the merits of an investment in U.S. Savings Bonds will be given you, and, if you are an enlisted man, the advantages of the savings deposit plan. You will also be advised that stock brokers, investment firms or mutual fund concerns do not qualify as banking institutions, and may not be expressly designated as payees of a Class "S" allotment.

Applications Open for Transfer to USN, Deadline is 24 March

The Navy has put out a call to permanently commissioned line officers and Reserve officers who want to become a part of the Regular Navy in the categories of Engineering Duty (Code 1400), Meteorology (Code 1530) and Special Duty in Communications (Code 1610), Intelligence (Code 1630) and Public Information (Code 1650).

Regular Navy officers will be appointed in their current grades and dates of rank. If they are in a promotion zone the same year they are designated, their designation will be deferred until they have been considered for promotion in their present category.

Reserve officers recommended for transfer will be placed on the lineal list according to the date of rank in grade in which they are serving when transferred.

Interested officers can get detailed information from BuPers Inst. 1120-33. Applications must be submitted before 24 March.

All-Navy Cartoon Contest
Charley Wise, HM1, USN



"He's carrying his master-at-arms job a bit to the extreme."

List of New Movies and TV Series Available to Ships and Overseas Bases

Four TV series have recently been made available to ships through the Navy Motion Picture Service. Two of these one-hour TV shows will be packaged together for a 108-minute program. Commercials have been deleted. However, these TV programs may be shown aboard ship only. They are not to be exhibited at shore stations. Below, you will find a listing of movies and TV programs made available in January.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Song Without End (1647) (C) (WS): Drama; Dirk Bogarde, Capucine.

For the Love of Mike (1648) (C) (WS): Drama; Richard Basehart, Stu Erwin.

The Night Fighters (1649): Melodrama; Robert Mitchum, Anne Heywood.

Under Ten Flags (1650): Drama; Van Heflin, Mylene Demongeot.

One Foot in Hell (1651) (C) (WS): Western; Alan Ladd, Don Murray.

The Tormented (1652): Melodrama; Richard Carlson, Susan Gordon.

The Walking Target (1653): Melodrama; Joan Evans, Ronald Foster.

Let No Man Write My Epitaph

(1654): Drama; Burl Ives, Shelley Winters.

Ocean's Eleven (1655) (C) (WS): Comedy-Melodrama; Frank Sinatra, Dean Martin.

The Crowded Sky (1656) (C): Drama; Dana Andrews, Efram Zimbalist, Jr.

I Aim at the Stars (1657): Biographical Drama; Curt Jurgens, Victoria Shaw.

Surprise Package (1658): Comedy; Yul Brynner, Mitzi Gaynor.

Let's Make Love (1659) (C) (WS): Comedy; Marilyn Monroe, Yves Montand.

Porgy and Bess (1660) (C) (WS): Drama; Sidney Poitier, Dorothy Dandridge.

The Boy Who Stole a Million (1661): Melodrama; Virgilio Texera, Marianne Benet.

Midnight Lace (1662) (C): Drama; Doris Day, Rex Harrison.

Fast and Sexy (1663) (C) (WS): Comedy; Gina Lollobrigida, Vittorio DeSica.

Freckles (1664) (C) (WS): Drama; Martin West, Carol Christensen.

Squad Car (1665): Melodrama; Vici Raaf, Paul Bryar.

Dark at the Top of the Stairs (1666) (C): Drama; Robert Preston, Dorothy McGuire.

Television Programs

5020 TV-1 (Series) *Wagon Train*—Western; (Episode) *The John Cameron Story*.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Jessie Quinn.

5021 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Julie Gage Story*.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Roger Mowbray.

5022 TV-1 (Series) *Bonanza*—Western; (Episode) *Truckee Strip*.

TV-2 (Series) *The Untouchables*—Underworld Drama; (Episode) *Tri-State Gang*.

5023 TV-1 (Series) *Bonanza*—Western; (Episode) *The Gunman*.

TV-2 (Series) *The Untouchables*—Underworld Drama; (Episode) *Dutch Schultz Story*.

5024 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Sally Potter Story*.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) *Escape to Memphis*.

- 5025 TV-1 (Series) *Wagon Train*—Western; (Episode) The Ruth Owens Story.
TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Guns for Empire.
- 5026 TV-1 (Series) *Bonanza*—Western; (Episode) Spanish Grant.
TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Underground Railway.
- 5027 TV-1 (Series) *Bonanza*—Western; (Episode) A House Divided.
TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Syndicate Sanctuary.
- 5028 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) The Blowup.
TV-2 (Series) *Wagon Train*—Western; (Episode) The Riley Gratten Story.
- 5029 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) The Faithless.
TV-2 (Series) *Wagon Train*—Western; (Episode) The John Darrow Story.
- 5030 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) Star Witness.
TV-2 (Series) *Bonanza*—Western; (Episode) The Fear Merchants.
- 5031 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) One-Armed Bandit.
TV-2 (Series) *Bonanza*—Western; (Episode) Blood on the Land.
- 5032 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Payment in Full.
TV-2 (Series) *Wagon Train*—Western; (Episode) The Charles Maury Story.
- 5033 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) The Boy From Pittsburgh.
TV-2 (Series) *Wagon Train*—Western; (Episode) The Mary Dupree Story.
- 5034 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) St. Louis Story.
TV-2 (Series) *Bonanza*—Western; (Episode) Desert Justice.
- 5035 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) The Big Squeeze.
- TV-2 (Series) *Bonanza*—Western; (Episode) The Paiute War.
- 5036 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Forbidden Island.
TV-2 (Series) *Wagon Train*—Western; (Episode) The Gabe Carswell Story.
- 5037 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Salvage Pirates.
TV-2 (Series) *Wagon Train*—Western; (Episode) The Daniel Barrister Story.
- 5038 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) Three Thousand Suspects.
TV-2 (Series) *Bonanza*—Western; (Episode) The Stranger.
- 5039 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) The White Slavers.
TV-2 (Series) *Bonanza*—Western; (Episode) Escape to Ponderosa.

Naval Security Group Has Billets for Junior Officers

If you're an officer in the grade of LT or LTJG, and have been thinking about a job with the Naval Security Group, now's the time to apply.

NSG is looking for junior officers—including Waves—who are experienced in communications, electrical engineering, electronics, intelligence, languages, mathematics or physics. Qualify so far?

Also, you must be a citizen of the U.S. by birth, and members of your immediate family must be U.S. citizens.

All Regular Navy officers are eligible to apply, although they generally will not be assigned to NSG until they have finished a tour at sea.

If you're a Reserve officer, you may also apply, provided you agree to remain on active duty for the prescribed tour.

Your request, submitted in duplicate six months before the end of your present duty tour, should be sent via official channels to the Chief of Naval Personnel (Pers B133). Endorsements should include recommendations regarding any marked aptitudes or abilities.

For the detailed report, see Bu-Pers Inst. 1331.2C.

Most communities get their water supplies from reservoirs, rivers and wells. One, however, mines its water.

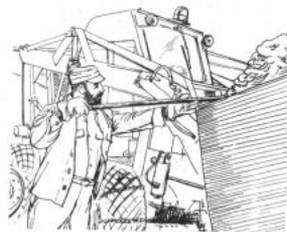
That's the way they do it at the Naval Air Facility at McMurdo Sound, Antarctica.

McMurdo Sound has an abundance of water all year 'round but it is frozen. Since the men at NAF McMurdo can't very well drink and wash in snow, Navy Seabees work snow mines on the fringes of the camp with a tractor-treaded vehicle called a traxcavator. In the course of a 12-hour workday, the traxcavator makes an average of



30 runs to the snow mine and hauls the solid water to one of five snow melters located at strategic positions in the camp.

The camp's largest snow melter is located in the laundry. It has four 1000-gallon tanks which supply enough water for cleaning the clothes of the 700 officers, enlisted men and civilian scientists who populate the installation during boom season. Boom season at McMurdo Sound is in the



good old summertime (winter in the northern hemisphere).

Although all water used at McMurdo is simply melted snow, the water must be filtered to remove the volcanic ash which forms the terra firma upon which the snow rests. It is also constantly tested because, although it is amazingly clean, it is not germ-free, and such an isolated camp can't afford to take chances.

When a traxcavator operator was asked if he foresaw the day when the snow mines would be depleted, he remarked that five and one-half million square miles of snow were still available. He thought it would last a while in spite of the world population explosion.

Pt. Mugu Has Course on Space and Astronautics

The Navy's first Space and Astronautics Orientation course (SA-OC) is being given at the U.S. Naval Missile and Astronautics Center, Point Mugu, Calif.

A top secret course, it has been designed for commander and above, and for key civilians of the naval establishment. It provides a four-day orientation in fundamental astronautic concepts and today's space programs. Three days of classroom presentation deal with space matters, with emphasis on the ways operations in space will support and enhance the Navy's ability to carry out its assigned missions. There is a one-day field trip that takes in the Naval Missile Facility at Point Arguello and Vandenberg Air Force Base.

An applicant desiring to attend

the course should forward a request for a quota to: Commander, U.S. Missile and Astronautics Center (Code 5170), Point Mugu, Calif. Requests should be forwarded no later than two weeks before the class convening dates. Courses for 1961 are scheduled to begin March 28, April 18, May 16, June 13, July 11, August 1, August 15, September 12, October 3, October 31, November 14, November 28 and December 12.

The new course signifies high-level recognition of the need to inform responsible personnel of the essentials of the space and astronautics fields. It has been patterned after the Special Weapons Orientation Course, which treats the field of nuclear weapons in a similar manner.

applicant's maintaining scholastic standards as well as meeting other requirements on which the original grant was made.

Applicants must be graduates of accredited high schools or their equivalents and intend to work toward BS or BA degrees.

Applications may be obtained from the Bureau of Naval Personnel, Pers G221, Washington 25, D.C., or from the Scholarship Chairwomen of the Submarine Officers Wives Clubs of San Diego, Norfolk, Charlestown, New London or Key West.

Applications for this year's scholarship should be sent before 15 April to the Personal Affairs Division (Pers G221), Bureau of Naval Personnel, Washington 25, D.C.

DDG Built at Great Lakes

The guided missile destroyer *uss Henry B. Wilson* (DDG-7) has become the first Midwest-built warship to be commissioned at the Boston Naval Shipyard.

Built in a Great Lakes yard, the ship is the first guided missile destroyer of her class to be launched and the first Great Lakes-built warship to transit the St. Lawrence Seaway.

The 437-foot ship has a displacement of 4,500 tons. *Wilson* has been assigned to Commander, Cruiser-Destroyer Force, Pacific Fleet.

Scholarship Is Offered by Submarine Officers' Wives

A \$350.00 renewable scholarship is being awarded annually by the members of the Submarine Officers Wives Clubs.

The recipient must be the child of an active, retired, Reserve or deceased naval officer who has served a minimum of five years in the Submarine Force. The five-year require-

ment is waived in the case of submarine officers who died on active duty in the Submarine Force.

Awards will be made on the basis of scholastic proficiency, character, all-around ability and financial need. All factors will be considered equally.

The scholarship may be used to supplement other scholarships and renewal is contingent upon the re-

Three Down — and 997 Years to Go

Three years ago on 17 March, a Thor-Able rocket blasted from its launching pad at Cape Canaveral and launched the Navy's *Vanguard I* into orbit around the earth.

Although there has been a total of three *Vanguard* satellites placed into orbit, *Vanguard I*, because of its perigee (point nearest to earth) of 406 miles from the earth and 2,467 miles apogee (furthest point), has enabled scientists to observe the earth in a new way and to draw conclusions regarding the earth that are different from concepts previously held.

Vanguard's stable orbit has made it possible for scientists to determine, through observation of flight changes, the shape irregularities

and the far outer atmosphere of the earth.

The satellite's close perigee led to the discovery that earth's outer atmosphere is much denser than was heretofore believed. This discovery is important in the design of subsequent space vehicles.

Science has also concluded that the earth is not round but slightly pear-shaped, with the stem at the North Pole.

The flatness of the poles was found to be 1/298.3 instead of the older figure of 1/297. This knowledge makes possible more accurate mapping of the earth's surface and adds to our understanding of the earth's structure.

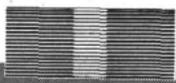
Vanguard I pioneered the use

of solar power in space work. Solar batteries continue to furnish power for transmissions from *Vanguard I*. The fact that *Vanguard I* continues to transmit shows that erosion on satellites from meteoric dust is not so serious a threat to space vehicles as it was feared it might be.

Vanguard II expanded meteorological data which is still being studied. *Vanguard III* reported environmental conditions, studied the earth's magnetic field and examined solar x-rays.

All three satellites are still in orbit. The last two did not have solar battery power and are silent. *Vanguard I* is expected to continue in its orbit for more than 200 years—possibly as long as a 1000.

DECORATIONS & CITATIONS



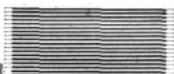
DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ SMITH, Levering, CAPT, USN, for service as Head of the Propulsion Branch; as Deputy Technical Director; and as Technical Director, Special Projects Office, from 2 Apr 1956 to 20 Jul 1960. CAPT Smith skillfully directed the efforts which placed early emphasis on advancing the "state-of-the-art" of solid propellant development. Breakthroughs

★ RICKOVER, Hyman G., VADM, USN, for exceptionally meritorious service to the government of the United States from 17 Jan 1955 to 17 Jan 1961 while in charge of the Naval Nuclear Propulsion Program in the Department of the Navy and in the United States Atomic Energy Commission. Through VADM Rickover's skillful technical direction, unusual foresight, and unswerving perseverance, the United States has attained preeminence in the field of naval nuclear propulsion. His vision in the training of the crews of our nuclear-powered ships, and his insistence on high engineering standards are influencing those who bear a responsibility in preparing the Navy and the nation for the demanding and exacting trials of the nuclear and missile age. As a result of his untiring and relentless efforts, nuclear propulsion has provided us with the foundation of the new Navy — nuclear-powered submarines which have revolutionized naval offensive and defensive tactics and nuclear-powered surface ships free to go anywhere at any time. Nuclear propulsion, developed under his astute leadership, will take its place in history as one of the key developments profoundly affecting all the navies of the world. In addition to his major efforts in the nuclear propulsion field, VADM Rickover has made other important contributions in the field of naval engineering and has always been a source of wise counsel in matters affecting both the Navy and the national interest. His distinguished and inspiring accomplishments reflect the highest credit upon himself and the U.S. naval service.

resulting from his efforts provided one of the two major scientific advances needed in the conception of a practicable Fleet Ballistic Missile Weapons System.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

★ ANDERSON, Roy G., CAPT, USN, for service from 20 Dec 1955 to 18 Sep 1958 as Head of the Plans and Programs Branch, Special Projects Office. CAPT Anderson personally supervised the preparation of many complex program plans to meet the various Fleet readiness conditions required. Conducting continuous liaison with the Office of the Chief of Naval Operations and with all other United States Navy bureaus and offices having responsibility in the program, he made a significant contribution toward the realization of progressively earlier Fleet Ballistic Missile Program operational capability dates.

★ CHILDERS, Kenan C., Jr., CAPT, USN, for service from 1 Oct 1957 to 20 Jul 1960 as Head of the Special Projects Field Office, Patrick Air Force Base, Cocoa, Florida. CAPT Childers exercised a high degree of professional ability and resourcefulness in establishing test procedures, directing tests, and analyzing test results. His work in the field of tests, test facilities and project management was a contributing factor to success of the Fleet Ballistic Missile Weapons System.

★ COLWELL, John B., RADM, USN, for service from 5 Dec 1955 to 30 Dec 1957 as Deputy Director, Special Projects Office. During this period, he succeeded in forming a group of high-caliber personnel, well versed in all aspects of missile development. The outstanding progress achieved by the Navy in the field of ballistic missiles can be attributed in large measure to his ability to mold a coordinated team of individuals and groups from government, industry, and universities under the direction of the Special Projects Office, for the purpose of developing a Fleet Ballistic Missile system.

★ EBEL, August A., CDR, USN, for service from 30 Dec 1955 to 20 Jul

1960 as Head of the Navigation Branch, Special Projects Office. Responsible for research, design, development, test, and evaluation of the navigation subsystem of the Fleet Ballistic Missile System, CDR Ebel made a distinctive contribution toward equipping the United States and the free world with the Fleet Ballistic Missile Weapons System as a vital extension of sea power.

★ ELA, Dennett K., CAPT, USN, for service from 16 Mar 1958 to 4 Aug 1960 as Head, Launching and Handling Branch, Special Projects Office. As a member of the nucleus staff of the Special Projects Office, he was responsible for the definition of effort, the establishment of the organization for execution, and the estimation of the resources necessary to achieve the objectives of this program of national scope and concern. In the attainment of this technical breakthrough, he was responsible for both executive and technical contributions to the Fleet Ballistic Missile System.

★ HART, Clarence M., CAPT, USN, for service from 22 Jun 1959 to 20 Jul 1960 as Head of the Ship Installation and Design Branch, Special Projects Office. Responsible for coordination with the Bureau of Ships to develop new ship design and types for Fleet Ballistic Missile application and the incorporation in FBM vessels of design, requirements for stowage, handling, preparation, launch, and control of the FBM system, CAPT Hart made a distinctive contribution to the Fleet Ballistic Missile Weapons System.

★ HASLER, William A., Jr., CAPT, USN, for service from 1 Sep 1957 to 20 Jul 1960 as Naval Representative, Sunnyvale, California. CAPT Hasler acted for the Director, Special Projects, in matters covering technical liaison, contract administration and inspection services. The principal coordinator and driving force in the field, he contributed materially to the Polaris Fleet Ballistic Weapons System.

★ HEROLD, Frank B., CAPT, USN, for service from 30 Dec 1955 to 20 Jul 1960 as Head of the Fire Control and Guidance Branch, Special Projects Office. Responsible for the research, design, development, test, and procurement for service use of shipboard fire control and missile guidance systems, CAPT Herold carried out his responsibilities with a high degree of leadership and professional skill, contributing



greatly toward equipping the United States with a Fleet Ballistic Missile Weapons System.

★ **MALLOY, John M., CAPT, SC, USN,** for service from June 1958 to November 1960 as Chairman of the Armed Services Procurement Regulation Committee. Displaying unusual ability in reconciling divergent and controversial viewpoints, not only among the military departments, but also in numerous meetings with congressional committees, major governmental agencies, and industrial groups and associations, he succeeded in gaining recognition and acceptance of the Armed Services Procurement Regulation as an authoritative document of the highest quality.

★ **MIDDLETON, Roderick O., CAPT, USN,** for service from 15 Jan 1957 to 20 Jul 1960 as Head of the Missile Branch, Special Projects Office. Responsible for the design, development, testing, evaluation, and production of the *Polaris* missile, CAPT Middleton personally directed the vast effort required to successfully achieve the development and test of the Navy's first ballistic missile. This was an immensely complicated task involving thousands of missile parts, ensuring compatibility of these in the missile, and the missile with all other subsystems of the Fleet Ballistic Missile Program.

★ **REFO, John F., CAPT, USN,** for service from 14 Jan 1958 to 20 Jul 1960 as Head of the Ship Operations and Test Branch, Special Projects Office. Responsible for the conduct of tests at flight test ranges in accordance with test requirements, objectives, plans and readiness criteria established for such tests, CAPT Refo made a distinctive contribution toward equipping the United States and the free world with the Fleet Ballistic Missile Weapons System as a vital extension of sea power.

★ **WOOTTON, James C., CAPT, USN,** for service from 4 Jul 1957 to 20 Jul 1960 as Technical Plans Officer, Special Projects Office. Responsible for planning detailed technical objectives of the Fleet Ballistic Missile Weapons System and for examining technical approaches to insure optimum advances in the state of the weapons system art, CAPT Wootton exercised outstanding technical skill and sound judgment in the performance of his work in the missile program.

Gold Star in Lieu of Second Award

★ **AURAND, Evan P., CAPT, USN,** for service as Naval Aide to the President of the United States from 15 Feb 1957 to 20 Jan 1961. Exercising sound judgment, personal diplomacy, and a high degree of professional competence, Captain Aurand has been markedly successful in rendering outstanding staff assistance to the President. As a member of the White House advance detail on the President's goodwill trips, Captain Aurand demonstrated unusual ability for handling intricate administrative details and for establishing cordial liaison with foreign diplomatic officials.

Gold Star in lieu of Second Award

★ **McCORKLE, Francis D., RADM, USN,** for exceptionally meritorious conduct in the performance of outstanding service as President, Board of Inspection and Survey, from June 1959 to November 1960. Exercising unusual initiative, leadership, and technical skill, Rear Admiral McCorkle has been eminently successful in carrying out his responsibilities in the highly complex field of trials and inspections of Navy ships and aircraft. Notable examples of his keen foresight and vigorous efforts are: a reorganization of the Board of Inspection and Survey which resulted in increased efficiency, standardization of trials and inspections throughout the Navy, and a more compact, manageable organization.

Gold Star in lieu of Third Award

★ **DIXON, Robert E., RADM, USN,** for exceptionally meritorious conduct in the performance of outstanding service as Chief, Bureau of Aeronautics, Washington, D.C., from July 1957 to November 1959. Exercising sound professional judgment and dynamic leadership, Rear Admiral Dixon rendered distinguished service throughout this period, contributing significantly to the development, procurement, readiness, and availability of naval aircraft and weapons systems. Vigorous and articulate in support of the merger of the Bureau of Aeronautics and the Bureau of Ordnance into the Bureau of Naval Weapons, he actively participated in the initial planning phase.

Gold Star in Lieu of Third Award

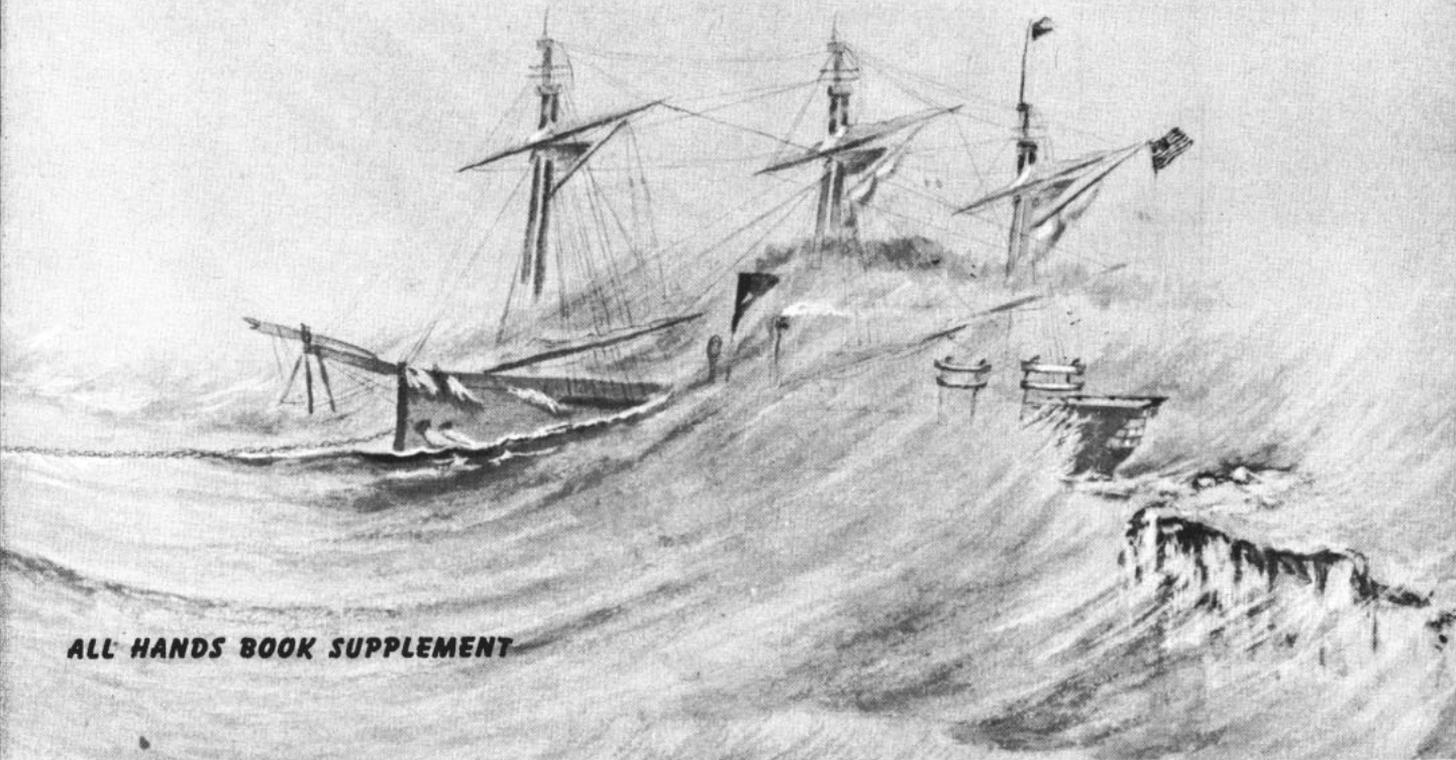
★ **WARD, Norvell G., CAPT, USN,** for services as Commander Submarine Squadron 14 during the development, fitting out, training, commissioning, and first operational phases of the first Fleet Ballistic Missile Submarine Squadron. During the period 1 Jul 1958 to 15 Sep 1960, CAPT Ward was responsible for the execution of the difficult task of supervising the development of plans, tactics, doctrines, and operational procedures for the support of the Fleet Ballistic Missile Weapons System. His duties encompassed the establishment of material, operational and personnel requirements, and liaison with government agencies, contractors and scientific laboratories working on the *Polaris* missile system.



"For heroic conduct not involving actual conflict with an enemy . . ."

★ **SMITH, Donnie R., AT2, USN,** for heroic conduct on 10 Jun 1960 while serving as Aircrewman with Unit 12 of Helicopter Utility Squadron One, attached to the Pacific Missile Range Facility, Kwajalein, Marshall Islands. When the helicopter in which he was flying as crewman developed engine trouble and was forced to ditch at sea, Smith elected to remain in the plane to aid a Marshallese native who was being transported to a hospital. With the helicopter sinking rapidly, Smith managed to push the man through a small port escape hatch to the surface and, before abandoning the aircraft himself, attempted to take the five-man life raft to the surface, but found the escape hatch was now blocked by the bamboo cot used by the disabled native. He then swam downward and succeeded in escaping through the starboard hatch to safety.

HIGH WINDS ON SAMOA



ALL HANDS BOOK SUPPLEMENT

The political situation was tense at Samoa in 1889. Three great powers—Germany, Great Britain and the United States—had earlier laid claims to the series of islands and, during that year, had agreed to a conference in Berlin to iron out their difficulties. Meanwhile, warships of the three nations maintained station at Apia Harbor on the island of Upolu, keeping a careful eye on each other.

It was at this time that Samoa was struck by one of the most severe storms in years. It is described below by RADM Lewis A. Kimberly, USN, who had been dispatched by the United States onboard USS Trenton to "extend full protection and defense to United States citizens and United States property."

IN APPROACHING APIA HARBOR from the sea, you see before you a beautiful green landscape of mountains, hills and valleys, covered with the fleeting shadows of the trade clouds as they are wafted to the westward towards Savaii. On the low coast as you approach, the long pendent leaves of the cocoa palms are swaying in the breeze, their stems overhanging the beach.

If the tide is high, you see nothing but water right up to the edge of the trees that border the beach; if the tide is low, instead of water, you see spread out before, the flat surface of the coral reef. This reef extends from two points slightly over a sea mile apart. Where the rivers Vaisiquano and Mulvai debouch, they have cut the coral out from the reef; and this clear space forms the anchorage, as the coral ceases work wherever the

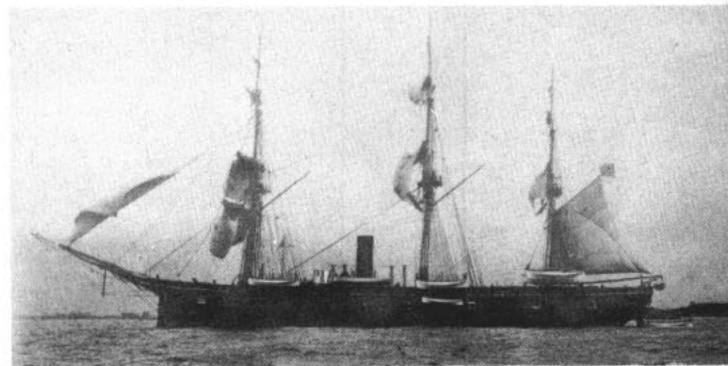
influence of fresh water is felt.

This anchorage is in the shape of an irregular letter V with the wide part facing the north and sea, where it is about three cables in width.

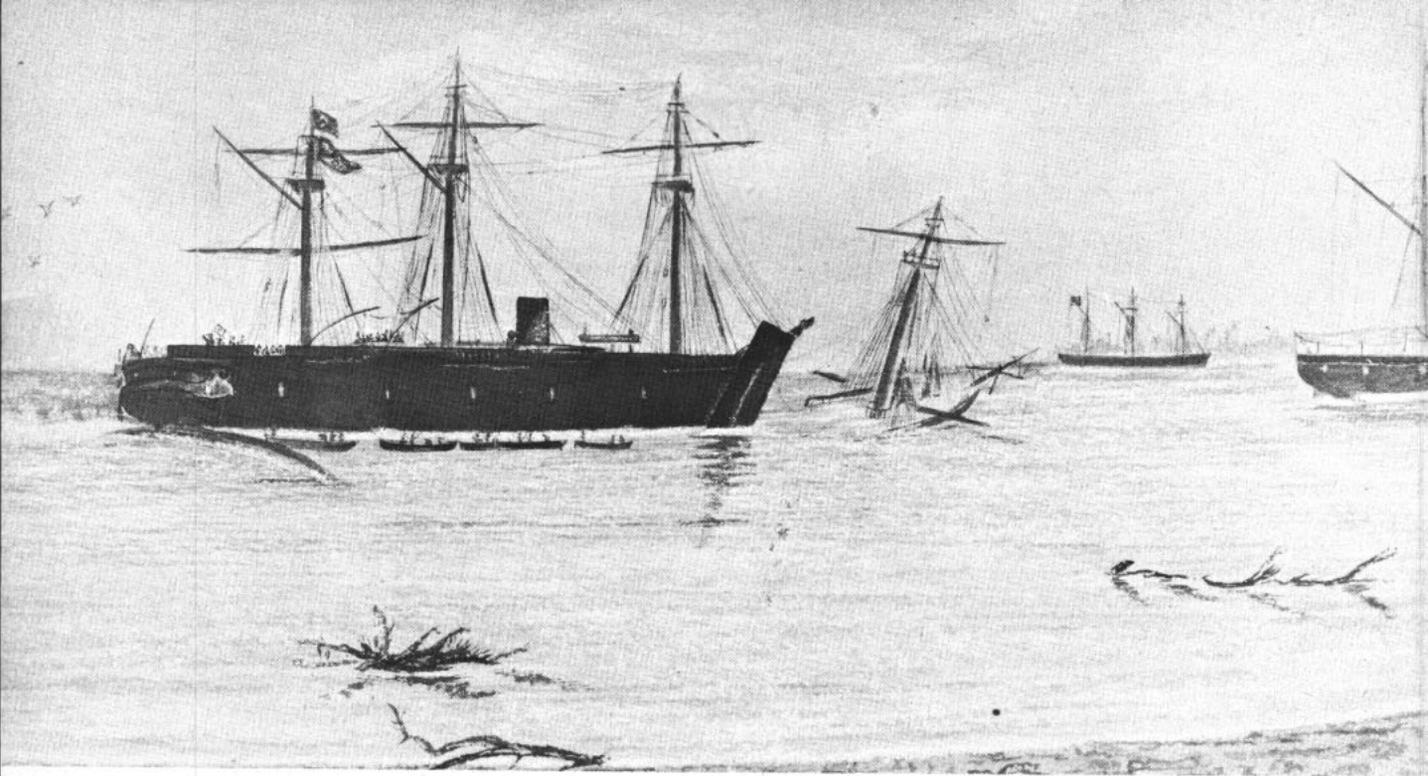
In the rainy season the Vaisiquano becomes a mountain torrent that sweeps through the harbor and out to sea. On the occasion of the hurricane, the increase of the amount of its water, and the force with which it was ejected, scoured the bottom of the harbor, leaving nothing but the bare coral bottom so the anchors had nothing to hold by. This was one cause of the ships dragging.

During the Samoan hurricane the southern coast of Upolu was struck by the storm-wave which destroyed a stone church and a plantation of 500 coconut trees. As it passed on, its effects were felt on islands over 1300 miles distant from Samoa, if accounts can be credited.

FLAGSHIP USS Trenton before the storm. Above, painting by RADM Kimberly depicts Trenton dragging along reefs.



From *Naval Actions and History, 1799-1898*, pp. 305-363. Published for the Military Historical Society of Massachusetts by Griffith-Stillings Press, Boston, 1902.



AFTER THE STORM—Eyewitness's painting shows *Trenton*, *Vandalia*, *Nipsic* and German *Olga* viewed from the shore.

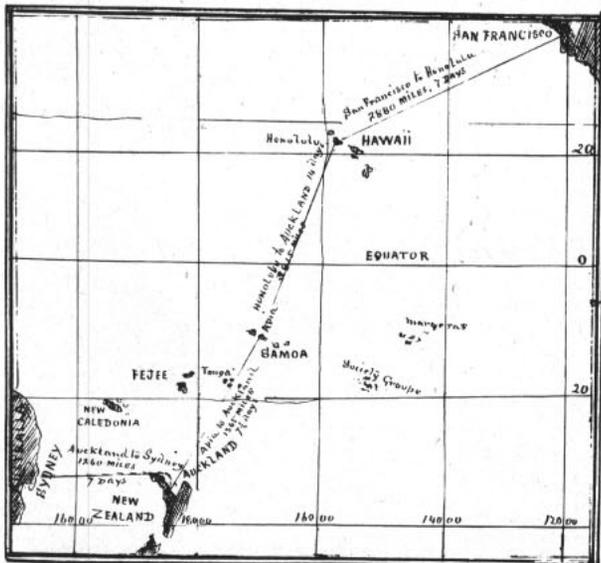
ARRIVED AT APIA on board *Trenton*, on the 11th March; and as we were the last ship to arrive before the hurricane, our berth was taken outside of all the other vessels, and not far from the entrance of the harbor.

Next to us, but farther in, was *Vandalia*; then came *Nipsic*: When I visited this ship the day after my arrival, the officers were congratulating themselves on occupying the best berth in the harbor, because it was the only spot where a good muddy bottom could be found for a holding ground. Nearly abreast of *Vandalia* to the windward lay *Calliope*, then, farther in, the German ships *Olga*, *Adler* and *Eber*. In addition to the men-of-war, there were six merchantmen, ranging from 25 to 500 tons, and a number of other smaller craft.

On the 12th and 13th of March we had fine weather, a little hazy, but the air particularly pleasant. On the 14th the wind was from the south and offshore with passing showers. On this day the barometer began to fall and continued to do so; then it fluctuated up and down, but with a downward tendency. On the 15th, at three P.M., the indication of a decided change in the weather for the worse was unmistakable; the wind had been freshening all day, blowing from the southward offshore but with no sea.

Lower yards were sent down, and topmasts housed, steam raised, and storm, main and mizzen staysails were bent. Before the arrival of *Trenton* there had been three quite heavy gales, and several merchantmen had been wrecked. The local pilots and other old residents on shore supposed the backbone of the season's bad weather had been broken. All said that the present indications meant only heavy rains.

This statement and reasoning were satisfactory to many, but I felt there was a gale brewing and that we would soon feel it. I also considered that with steam, and four heavy anchors, with top hamper down, there would be no trouble or danger to the ship. Besides it would save coal to remain at anchor, as nearly all of the coal to be had at that time was in the ship's bunkers. It was a very necessary article to have in case affairs should require active measures in the future.



Position of the Samoan Islands Relative to the High Ways of Commerce Between America and the Antipodes.

AT MIDNIGHT on the 15th *Trenton* was now riding to four anchors and long scopes of chain, with steam to relieve the straining cables, hatches battened down, all hands on deck and men at the wheel. She rode very steadily considering the very heavy seas that were rushing into the harbor; they continued to increase in power and magnitude with the wind.

When striking the ship, sheets of water were thrown up from the bows and carried by the wind over the lower mast-heads, then, falling on deck, deluged it faster

than the scuppers could free it. At times there must have been a foot or more of water in the spar-deck waterways. The air was filled with foam and spray, both salt and fresh, for it was raining in torrents.

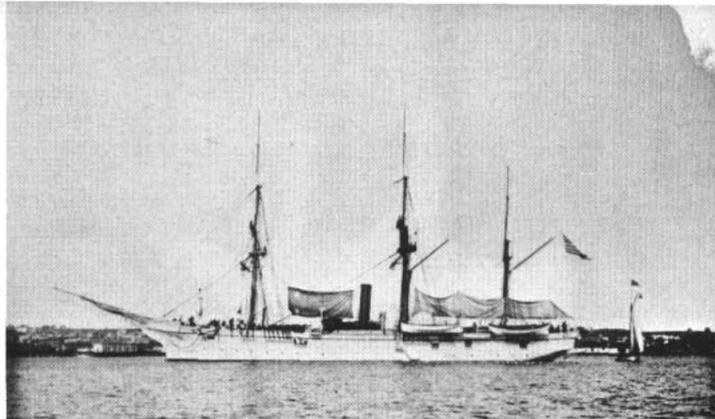
You could hardly look to windward; the eyes could not bear the pain of the constant beating spatter. On shore people had to protect their eyes and faces by holding up shingles, or whatever they could find, to keep from being blinded by the drifting sand driven along by the gale.

This was the condition of affairs when a report came from the main deck that the starboard bridle-port was stove in by the sea, killing one of the crew. The damage had to be repaired at once, as the port was about four feet square, and such an opening at such a time meant incalculable danger. It was in a measure repaired, but with great difficulty and dangerous risk.

[Gunner John Westfall, now takes up the accounts as he describes how this was repaired.]

AT HALF PAST SEVEN O'CLOCK A.M., I heard the word passed that the starboard bridle-port, the bow-port on the gun deck, had been burst in by the sea, and I knew that the ship was gone if we did not keep the water out in some way. I called for volunteers and went forward. At every plunge of the ship, water came pouring in through a space six feet by four, completely flooding the gun deck.

A capstan bar was needed outside the ship to hold the material we were using. With the help of one man I worked it in place. Then I saw that two tackles must be hooked to the bar so that we could pull our barricade in position. No one would go out to place the straps on the bar, and I said, "Well, I will go." The men begged me not to go, and even tried to hold me back; but I went out at what I thought a favorable opportunity and



USS VANDALIA was total wreck. After losing her anchors she added to perilous predicament of ships in harbor.

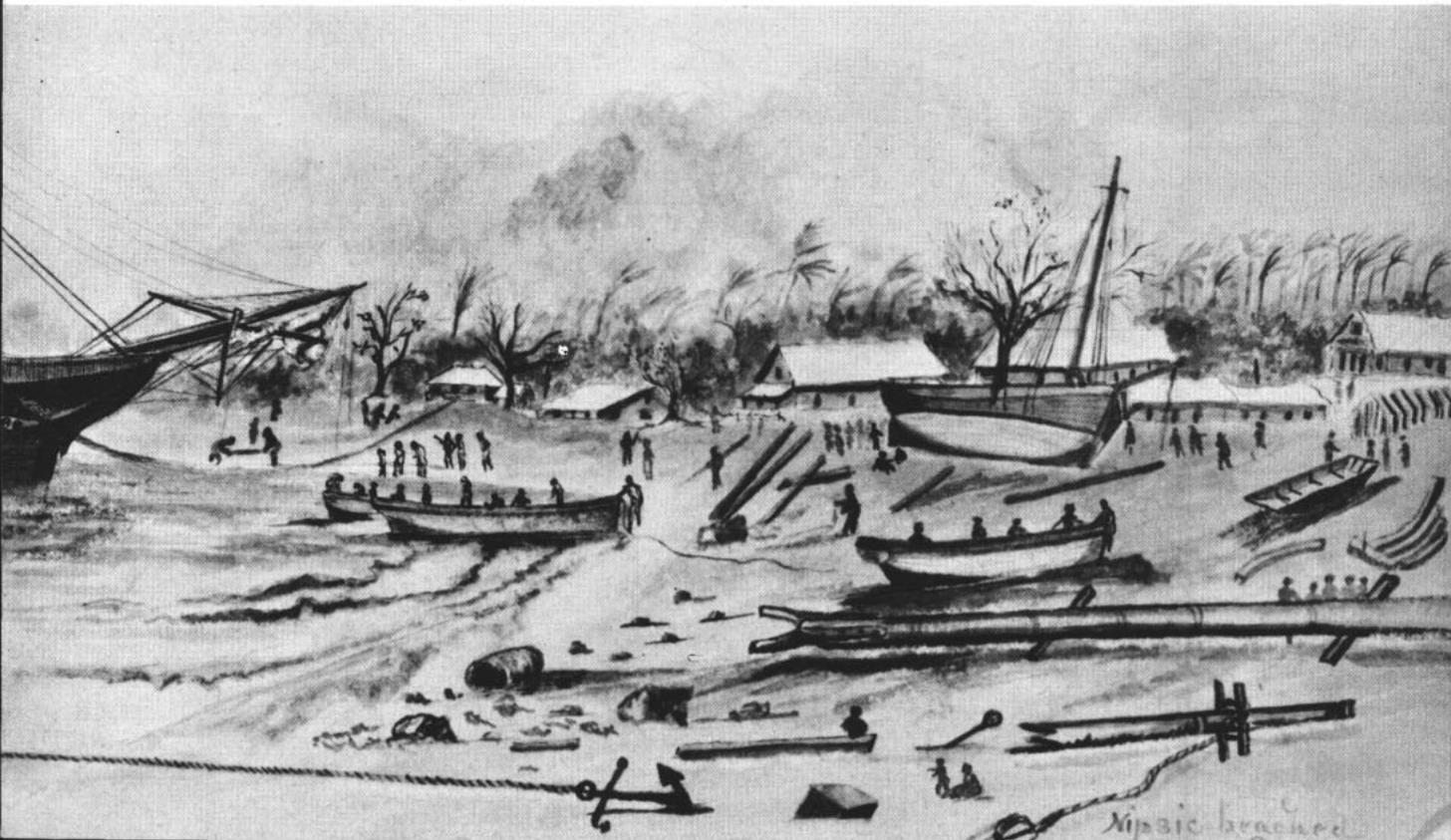
did the work—but not a moment too soon, as a sea came in while I was being hauled back, and God help me if I had been five seconds late.

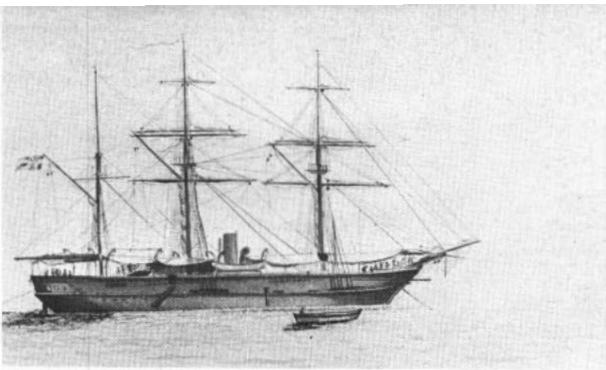
Then we got a table; and standing it up with both tackles hooked behind, we began to pile hammocks in front, and for five hours we had the most desperate struggle. As every sea came in we would be knocked down, and what was worse, some of the barricade would be driven in.

I didn't dare give in; for if I did the men would give up, and all would be lost, so we worked on. After each sea knocked us flat, we would get up and make a rush for the barricade, stuffing in mattresses, and using capstan bars to ram them home. At last we got a good barricade built, but still the water came in fearfully, so we built another of lumber abaft the first and at last very little water was going aft.

Now some one says: "Mr. Westfall, the ventilator holes are open on the spar deck and the water is pouring down them." So I called Boatswain's Mate Gray and asked him if he would go on the forecabin with me and

NIPSIC BEACHED after surviving harrowing five-hour battle with wild seas and several collisions with other ships.





GERMAN SHIP *Adler* as she appeared in Apia before hurricane. Several nations were interested in the islands.

nail some canvas over the hold. We went aft on the gun deck and up on the spar deck, and crawled along till we got to our destination and went to work. About one minute afterward we were both struck by a sea, and were hurled 100 feet aft.

When I recovered my senses two men were dragging me out from under a mass of wreckage near the mainmast. I tried to stand—no use—the last sea had been too much. I was half drowned and my right foot was hurt.

[RADM Kimberly resumes his narrative:]

ALL THIS TIME the sea was increasing until it had resolved itself into hills, and they were trying to turn somersaults, which they were not very far from doing. At intervals our cables parted one after another until at last we were riding to the starboard sheet anchor on 90 fathoms of chain, with no abatement of wind, but an increasing sea. We were in a confusion of waters, white foam of breakers around us and the air filled with a misty pall that at times limited the vision to about 100 yards from the ship.

At seven A.M. our wheel was wrecked with a crash. The two helmsmen were thrown over it and their legs broken. Why this happened I never could decide;

BOTTOMS UP bow view of *Adler* after being lifted bodily out of sea. Crew lived aboard for one day, then all rescued.

whether by a blow from the sea, from wreckage that was drifting to sea from the inner anchorage, or whether in the interval between two mighty seas her keel touched the bottom. From this time on we had nothing to control the drift of the ship but the storm trysails.

Water in the hold was gaining on the pumps. By 10 A.M. our furnace fires were extinguished and we had to rely on man-power with the main pumps and bailing. We knew when the steam pumps failed the other means could not keep the water down, because it was coming in through the hawsepipes faster than the pumps could free her; but to prolong the inevitable moment of disaster that was surely approaching, over 400 strong arms in relays worked to the time of a chantey of "Knock the man down."

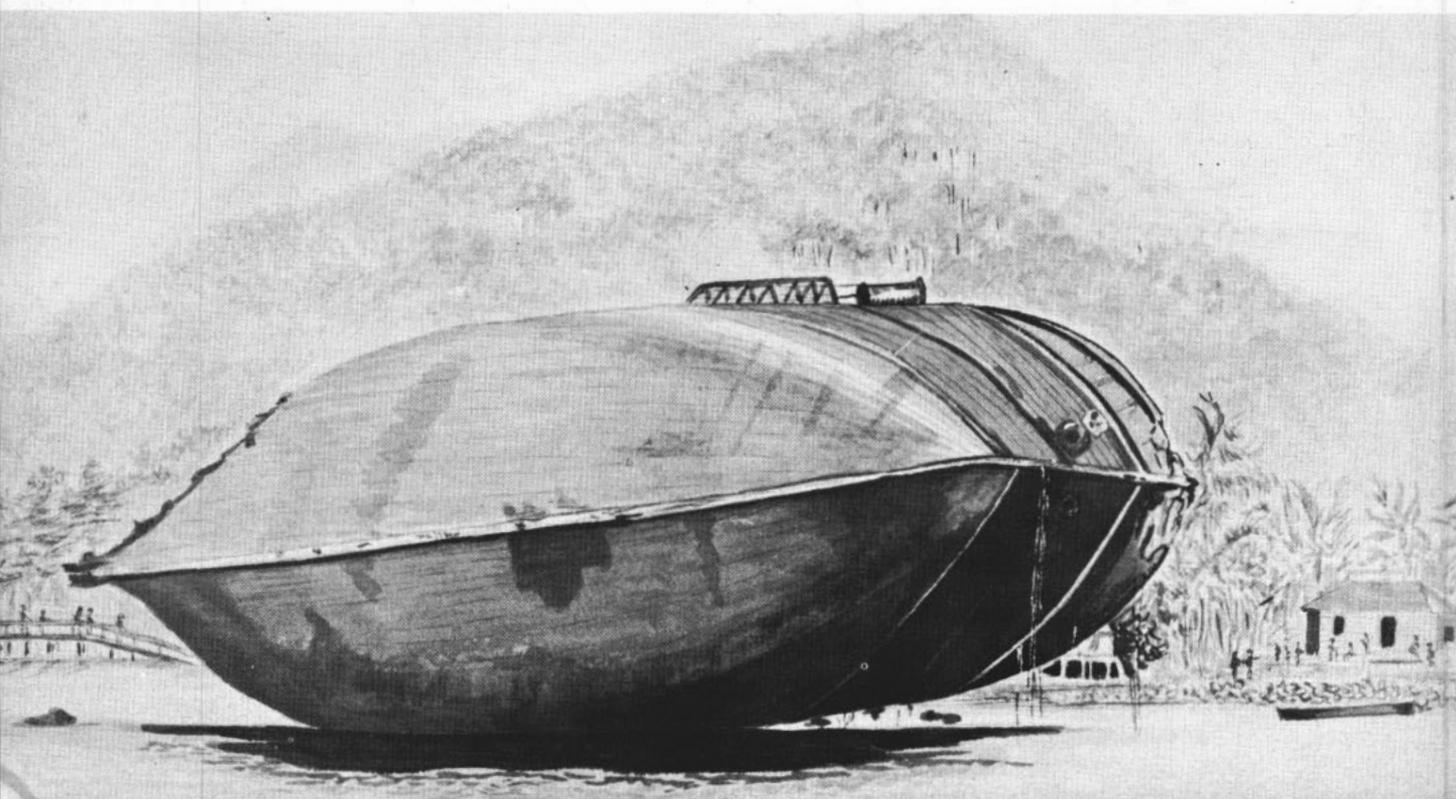
When in this hopeless condition, one might, on looking astern into the thick curtain of misty haze, have seen the hull of a large ship looming forth in the dim distance; it was slowly, very slowly, advancing right for us, now up high on the crest of the sea, and then down so low that only her tops could be seen.

It was *Calliope* taking her chances of being sunk by collisions at her anchors, or running the gantlet of the reefs for the open sea. Perhaps I could not do better than to give the description of this incident from the account of Captain Kane, her commanding officer.

[Herewith Captain Kane's report:]

AFTER SUNSET ON FRIDAY it was impossible to see the reef for the thick weather, and what was worse, it was impossible to see if the vessels were dragging anchors. As a matter of fact, every ship dragged during the night; for in the morning we all found ourselves considerably inshore, and to make things more dangerous the wind was blowing straight into the harbor.

At five P.M. *Eber*, which was nearest in, was thrown upon the reef and broken into bits, for at daylight nothing was to be seen of her. *Vandalia*, which had



been anchored a long way outside of *Calliope* before the storm, was dragging down on us. About 7:30 A.M. *Nipsic*, one of the innermost vessels, went on shore on a bed of sand, and the smart way that the men were leaving her made me conclude that she was breaking up. Only five men lost their lives trying to reach the shore, which is creditable to the captain's management.

Adler was the next ship astern of *Calliope*. She touched the reef at eight o'clock with her stern. Just as she did so the cables were slipped, and almost immediately the vessel was lifted bodily out of the sea onto the reef, where she now lies out of smooth water altogether. That will give you some idea of the force of the waves and the sea that was running. The crew lived on board the wreck from eight A.M. on Saturday until Sunday A.M. when they were rescued, all very much knocked about and bruised.

These three ships, *Adler*, *Eber* and *Nipsic*, were thus cleared away, and *Calliope* was within 20 yards of the reef. *Vandalia* now came down on our port bow, the reef being on our port-quarter. I could not let my vessel ride to the extent of my cables, with the reef so close astern of me. To move ahead would be to run down *Vandalia*, and if *Olga* had gone ahead she would have battered into *Calliope*.

It was the most ticklish position I was ever in, and without exaggeration several times *Calliope's* rudder was within six feet of the reef. Had she touched, it would have been all up with us. I had to sheer over to get out of the way of *Olga*, to go ahead to clear the reef, and to slack cables when *Vandalia* came down on me. At one time the three vessels were locked together; and had it not been for the powerful engines of *Calliope*, we never would have separated.

Not liking the idea of being knocked to pieces, I decided not to remain in this position any longer. There were two courses open, to beach the vessel on the sand, which would save the lives of all on board, but maybe destroy the vessel. The other was to slip the cables and make straight for sea, taking the chances of the machinery breaking down or not being powerful enough. I decided to try to save all.

Accordingly I slipped the cables and went hard ahead, calling up every pound of steam and every revolution of the screw, in fact having everything working as hard as it could go. In making the passage, the vessel literally stood on end, the water coming in at the bows as she dipped and running off aft immediately as she rose. I really wondered how the machinery and rudder stood the strain of the tremendous sea that was running.

I managed to clear *Vandalia* without mishap, and went so close to *Trenton* as to put the fore yardarm over her deck; and as *Calliope* lifted up she rolled to port, and the foreyard over *Trenton* just cleared her. It was as pretty a thing and as lucky an escape as could well be imagined. I just managed to clear the outside reef by some 60 yards. Although I was driving *Calliope* at the rate of 15 knots, yet such was the force of the wind and sea, that she did not make more than half a mile an hour.

Throughout the whole gale nothing affected the crew of *Calliope* and myself so much, as when passing the American flagship *Trenton*, which was lying helpless with nothing to guard her from complete destruction, the American admiral and his men gave us three such ringing cheers that they called forth tears from many of our eyes. They pierced deep into my heart, and I will



BEACHED WRECKS of *Nipsic*, *Trenton* and *Vandalia* are shown. Survivors were assisted ashore by the natives.

ever remember that mighty outburst of fellow feeling, which I felt came from the bottom of the hearts of the admiral and his men. Every man on board *Calliope* felt as I did; it made us work to win.

[*ADM Kimberley continues his account:*]

TO ME, IT WAS ONE of the grandest and most exciting sights I ever beheld. There was just room between *Trenton* and the reef for *Calliope* to pass. To collide with *Trenton* or to strike the reef meant destruction, and as the great plunging, rolling ship staggered through the boiling surf abreast us, a man on our lower yardarm could have clasped hands with one on hers. A swerve, a yaw, of the helpless *Trenton* at this moment would have been annihilation; but good fortune attended *Calliope* on that day, for she gained the open sea.

It was when her yards lapped ours that all our long and deep anxiety was turned to admiration for the daring and plucky deed that was passing before our eyes, and our pent-up feelings burst forth into cheers.

I will candidly confess that my extreme anxiety at this supreme moment made me feel as rigid and as cold as a harp-string. As her stem slowly passed our bow, I was so anxious for her safety and success that I felt by a concentration of mere will I was helping her seaward.

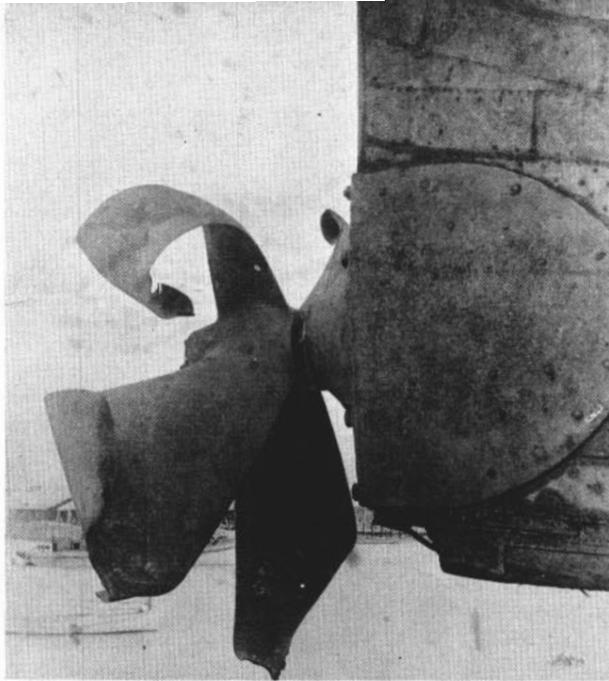
THE DISABLED *Trenton* slowly dragged her laboring way all the remainder of that long, long day to the end of the anchorage.

Everything has an ending, so did the long, arduous struggle of the grand old ship. After pounding on the hard coral bottom, she gave up her life alongside her submerged sister *Vandalia*, whose masts, bowsprit, and forecabin were the only visible parts left above water.

Her lower rigging and tops were crowded with her crew and officers. Now our great care was to rescue them before her masts went by the board. This was done by

BOW OF *EBER* washed up on shore as testimony to power of the seas that shattered ships that awful night.





NEW TWIST was added to *Nipsic's* propeller. She lost her stack, almost all her keel and rudder and rudder post.

sending rockets with lines attached into her tops, thereby establishing an effective means of communication between the two vessels. All that remained of her crew were placed in safety on the deck of *Trenton* where they remained until the storm ended. After that they were transferred under the command of Lieutenant Carlin to quarters on shore. They lost everything but the clothes they stood in. Some used their shirts to wrap around the ratlins to relieve the pain in their feet from standing so long.

[This is how the storm appeared to the schoolmaster stationed aboard *Nipsic*.]

FOR FIVE LONG HOURS *Nipsic* made a gallant fight against the gale with the anchors planted in good holding ground, and driving into it under a full head of steam. It is more than probable that she could have held her ground had it not been for *Olga*, which vessel was in the middle of the harbor at the commencement of the gale, and at once became a menace to every vessel within the sweep of her long cables.

An effort was made to change the position of *Nipsic* so as to place her beyond the reach of *Olga*, but scarcely had we lifted the starboard and sheet anchors for this purpose when she grazed our port quarter, carrying away the poop railing and the dinghy, and leaving the whale-boat hanging a useless mass of splintered timber from her bent and twisted davits.

We had barely dropped our anchors again and were steaming ahead to avoid *Eber*, who was bearing down on our stern, when we ran down the small schooner *Lily*. Only two men were on board. As *Nipsic* steamed ahead to avoid *Eber*, her jib-boom swept away *Lily's* masts and head booms. The vessel then drifted past us and sank.

At this time the gale was terrific, and *Nipsic* was pitching like mad into the short quick seas that were rolling continuously into the harbor. Suddenly a little after five o'clock, through the dense gloom a dark mast

was seen rising above us on the crest of a mighty sea, and the next moment *Olga's* head booms were over our weather bulwarks. As she fell off into the trough of the sea, she carried away our port hammock rail and steam launch, and sheared the smokestack within two feet of the jacket; again she rose and fell off, crushing the port main-chains, and striking the main yard with such force as to throw the shattered out-board in upon our decks. Once again she touched us before drifting clear, and our second cutter was thrown from the davits.

We were in collision only a few seconds, made horrible by the crashing, breaking timbers, the rattle of parting guys and grinding of rent metal.

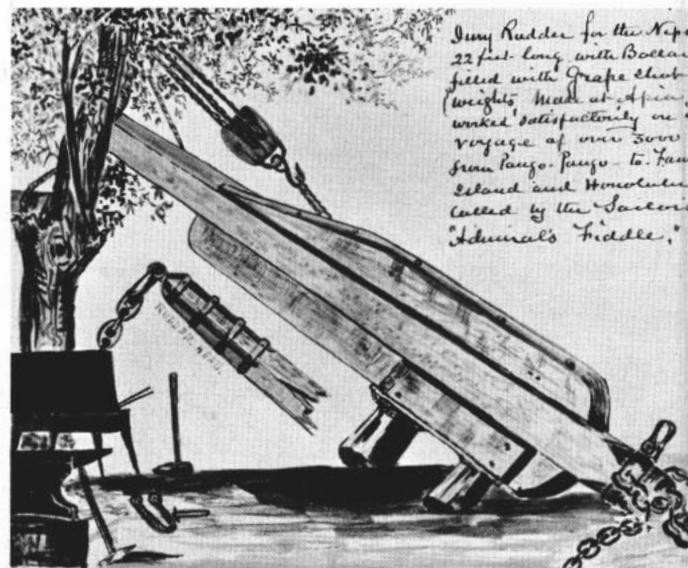
Yet, in those few short moments *Nipsic* was practically thrown at the mercy of the storm. The upper sections of the smokestack fell with a crash into the starboard gangway, carrying with them the wreck of the fireroom ventilators.

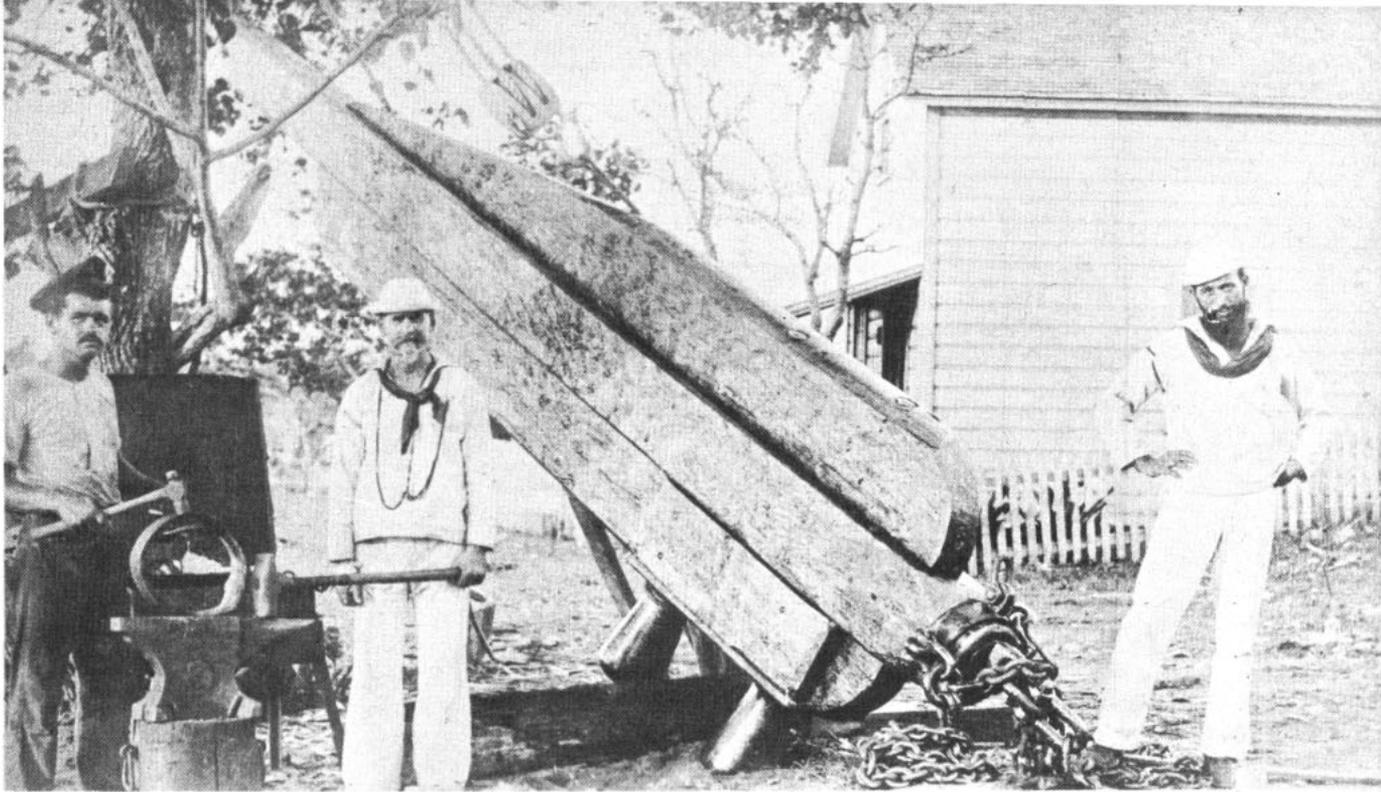
The wind now poured down the stump of the stack and drove the flame out through the furnace doors, forcing the firemen repeatedly from their posts. The steam, upon which our lives depended, fell rapidly from 60 to 35 pounds. The furnaces were at once fed with salt pork, which though it helped the steam in slight degree, still left us without sufficient pressure. . . . At daylight there was danger of a second collision with *Olga*, racing like mad around the harbor, seemingly at the mercy of the wind and wave, and only prevented from going on shore by the strength of her ground tackle and the power of her engine.

A GAIN AND AGAIN she bore down upon us, threatening to crush us beneath her superior weight; but each time we avoided her by paying out our cables, or letting the ship's head fall off. This latter maneuver, however, repeatedly threw us into the trough of the sea, and we shipped great quantities of water. It became almost impossible to move about the decks on account of the mass of wreckage which was hurled from side to side by each roll of the laboring vessel.

Our escape from a collision which at this time would in all probability have been fatal to the entire crew, was due to the calm skill with which the vessel was managed and the promptitude with which the men responded to each command. Throughout that awful night and during the ensuing morning, in the midst of the most imminent

ADMIRAL'S FIDDLE was name given to *Nipsic's* temporary rudder, designed and drawn by **RADM Kimberly**.





BOLLARDS FILLED with grapeshot made weights for rudder built by blacksmith's helper and carpenter's mate.

danger, our officers never lost their presence of mind nor failed to give just the necessary orders.

Finally, about half-past six, *Olga* drifted down on our bow, broadside on, and collision seemed inevitable. When drifting down upon the reef we would unquestionably have struck just where the shattered wreck of *Eber* lay, had it not been decided to beach the vessel. The port chain was slipped by the captain's order; and the vessel, relieved of her port anchor, swung to her sheet chain, which under the enormous pressure ran out, tearing away the securing bolts in the locker.

STEAMING AHEAD at full speed the vessel swung in toward the shore, her stern barely grazing the edge of the reef; and in a moment more we ran bows on upon the sandy beach in front of the American Consulate. In attempting to get a line to the shore the gig was lowered with five men in her. The boat dropped into the hollow of the sea, and in a minute she was capsized and her occupants drowned.

A number of the crew who jumped overboard succeeded in reaching the beach, with the assistance of the natives who rushed fearlessly into the surf to aid the swimmers. At length a volunteer swam ashore with a line, and we soon had a number of lifelines stretched through the seething water.

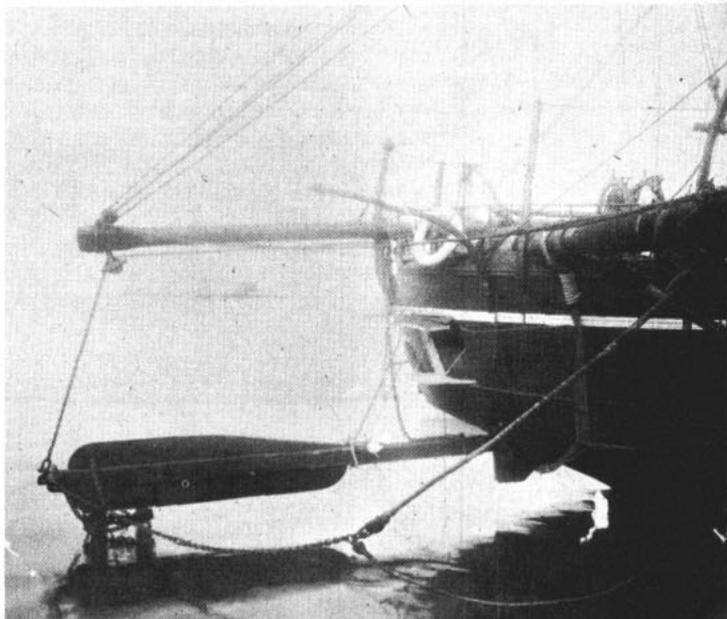
Commander Dennis W. Mullan, ably seconded by Lieutenant John M. Hawley, the executive officer, superintended the landing of the crew. He was the last to leave the ship, and that only when, convinced that every man under his command was in safety.

At ten o'clock *Vandalia*, after losing her anchors and having been crushed into by *Olga*, came down at a fearful pace on the sand beach where *Nipsic* lay. She had had bad weather of it throughout, answering her helm poorly and often lying broadside to the sea, which poured over bulwarks and flooded her decks. It was a fearful

sight to see her driving before the gale, her officers and crew grouped upon the poop and forecastle, gazing helplessly at the destruction which yawned before them. She approached within fifty yards of *Nipsic* and began to sink. Captain Schoonmaker and others of her officers and crew had already been hurled overboard and lost. Some of the men endeavored to swim to *Nipsic*, and about 20 succeeded in reaching her, while many poor fellows went to the bottom in making the attempt.

The battle between ships at sea and the forces of nature can be just as destructive and just as full of heroic actions as a battle between ships and men, as witnessed in this account. In a few days the ocean was again calm, but the hurricane was recorded as one of the worst in the history of men against the sea.

JURY RUDDER, 22 feet long, worked satisfactorily for the voyage. Construction was supervised by author.



TAFFRAIL TALK

JUST A WORD in passing from our Just-a-word-in-passing editor:

We've had a few staff changes and thought you might be interested in what's what and who's who now. From *uss Soley* (DD 707), of the Atlantic Fleet, we got Bud Register, JO2. Bud is from Darlington, S.C., and—as you might guess—is a firm booster of stock car racing, for which Darlington is famous. Then—and it seems as if the Bureau will never be the same again—Mrs. Elsa Arthur, boss lady of our research desk, retired from government service. A painter, writer, photographer, organist, gardener and custodian of the Queen's English, Mrs. Arthur was a Number One gal with us. And, she certainly knew how to get information in a hurry. Along with her other hobbies and pursuits, she's a very good bowler. She's retired, all right, but she's probably got less free time now than before.

Jerry Wolff, a former Navyman, has moved from the writing desk to become head of research. Despite the growls from the writers, Jerry does not have as his sole duty that of finding a fatal error in those great prose passages—he only does it as a side line. Relieving Jerry is Bob Neil—and you'll be seeing his by-line from now on. Glen Simonson, YN3, left us for the West Coast and the Far East, to work with the flying Navy, and we expect some material from him any day now.

Did we say a *few* staff changes? Just when our just-a-word-in-passing editor thought he'd wrapped up all the latest developments, another one popped up—in this case our very newest news desk denizen, name of Dan Kasperick, JO1. Dan's a six-year Navyman out of Helena, Mont., and before he took to the scroll and quill, he logged some time with the flying Navy—Airman School at Norman, Okla., followed by tours as an airdale at Kwajalein and North Island. Since switching to JO, he's spent his time newsgathering as a member of CINCPACFLT Flag Allowance at Pearl Harbor.

★ ★ ★

We think we've finally found a word to describe the amount of time it takes some Navy men to drop work and hit the line when chow call sounds. It's *nanosecond*—by scientific definition, exactly one thousandth of a millionth of a second.

At present, it is being used by electronic computer men, and represents the amount of time required by a computer to accomplish a mathematical function.

★ ★ ★

Ship's cruise books cross our desk from time to time, and, as you might imagine, they range all the way from the adequate to the terrific. Some are sophomoric; a few very good.

The most recent—commemorating the 1960 tour of *uss Oriskany* (CVA 34) with the Seventh Fleet in the Far East is, we think, one of the very finest we've ever seen. The section on Japan is especially worthy of mention—beautiful photography, lucid and illustrative text and captions.

Unfortunately, there was no accompanying letter, so we've no further information to pass on to you. We'd imagine, however, that a letter to Editor, Cruise Book, *uss Oriskany*, c/o FPO, San Francisco, Calif., would fetch you any info you desire as to availability, if you're a former *Oriskany* man.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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• AT RIGHT: LOCKER TEAM — Men of Third Division deck gang rest proudly by their gear locker aboard *USS Northampton* (CLC 1). Teamwork prevails among these Navy men as they carry out their various deck duties.





1 MAN 2 JOBS