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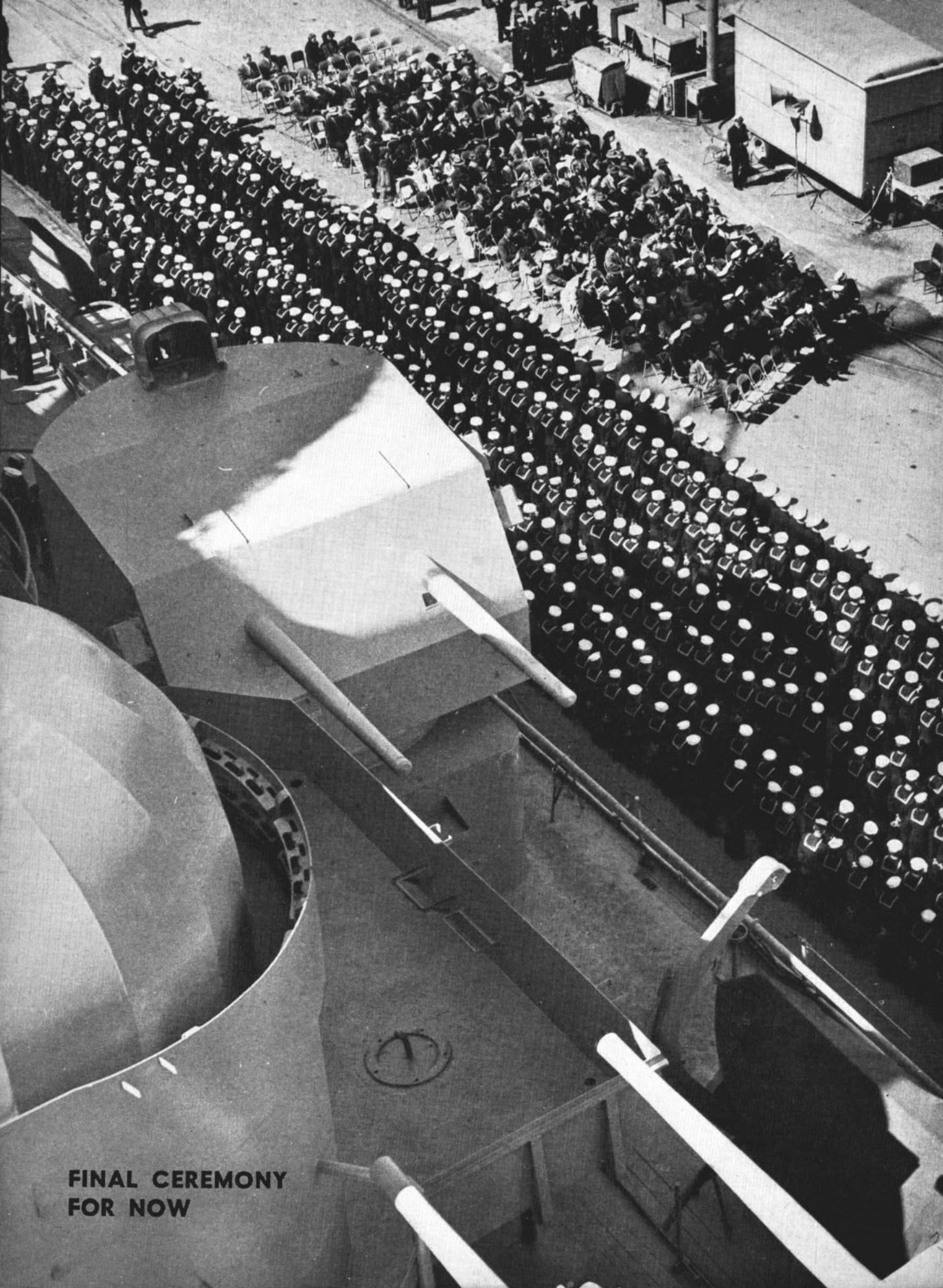
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



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JUNE 1949



**FINAL CEREMONY
FOR NOW**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1949

Navpers-O

NUMBER 388

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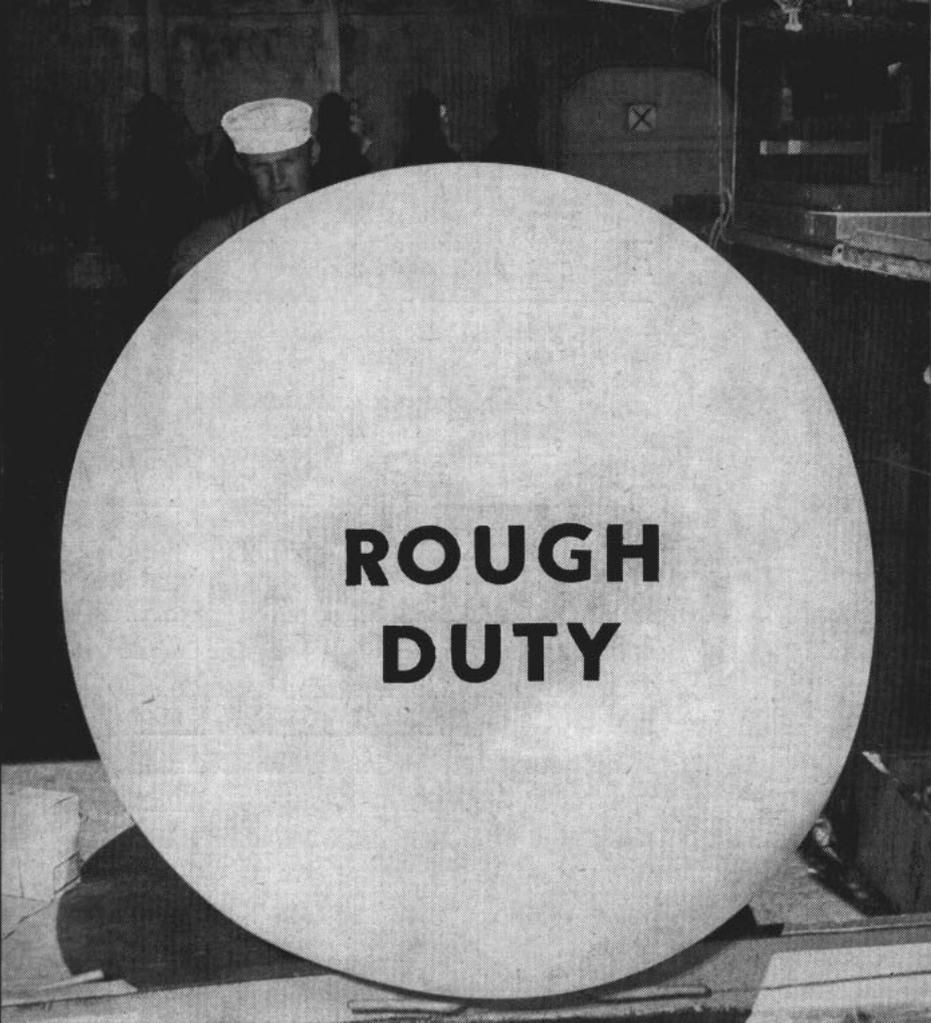
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● FRONT COVER: Typical of happy hours ashore for Navy men is this photograph of Carl G. Tatem, SN, USN, of Encinitas, Calif., helping Miss Helen Pippin of El Dorado, Ark., into a paddle boat in the Tidal Basin, Washington, D. C.—ALL HANDS photo by Kenneth E. Rolph, PH3, USN.

● AT LEFT: As the skeleton crew of 650 stands in ranks, a 25-minute ceremony formalizes the entrance of the battleship USS *Iowa* into the mothball fleet (See p. 18). *Iowa* was decommissioned at San Francisco Naval Shipyard, Hunters Point.—*San Francisco Chronicle* photo by Barney Peterson.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: pp. 32-33, upper left, ARC; lower right, AP.





ROUGH DUTY

THIRTEEN hundred miles northwest of Midway Island lies a desolate, storm-lashed section of the Pacific Ocean that is identified only by a dot on aerological charts as Weather Station Jig. Here can be found, every day of the year, a Navy PCE recording weather data.

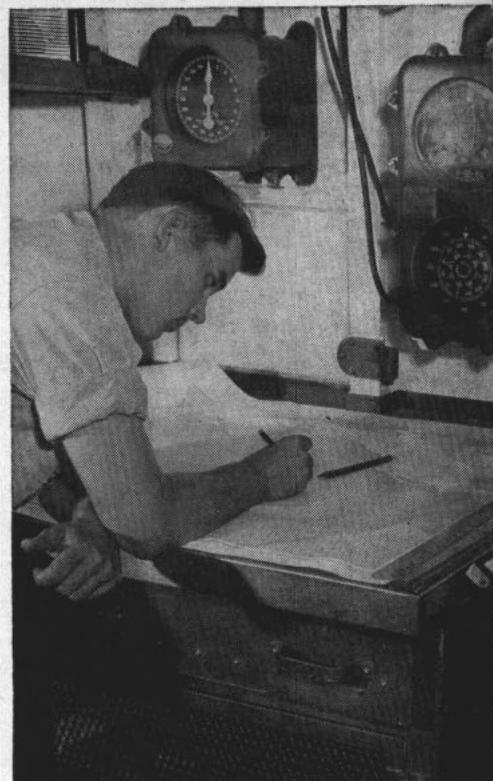
The small craft assigned to this station each spend nearly three weeks "on location," drifting wherever the wind and unruly waves push them, using their engines only to keep within a 60-mile radius of the assigned position. Most of the time the PCE on duty is monarch of the 800 square miles of water that constitute the Jig area, for most surface vessels steer clear of this treacherous part of the Pacific. Occasionally commercial airliners and patrol planes pass overhead. Dark, overcast skies, bad weather and the fact these vessels have the solitary mission of doing nothing but watching the weather makes duty on board these craft one of the loneliest jobs in the Navy.

Weather Station Jig is one of the five weather stations in the Pacific manned by weather ships. These sta-

tions are called Able, Fox, Jig, Bird Dog Four and X-ray. They are spotted in strategic locations between the western coast of the United States and the far boundaries of the Pacific Ocean. Station Able is located on the outer fringe of the Gulf of Alaska, southward of the land mass. It is manned by the Coast Guard and Weather Bureau personnel. Station Fox is located halfway between Honolulu, T.H., and San Francisco and also is manned by the Coast Guard and Weather Bureau. Stations Jig and Bird Dog Four are manned by Navy ships and personnel, the latter station being located between Kwajalein and Guam. Station X-ray is located off the eastern coast of Japan, and is manned by the Japanese government.

Of these stations, Jig experiences the worst weather. Located in the center of a storm belt, it is struck by a

**The Rugged Men Who Ride
These Deep-Water Broncs
Really Earn Their Sea Pay**



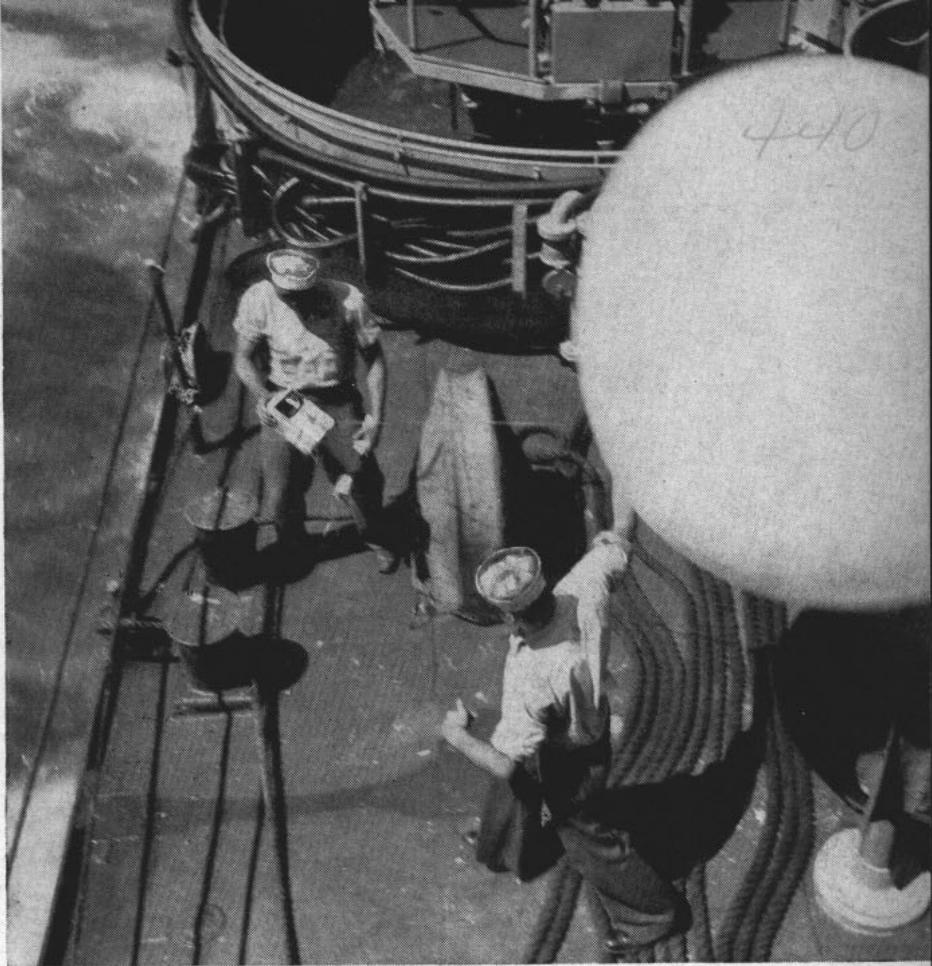
BALLOON for gathering weather data is filled with helium (left). Above: Aerographer's mates plot both surface and upper atmosphere weather information

storm on the average of every three days during the winter months. These storms brew along the polar trough which lies off the coast of Japan and hurdle across the Pacific, striking the Jig area with their full impact, then spreading in different directions. As the sea is usually rough for a day preceding each storm and remains unsettled for a day after it has passed, there are few days during the winter season that the small PCEs in the Jig area are not bucking white capped waves.

Six PCEs, under the operational control of Commander Hawaiian Sea Frontier are used to patrol Weather Station Jig. Presently assigned to this duty are uss PCE 886, 895, 900, 902, 903 and 904. One of these vessels is usually being overhauled, one is on station, and one proceeding to the area while the others are in Pearl Harbor performing routine tasks until it comes their turn to head for Jig. The planned schedule of rotation of these craft is often interrupted because of operational difficulties. Built during wartime and not ideally suited for weather ships, these small craft take a



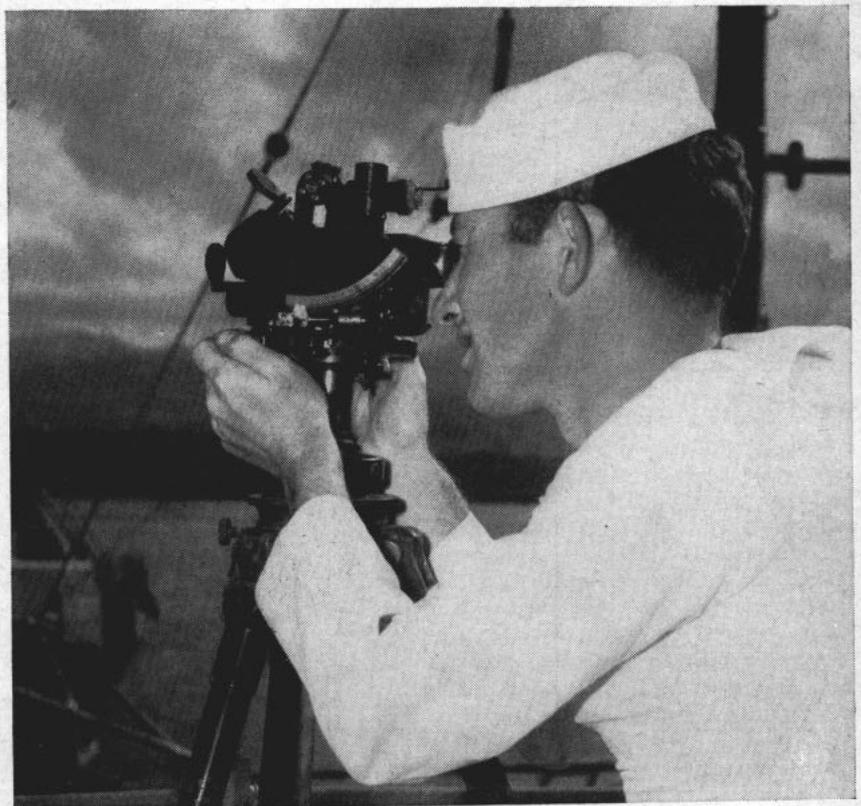
for transmittal to Fleet Weather Central. Right: A weather balloon is readied for release. A radiosonde will radio data on atmospheric conditions back to the ship.



terrific beating each tour on Station Jig. A large amount of maintenance work is required to keep them operating, and breakdowns frequently occur.

Usual routine is for each PCE to spend 37 days under way to and from and on location at Jig. Based in Pearl Harbor, a PCE headed for Jig will spend five days reaching Midway Island, where her fuel tanks will be topped off. Five more days under way are required to reach the proper longitude and latitude. Prior to arrival the ship will batten down in preparation for rough weather. During the 17 days spent on station the ship will drift as much as possible, using its diesels only to keep in the area or to keep out of the trough formed by waves that are sometimes 50 to 60 feet high. By the end of this period the PCE has barely enough fuel and provisions to return to port and welcomes the arrival of its relief.

The actual task of collecting weather data is accomplished by four aerological personnel assigned to each PCE from the Fleet Weather Central, Pearl Harbor. Usually two rated aerographer's mates and two airmen strik-



THEODOLITE is used to track weather balloons when radar is inoperative. Direction and velocity of winds aloft are determined in this manner.



INSTRUMENTS for obtaining surface data are housed on a wing of the PCE's bridge. Weather mild enough for whites is the exception, not the rule.

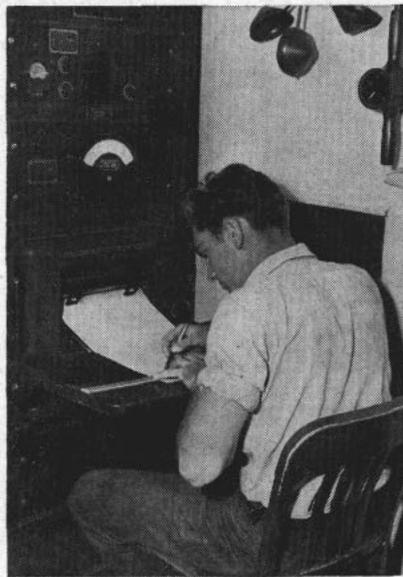
ers make up this group. They have the task of gathering a multitude of information that is radioed to the Fleet Weather Central for further relay to other weather agencies, using a special weather code.

Every three hours these men prepare a report on surface conditions in the area. Force of the wind, atmospheric pressure, amount and type of clouds is some of the information that goes in this report. Also included are the temperature, visibility and remarks on any fog, ice, snow, rain, etc., in the area. Sea conditions are observed and the height of waves and direction of the sea reported.

Twice daily the aerographer's mates send a helium-filled balloon aloft. Attached to this balloon is a radiosonde transmitter. The balloon floats 10 to 12 miles skyward before bursting and is tracked by radar from the PCE. Transmissions made by the radiosonde transmitter are recorded by a radiosonde receiver on board the weather ship. From these instruments the aerographers obtain information on the upper atmosphere humidity, pressure and temperature. Direction and force of the wind at the various altitudes is obtained from the radar track chart of the balloon. When the radar is inoperative the balloon is tracked visually by an instrument known as a theodolite. The balloons are released

at the same time each day—0300 and 1500 GCT.

At regular intervals during the day information from the five weather ships and dozens of shore-based weather stations is dispatched to the Fleet Weather Central for further relay to other weather agencies. Here this information is compiled and charts of



TRANSMISSIONS from the weather balloons are received and recorded by special radiosonde receivers.

the Pacific prepared, showing the weather conditions in each sector. This information is used for weather forecasts and all flights in the Pacific are guided by these reports. All ships in the Pacific also receive this information. Approximately 60 enlisted personnel and four officers are assigned to each PCE, with a lieutenant or lieutenant (junior grade) as commanding officer.

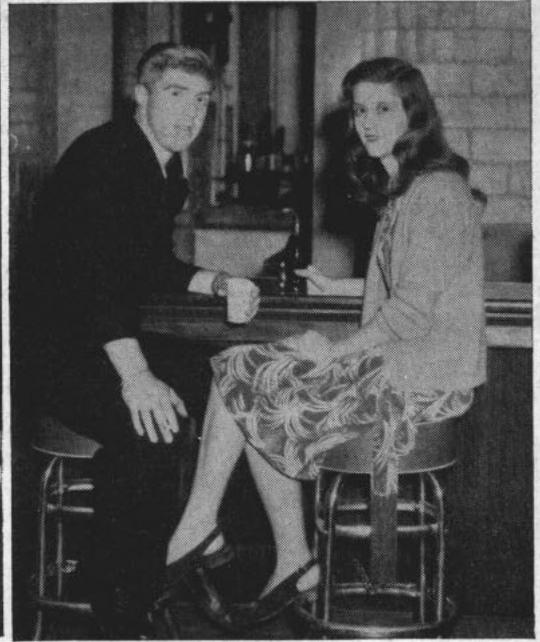
PCEers are, of necessity, a hardy lot. "Duty on these vessels is tough on people who get seasick," said the executive officer of a PCE. "On our last tour at Jig we rolled continuously 30-40 degrees, and once registered a 58-degree roll that buckled three frames."

Men assigned to duty on vessels that patrol Station Jig say the weather is worse than the rough seas. The temperature hovers around 38-degrees the year around, and is a damp, bone-chilling cold. Heavy foul-weather clothing is always worn. "We eat, sleep and work in it," said a quartermaster. "These PCEs are diesel powered and only have one small boiler to supply the galley, laundry and heat. At night we pile on all the blankets we can find to keep warm."

Nearly one-third of the time while at Jig the seas are too rough for food to be prepared and served conventionally. Consequently, all hands live on sandwiches and coffee. Sufficient fresh vegetables can be carried to last most of the cruise. Fresh water is rationed during the voyage, due to the limited stowage space and production of the distilling plant. Enough is allowed each man for a shower at least once a week, and sometimes more often.

For recreation the crew play cards, read from a sizable library, work on USAFI courses and sometimes fish when the weather permits.

Despite its ruggedness, some men assigned to the PCE weather ships like the duty. The opportunity to save money while on long cruises is one reason most of the men mention, but a boatswain's mate on one of the ships probably summed it up best: "Before I was assigned to this overgrown motor launch I was just another guy wearing a Navy uniform," he said. "After 10 runs out to Jig, now I know I'm really a sailor. Some say this is the most rugged duty in the peacetime Navy. Others will give you an argument on that, but I don't think anybody doubts that the men who ride these seagoing broncs really earn their sea pay."—Earl Smith, PNC, USN.



NAME BAND added big time touch to club's opening night (left). Right: Couple enjoys refreshments between dances.

Off-Duty Work Built Sharp EM Club

SPEAKING of EM clubs, the one at NAAS Whiting Field, Milton, Fla., is a club that won't take a back seat to any of them—thanks largely to ingenuity and hard work on the part of station volunteers.

The club reached its present high level of operation only recently, but it had its actual inception in the fall of 1947. A group of enlisted men and officers, headed by the recreation officer, selected a site and obtained \$2,500 from BuPers nonappropriated recreation funds. The money was increased later by grants from the station recreation fund.

The original committee, including any others who were willing to volunteer, put in many off-duty hours of pouring cement, carpentering, refinishing furniture and installing a snack bar and stage. The club was officially opened on 16 June 1948 in a gala affair which included music by a professional orchestra.

Whiting field was put on a stand-by basis during part of 1948, and when it was reactivated in the autumn of 1948 the club had assumed a shoddy appearance through disuse. That was when its development to the colorful and cheerful establishment of today actually began.

The first improvement was a coat of attractive blue paint for the bulkheads. The snack bar was reactivated

and equipped to produce hot dogs and ham sandwiches. Volunteers redecorated the bandstand and installed a microphone. They hung bright red drapes with painted silver musical notes fastened to them. The tables were repainted with a striking insignia of white hat and anchor.

One of the most distinctive features of the club is the overhead lighting

effect. Surplus parachutes were secured to the overhead in a billow-like arrangement that covers nearly the entire length of the ceiling. The lighting effect gives the room a cozy atmosphere which is conducive to both dreamy dancing and serious conversation.

For men of a quiet nature, games such as checkers, parchesi, dominoes and chess were bought and made available. Enlisted men of the station have planned many other improvements for the club in the future. They hope to get the leather chair and sofas reupholstered, and have thought of installing booths in place of the present tables to provide additional space.

Personnel of the station donate a good deal of local talent, and entertainment is always of a first-class quality. It is not at all unusual for a few of the fellows to gather around the piano and harmonize on some popular ballads. On the high-brow side, Rachmaninov and Schubert are often part of the program.

Plans for the future call for still more improvements and "the management" intends to keep it a credit to all concerned. Already, it has proven to be an extremely popular place which has relieved the strain on blue-jackets' liberty funds and on recreational spots in town.



ARTIST applies finishing touches to one of the attractive murals used to decorate the club's snack bar.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **PROMOTION EXAMS**—Written examinations for promotion of permanently commissioned regular officers to lieutenant commander, lieutenant and lieutenant (junior grade), Regular Navy, were given 1 June. Officers previously recommended for promotion were given the exams at that time.

Alnav 41-49 (NDB, 30 Apr 1949) directed commanding officers to draw an exam for each permanent regular officer to be promoted in 1949 from the appropriate authority and to deliver them to a supervisory board for action.

• **MATS BAGGAGE**—Personnel with more than their allotted amount of baggage will have a hard time taking it all along on MATS flights from now on.

Each MATS traveler is normally allowed 65 pounds for his luggage. Personal luggage over the 65-pound mark must be logged as "excess per-

sonal baggage" or "cargo." Too much excess personal baggage or cargo, and a passenger may have to be dropped.

Since excess baggage carries the same priority as its owner, a low priority passenger and his luggage may be bounced from a flight because of excess high-priority personal baggage.

To guard against this, BuPers Circ. Ltr. 61-49 (NDB, 15 Apr 1949) directs order-writing commands to screen orders carefully and to grant excess baggage only when "absolutely necessary." Not only may a lower priority passenger be left behind, but the monthly tonnage allocation for cargo and passengers may be reduced as a result, it points out.

MATS transportation for naval personnel is handled on the East Coast by Transportation Division, BuPers, and on the West Coast by Air Traffic and Space Control, 12th Naval District.

• **SERVICEMEN'S CENTER**—A new shore-side activity offering hospitality and information is now available to servicemen with time on their hands in the New York City area. It is known as a hospitality center, and is located in the Bryant Hotel at Broadway and 54th St.

The center is especially well provided with information about cultural activities—books, theater, music, art, and similar pursuits. The New York Hospitality Citizens Committee, sponsor of the center, invites all naval personnel to visit the hospitality center.

• **HOUSEHOLD EFFECTS**—Regulations governing shipment of household effects upon the death of a serviceman have been tightened as a result of a Comptroller General decision.

Dependents of service personnel who die or are listed as missing or captured as a result of "military or naval operations" will be entitled to have the government ship their household effects home.

Formerly, any Navy officer or enlisted man or other serviceman who was "on active duty" at the time of his death was entitled to free shipment of his household effects by the government for his dependents.

Under a new regulation Alnavsta No. 4, interpreting the decision of the Comptroller General in a recent case, however, dependents of servicemen who die while performing "administrative functions" will not be entitled to this free service.

Legislation is being sought, however, which would again grant dependents of all persons who die while on active duty the right of free shipment of household goods to their home.

• **LONGER FC COURSES**—Courses at the Navy's two Class A fire controlmen schools are now 18 weeks in length instead of 13 weeks. The change took place with classes which convened on 9 May 1949.

The increase in length of courses in Naval Schools, Fire Controlmen, Class A, came about when length of former courses proved to be inadequate for thorough training. The longer courses are not expected to be more costly to the Navy than the former curriculum and it is not believed that additional instructors will be required.

The Navy's two Class A fire controlmen schools are located at the Naval Training Centers, Great Lakes, Ill., and San Diego, Calif.

San Francisco's Bridge Will Be City Shrine

The shell-riddled navigation bridge of USS *San Francisco* (CA 38), removed after that vessel returned to the U. S. for extensive repairs following her valiant fight in the Battle of Guadalcanal, 12-15 Nov 1942, is being built into a shrine on Point Lobos, a 450-foot

cliff overlooking the harbor of San Francisco, Calif.

A \$15,000 budget has been appropriated by city officials to construct the memorial. The bridge was presented to the city by the Navy after the cruiser had been fitted with a modernized superstructure.



DAMAGED during Battle of Guadalcanal, *San Francisco* was fitted with new bridge (above). The old bridge was presented to city by the Navy.

• **RESERVE PROMOTIONS** — A list authorizing promotions for 39,000 Naval Reserve ensigns to lieutenant junior grade has been forwarded to the naval district. No definite deadline has been set for acceptance.

The list is divided into three parts—



REPORTING for duty afloat in USS *General Butner* is LTJG Pierson, who salutes OD, WO James H. Orr.

Two Wave Officers Serve In Ships During Cruises

Two Wave officers are back home from tradition-breaking spring cruises which they made as crew members aboard Navy ships.

The two ships that sailed with a Wave aboard each in administrative capacities are the transports USS *General W. A. Mann* (AP 112) and USS *General H. W. Butner* (AP 113). The two Reservists are Lieutenant May N. Karns, USNR, of San Francisco, and Lieutenant (junior grade) Clarice L. Pierson, USNR, of Oakland, Calif.

While many Waves served ashore overseas during World War II, this was the first time women ever served aboard Navy ships other than hospital ships in a duty status. The lady officers did not stand deck watches nor perform other military duties during their two-week training cruises. Their duties consisted entirely of administrative tasks—assistance in office work and in the numerous details connected with transportation of naval dependents aboard the ships.

officers who have had active duty in the line, Supply Corps, Civil Engineering Corps, Medical Service Corps and Nurse Corps; those who have served or are now serving in the Merchant Marine Reserve and have had no active Naval service; and ensigns who have performed no active Naval service or service at sea in a licensed capacity.

If still on active duty, officers concerned must be recommended for promotion by their commanding officers. If now on inactive duty, they must present a certificate of satisfactory service and establish their mental, moral and professional qualifications.

Ensigns who were or are now serving in the MMR must present evidence of duty at sea in a licensed capacity and also certify that their license has never been revoked or suspended by the U. S. Coast Guard or Bureau of Marine Inspection and Navigation.

Reserve ensigns who have never served on active duty in the Navy or at sea in a licensed capacity are not considered qualified unless their record is thought satisfactory by their commanding officer.

Qualified Reserve ensigns may receive their appointment from their commanding officer, officer in charge of Naval activities, Naval Reserve inspector-instructor of Organized Reserve commands, Commandant's local representatives or Volunteer training officer.

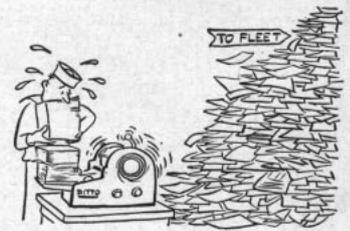
BuPers recommends prompt action by the officers concerned on the new appointments. No deadline has been set, however, for acceptance of the promotions.

• **WAVE OFFICERS**—Final selection of Reserve Wave officers and former Wave officers for commissions in the Regular Navy has been made. Forty-six women were selected in the final action of its kind. Women will continue to enter the Navy's commissioned ranks through direct procurement.

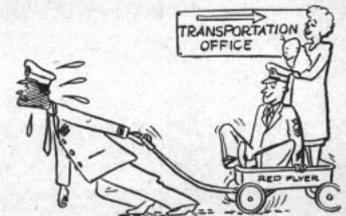
Of the 46 selected for permanent commissions, 40 will be line officers, five will be commissioned in the Supply Corps and one in the Medical Service Corps. The selectees will be appointed in the order of their seniority within grade, in accordance with a lineal list prepared by BuPers.

The 46 were selected from among Naval Reserve women officers who requested transfer to the Regular Navy and from former Wave officers who applied for new commissions.

HERE'S YOUR NAVY



The Bureau of Naval Personnel performs a number of functions which, while not new, are little known in the Fleet. Distribution Section of Standards and Curriculum Branch, for example, does an annual business that would do credit to a major civilian corporation. In 1948 it issued more than 1,700,000 copies of printed material to the Navy. In addition, approximately 5,000 prints of training film went out to the Fleet in that time under direction of the office.



Personnel Transportation Division is another activity whose accomplishments are often taken for granted. During a single postwar month, the division moved more than 13,500 men in drafts of 15 or more—not counting small drafts and individual transfers. During the same time it arranged travel accommodations on MATS and government surface craft for 633 dependents.



BuPers also plans the activities of the nation-wide Naval Reserve. In 1948, Navy ships cruised more than 400,000 miles in Reserve training operations. Naval Reserve Division plans a peacetime reserve of more than 1,000,000 men, including multitudes of specialists such as 7,000 dental personnel, 5,000 scientists and 4,500 chaplains or chaplains' assistants.



NAVY SKY QUEEN *Constitution* (above) is touring country on recruiting flight. Center: Flight engineer's compartment.

Navy Super Plane Becomes a Super Salesman



THE WORLD'S LARGEST commercial-type airplane in regular service, the Navy's *Constitution*, is on a nationwide recruiting flight that will take it 10,000 miles and to 18 cities.

Chief objective of the country-wide tour is to acquaint young men and women with career possibilities in the Navy and Naval Reserve.

Approaching cities where it is scheduled to stop, the *Constitution* broadcasts a special "plane to ground" program to the local radio station. Then the giant transport passes slowly over the city to demonstrate the size and maneuverability of the ship before gliding in for a landing.

Representatives of BuPers travel with the plane to interview prospective candidates.

The Navy was given the job of designing, constructing and testing the new super-transport early in the war. Construction and testing have taken five years.

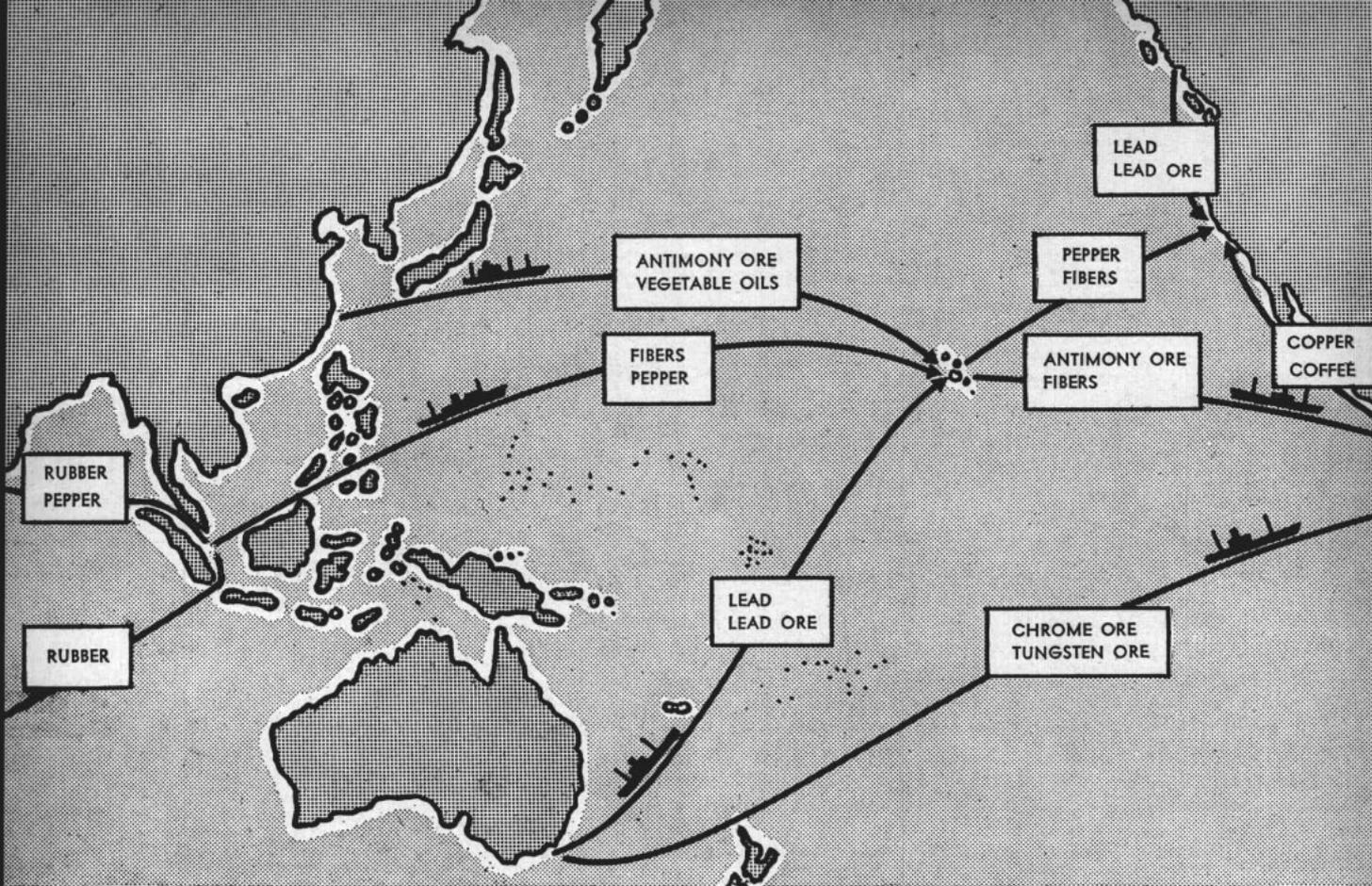
The *Constitution* is adaptable to both passenger and freight hauling.

EXCELLENT meals, prepared in *Constitution's* sleek galley, are served aloft by Wave flight orderlies.



SPIRAL stairway leads up to passenger deck level (above). At left: Cargo is stored in lower deck forward freight compartment. Below: Ground crew readies ship for take-off.





The World's Sea Lanes Are Our Life Lines

EVER thought about *your* part in the grand design of sea power?

Know what the term "sea lanes" means, or why the Navy is called "Guardian of the Seas?"

As a member of a Navy which weighs mightily on the balance scales of world power, you should.

Great nations have been made and broken on the strength of their navies and merchant marines. Hitler and Napoleon, after conquering much of continental Europe, were defeated because they were unable to control the seas. Xerxes lost the sea battle of Salamis and with it control of civilization centers of the Mediterranean.

The great Hannibal fought the Romans for 16 years without supplies or reinforcements by sea, ending in destruction of his remarkable army and razing of his native Carthage. And Great Britain, conversely, became a great world power by defeating, one by one, the navies of Spain, Holland and France.

Whether you're a seaman recruit or a flag officer, you should never forget the bald truth of the statement that *throughout history, a great sea*

power has always defeated a great land power. You are a part of American sea power.

Simply defined, sea power is the ability to control the seas in time of war, to deny its use to the enemy and to employ the same oceans to our own advantage.

Taking for granted the Navy must win battles and drive the enemy navy and transports from the seas, let's take a closer look at the latter half of that maxim—"employing the same oceans to our own advantage."

North America, for all practical purposes, is an island. Surrounding it are oceans which can be regarded either as a broad highway for the movement of vast supplies or as a moat behind which we can, to a certain extent, lock our doors and fortify as in a mediaeval castle.

In the latter case, the U.S. would have to depend on her own raw materials and whatever else can be imported overland from Canada and Mexico.

The question requiring an honest answer therefore is: how self-sufficient is the U.S. and the continent? It has

vast quantities of certain raw materials, assuredly—but there are many equally as vital which must come from overseas.

To supply a factual résumé of this country's reliance on unhampered sea commerce, the Operations Division of the Office of the Chief of Naval Operations made a special study of materials imported during the year 1946. No startling discoveries were made or world-shaking conclusions reached. The facts demonstrated only what already was well known concerning U.S. dependence on imports.

For example, 98 per cent of this nation's rubber came from overseas during 1946. Synthetic rubber, the survey reported, is not a good substitute for all purposes nor are problems of manufacture in large quantities easily resolved.

While the U.S. can produce great amounts of iron from its rich mines in Minnesota, manganese ore is essential in the basic manufacture of steel. About 97 per cent of the manganese ore came from overseas in 1946, and again there is no substitute.

Other ores vital to steel production

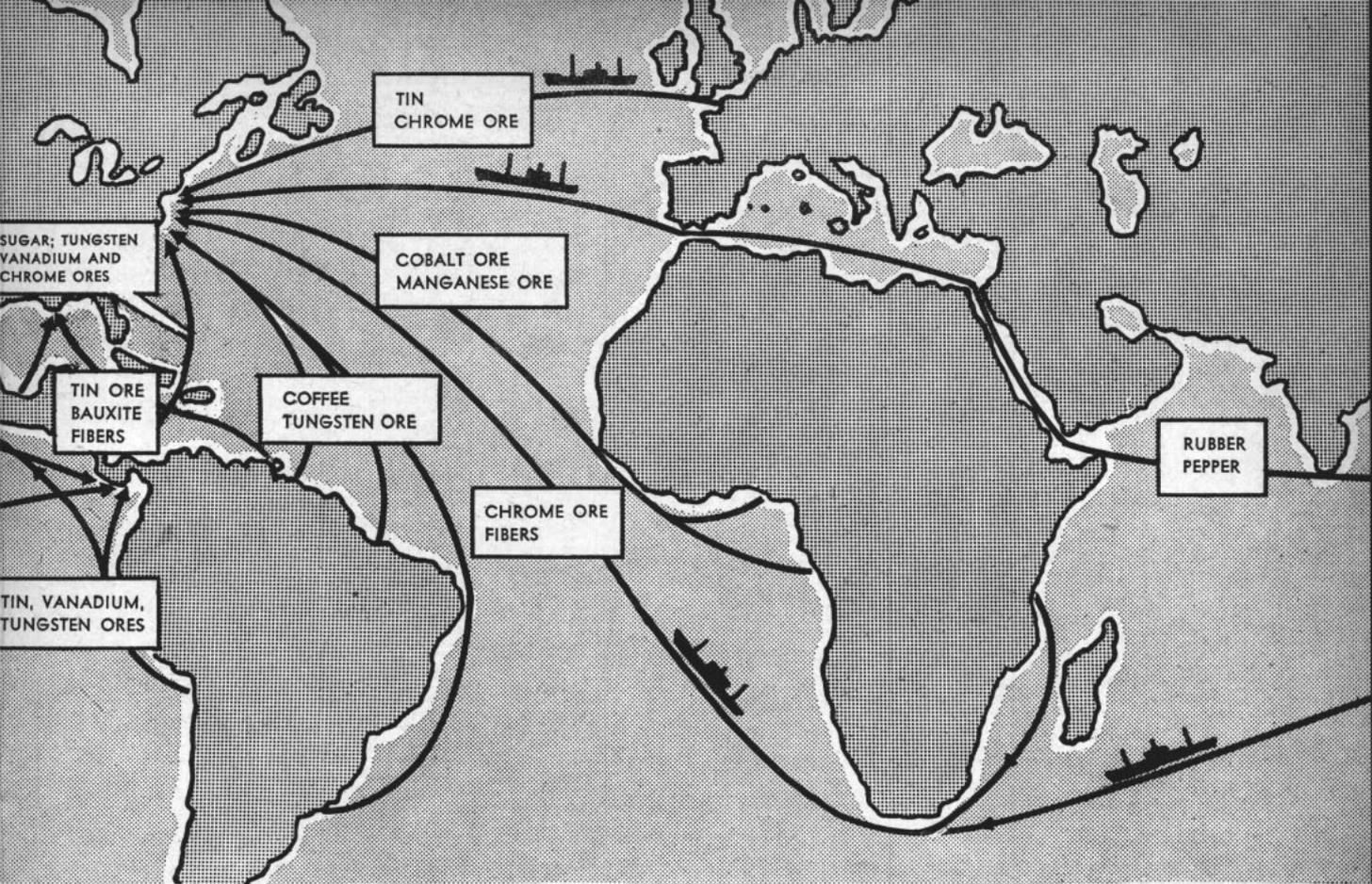


CHART SHOWS the sea lanes traversed in supplying the U.S. with the raw materials vital to her security.

are chrome and cobalt. During the year studied, the U.S. imported 98.4 per cent of its chrome ore, principally from South and East Africa and India. In addition to being necessary to the steel industry, chrome ore is also utilized in paper, oil and chemical manufacture.

More than 43 per cent of the cobalt ore was shipped in from one important overseas source—the Belgian Congo. Used in steel alloys and for gas turbine and jet propulsion engine parts, it becomes increasingly important in this day of transsonic and supersonic aircraft.

While these materials are needed for this nation's key steel industry, there are others equally as important which must be furnished 100 per cent from overseas sources.

One of these is tin, of which Bolivia alone exported to this country 83.5 per cent in 1946. Deprived of this essential metal, U.S. transportation would cease to function. It is a necessary ingredient in engine bearings and other parts of ships, planes, trains and automobiles.

As far as its use in engine metals is concerned, it has a substitute—silver. The main limitation obviously is the prohibitively high cost.

Another 100 per cent overseas im-

port in 1946 was fibers—the manila, sisal and hennequin which finds its way into rope hawsers, marine cordage, drilling cable, binder and baler twine, wire rope cores and many other items. Any organization which moves objects uses some or all of these highly important fibers.

Tungsten is an essential raw material which easily might be overlooked by persons unfamiliar with its many applications in radar and radio tubes, in filaments of incandescent lamps, and in alloy steels.

Some 72.5 per cent arrived in 1946 via the shiplanes from all over the world—South America, Europe and the Far East. Molybdenum can take its place in certain cases, but not in lamp filaments.

Try to imagine, if you can, your United States-behind-the-moat: the empty factories and unemployed men, the trains and planes and ships rusting for lack of a few parts, the immense problem of a broken down socio-economic structure in a country where life is at a standstill.

And in addition to industrial dis-

aster, there is the more personal problem of food.

Sugar is a good example of a heavy U.S. food import. In 1946 more than 85 per cent of it arrived via the sea lanes, mainly from Cuba. U.S. citizens consume more sugar per person than any other nation in the world.

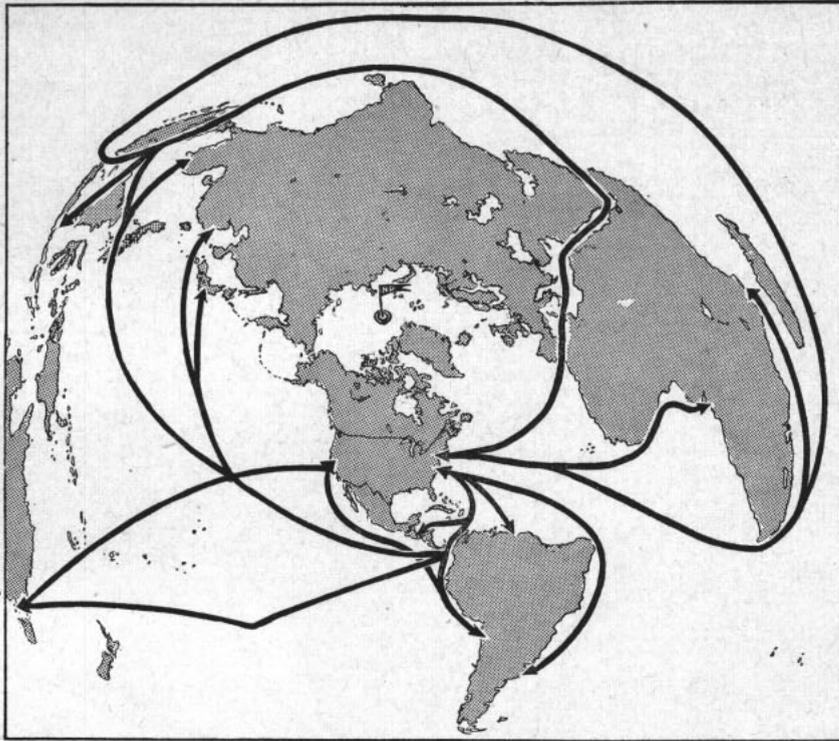
Then there's coffee, the seaman's good ol' Joe.

The Navy does not underestimate its importance. While acknowledging that coffee is not needed to support life and therefore is not absolutely vital, the Operations Division report pointed out that the beverage "plays so important a part in sustaining morale of U.S. armed forces and civilian personnel that it must be placed well up on the list of required raw materials."

Practically every bean of it came from overseas in 1946 as well as in other years, with Brazil customarily furnishing approximately one half of the supply.

Wartime or peacetime, the Navy's job as guardian of the sea lanes over which these materials pass is to see that the American people and industries get the required food and products necessary to their accustomed standard of living.

These supplies of necessity must



STRATEGIC value of U.S. life lines, which do not closely approach the arctic regions, would not be affected by any polar aerial struggle of the future.

come by sea. Methods other than sea transportation have been looked into, including possibilities of air transport. Back in 1942, officials of the armed services decided to see how an air plan would work out should such become necessary.

Setting the problem at moving 100,000 tons of supplies per month (which is below the 1946 need of 127,000 tons per month of manganese ore alone), they assumed wartime conditions and a hop of 6,500 nautical miles between San Francisco and Australia.

If the job were handled by standard cargo transports, they found that 44 ships manned by 3,200 men would be required.

Upon switching to aircraft, a fleet of 10,000 four engine planes staffed by 120,000 men would be necessary for the task.

Assuming that the U.S. could sacrifice the additional money, men and planes under duress of wartime, the bare statistics seem to hold some hope for the plan's possibilities.

But—

Completion of the job by air would be a negative accomplishment, if not downright impossible.

The rub is that in order to keep

em flying, some 378,000,000 gallons of gasoline would have to be transported overseas by tanker. This would require 85 large oilers—double the number of ships, men and fuel which could perform the assignment alone and without aid from aircraft!

It's all wrapped up in a simple equation of direct proportions: U.S. shipping is to sea lanes as sea power is to U.S. welfare. Tinker with any one factor and the whole system goes out of kilter.

For America, sea lanes are life lines, the stoppage of which would mean strangulation. And however little or much an aerial struggle might shape up over the polar routes in any war, the basic strategic value of these life lines to the U.S. would remain unchanged. American life lines do not closely approach the Arctic regions.

In May 1947, the President's Advisory Commission reporting on universal military training noted that scientists and military experts alike had testified to them that the era of

**Sea Lanes Are U.S. Life Lines
—In War and Peace
The Navy Keeps Them Secure**

push button warfare is not a development of the foreseeable future. It is not yet believed possible that a war can be won by exchanging long range blows.

Summing up their convictions, the committee advised the President that "we must contemplate also the possibility that the final outcome could not be determined by superiority in weapons of mass destruction . . . We may in the future, as also in the past, have to rely on the cutting of supply lines, the systematic elimination of military objectives, and finally the invasion and occupation of enemy territory."

Knowing, planning and training for whatever must be done in an emergency is strong persuasion for peace. So is sea power.

Visit to Colorful Tampico

The crews of *uss John W. Weeks* (DD 701) and *uss Wallace L. Lind* (DD 703) are still talking about their three-day visit to colorful Tampico, which is, as the popular song states, on the Gulf of Mexico.

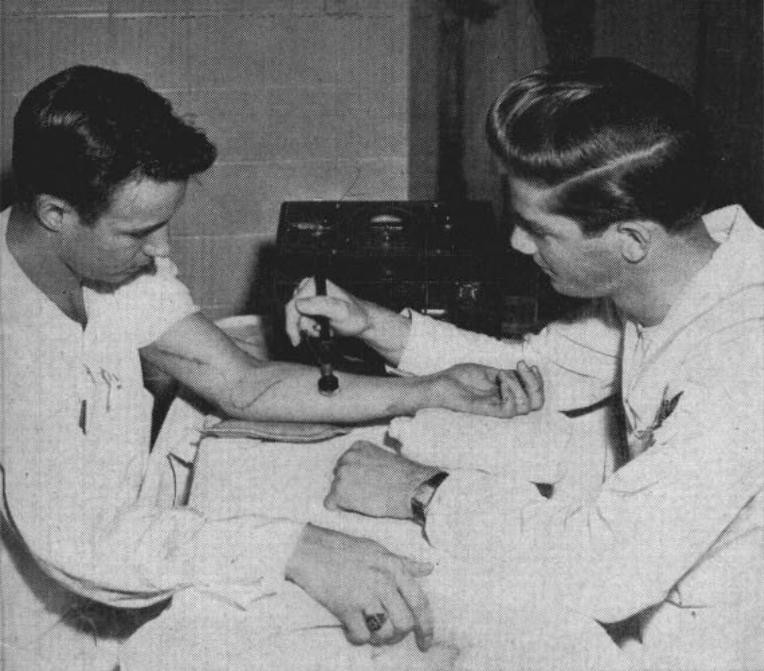
Lind and *Weeks*, manned by Reservists from Texas, Arkansas, Oklahoma and Louisiana, were given a tremendous welcome by the *gente* of the Mexican city when the two destroyers steamed into the harbor. It was the first time since 1941 that U.S. men-of-war visited Tampico, and the citizens literally turned the town over to the visiting sailors.

Personnel of the two vessels were challenged to athletic games ranging from baseball to *fortennis*, a Mexican game similar to jai alai.

As a return gesture *Weeks* and *Lind* put to sea with Mexican General Bonifacio Salinas and Tampico's Mayor Manuel Guzman, a former football star at the University of Southern California, on board. Mayor Guzman steered *Weeks* on a zigzag course while General Salinas fired at a parachute target with a 40mm battery. A Reservist gunner also fired following the General, and retrieved the gunnery honor of the U.S. Navy.

The school children of Tampico gave a program on board ship, including a dancing *jarabe*. During the dancing one small dancer lost her petticoat, but the sailor audience thought it was part of a new dance.

When *Weeks* and *Lind* departed Tampico a municipal band and large crowds waved good-by from the docks. Sailors on board the two vessels agreed it was a wonderful liberty port.



CORPSMEN in today's Navy become specialists in such fields as galvanic physiotherapy (left), optometry (right).

Your Good Health Is Their Business

HOSPITAL corpsmen lead a complicated life.

There was a time when the term "pill peddler" came irritatingly close to describing the work performed by the Navy's "men in white," but nowadays hospital corpsmen perform such a multitude of duties that no one man could do them all, even if he was built like an octopus.

He may be a petty officer, yet is not allowed to perform any military duties that involve the use of arms. His personality must be flexible enough for him to be tough as a boatswain's mate at times, and on other occasions to exhibit the patience and gentleness of a Florence Nightingale. On small ships he must perform all the medical and administrative duties as head of the medical department. On some ships he is the medical department.

At various times he has been known by such names as loblolly boy, hospital steward, surgeon's mate, bayman, apothecary, hospital mate, pharmacist's mate and currently, hospital corpsman. He is as essential to the welfare of a ship's company as the navigator is to the safety of the ship.

Basically, the hospital corpsman is a male nurse whose job is to assist medical officers in the care of the sick and injured, and as such he performs a highly important job. However, the complexities of modern medical science have caused corpsmen to

branch out into dozens of highly specialized fields. Just as the vastness of the field of medicine has caused an increasing number of doctors to become specialists in one particular branch, the trend among Hospital Corps personnel has followed suit.

The reference to hospital corpsmen as "he" in this article is merely a figure of speech, for there are many female personnel wearing the caduceus on their sleeve. At present the Navy is operating two coeducational Hospital Corps schools—one at Great Lakes, Ill., and one at San Diego, Calif. Women at these schools receive the same training given male corpsmen, and are assigned to naval hospitals after graduation for further instruction. They are eligible for promotion to all ranks and rates on an equal footing with men of the Hospital Corps.

At present the Navy's Hospital Corps has trained experts in over 50 highly technical fields of medicine. These range from such widely separated branches as radioactivity specialists to commissary technician. Another factor that has led to specialization is that the Hospital Corps is unique within the Navy in that it

performs practically all its clerical, supply and related duties with its own personnel.

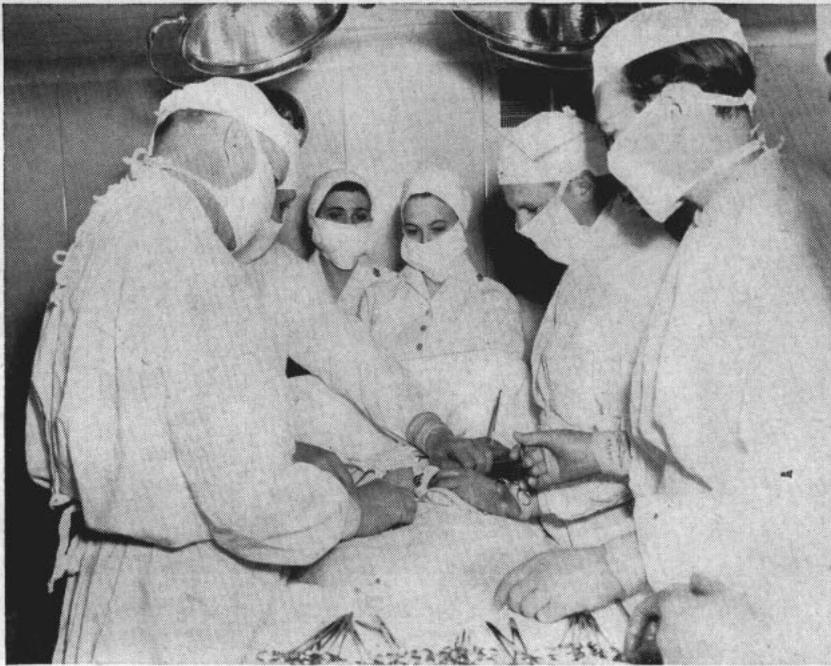
If you were to make a tour of the Navy's world-wide activities you would find the hospital corpsman performing an amazing variety of tasks. On a destroyer in the Pacific you could observe him handling sick call, prescribing treatments, inspecting chow and living quarters and advising sailors on abstruse legal problems, educational matters and Freudian impulses. This independent-duty corpsman often becomes chaplain to the homesick, "Mr Anthony" to the lovesick, financial advisor to the indigent and tonsorial specialist to the vain.

At a Marine Corps training center you would find him hurdling obstacle courses, climbing netting and learning combat tactics. Hospital corpsmen assigned to the medical field service must know how to dress a man's wounds while crouching in dirt and dust with bullets whining around his head. He must be able to work fast and efficiently, including giving blood plasma under the worst possible conditions.

He must be tough enough to undergo the rigors of amphibious assault landings and to care for the injured with the equipment he can pack on his back.

At a submarine training base you would find the corpsman undergoing the various phases of training that qualify personnel for duty in sub-

**The Navy Hospital Corps
Keeps in Shape
The Men Who Man the Ships**



OPERATING room technique is one of the 26 subjects taught qualified corpsmen at specialization schools. The average length of a course is six months.

marines. On board submarines the hospital corpsman is independent of a medical officer, and is required to handle all the duties of the medical department. He must be a qualified submariner as well.

On board a submarine rescue vessel you would find the hospital corpsman busily checking all divers before making their dives, timing closely the length of time they remained under water and timing their ascent to make certain they were decompressed properly while being hauled to the surface.

One of the responsibilities of Hospital Corps diving specialists is to assist medical officers in treating cases of the "bends" or compressed air illness, and to see that preventive measures are strictly adhered to. When a diver makes a descent his body is saturated with about one-half pound of pressure per square inch for each foot of depth.

For example, at 100 feet his body is saturated with $44\frac{1}{2}$ pounds of pressure. This pressure is not *on* the diver, but all through his body. The pressure causes the blood stream to become filled with nitrogen from the air coming down his air hose. If the diver rises too rapidly the nitrogen does not have the opportunity to escape through his lungs and forms bubbles in his joints, heart and lungs, possibly crippling or killing him.

If a diver ascends too rapidly it

is the hospital corpsman's job to see he is quickly placed in a decompression chamber and decompressed properly. All hospital corpsmen assigned to this work are qualified divers and make dives regularly.

At a naval air station you would find the corpsman working with flight surgeons, checking flying personnel's fitness for flight, and operating special aviation medicine devices. This equipment includes low pressure

chambers, instruments for testing effects of acceleration, link trainers and oxygen equipment. The aviation medicine technicians also perform the special clerical work involved in checking and keeping a close watch on the health of flying personnel.

Some of the most fascinating work hospital corpsmen are involved in is that performed by the specialists assigned to medical research activities. Hospital Corps personnel have assisted Navy medical scientists in hundreds of experiments involving tests of human endurance and reactions. Tests to determine the effects of high frequency sounds on the human ear and nervous system, and others to determine the maximum amount of shock the bones can absorb are a few of the projects which are being carried out.

In other experiments hospital corpsmen are assisting medical officers in carrying out tests to determine the aftereffects of certain drugs and medical preparations on flying personnel while in flight. Corpsmen have assisted in designing many pieces of special equipment needed in conducting experiments.

Training of Hospital Corps personnel is divided into three levels—basic, intermediate, and specialization. The basic course is designed to acquaint recruits and other newly assigned personnel in the fundamentals of Hospital Corps work. The intermediate course is primarily to prepare hospital corpsmen first and second class for duty independent of a medical



STUDENTS in corps school receive 60 hours of instruction in anatomy and physiology. Latest audio-visual aids are used in this instruction.

officer. The specialized courses qualify corpsmen in the technical specialties supporting the medical service. Included in this special instruction is an advanced course to train chief and first class hospital corpsmen in the administrative duties involved in maintenance and operation of naval hospitals and other medical department activities.

The Navy has two Hospital Corps schools that instruct hospitalmen in basic, elementary training. One is located at Great Lakes, Ill., and the other at San Diego, Calif. Classes are formed weekly at these schools. The regular course covers 16 weeks and 640 hours of study. The present temporary course at San Diego is twelve weeks in length and covers 480 hours of study.

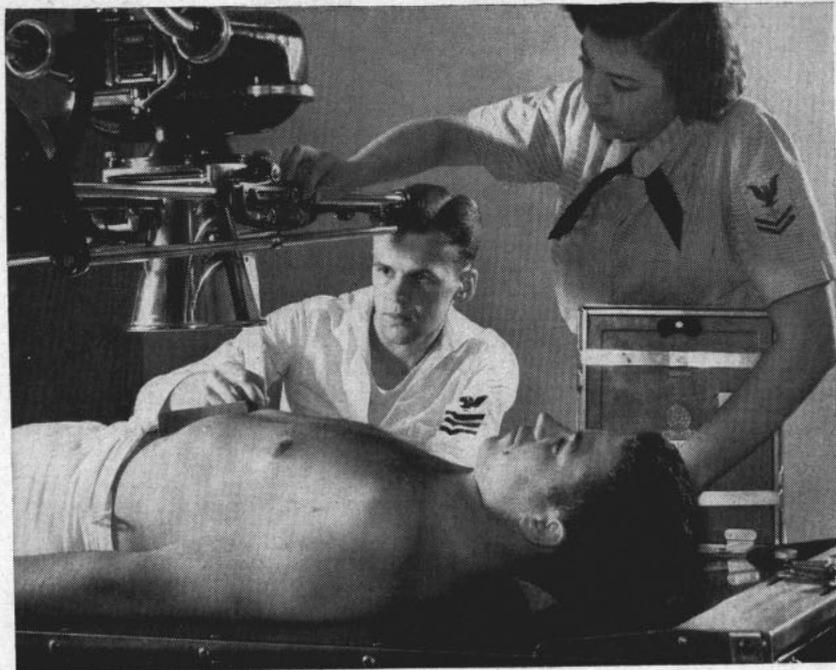
Study hours at the schools are divided into nine basic subjects. Instruction given students on each of these subjects varies, the amount of time devoted to each based upon its importance in grounding the student in the fundamentals of hospital corps work. The student receives 10 hours of instruction in elementary chemistry which touches upon elements, compounds, symbols, valence, formulae, structure and atomic theory. Forty hours of instruction are given in materia medica and toxicology, during which time the student is acquainted with the sources of commonly used drugs, their action, dosage and use.

In the bacteriology and elementary laboratory technique course the hospitalman learns to use the microscope, to recognize bacteria and to make blood counts. Ten hours of instruction are spent on this course.

Twenty hours of classroom work are spent introducing the student to methods of hygiene and sanitation, including methods of immunization, ventilation and lighting. They are instructed in food and soil and their relationship to disease. Instruction is also given in sewage disposal, insects and related diseases, rodents and rodent control, venereal diseases and sex hygiene.

Nursing and dietetics is taught by a special staff of Navy nurses. One hundred hours of instruction are given students on practical work, preparing and administering hypodermics, taking blood pressure readings, giving bed baths and other nursing procedures.

They are taught to prepare a patient for surgery and what to do upon his return from surgery. Many audio-visual aids are used in this instruc-



X-RAY technique is learned at the specialization schools. Waves now are receiving the same training as male naval personnel at the corps schools.

tion in addition to practical bedside work. Students also receive 60 hours of instruction on anatomy and physiology, and 30 hours on pharmacy and metrology.

Both these hospital corps schools are well equipped with recreational facilities for students. Good teams are turned out regularly in basketball, tennis, boxing, bowling, baseball, softball, volleyball and archery. Swimming pools and movies are available.

Every student is encouraged to take part in some form of team or individual athletics.

After graduation from the basic school the hospital corpsman is usually assigned to a naval hospital for at least one year. This period of practical training is comparable to the period of internship given young doctors upon graduation from medical schools. In the naval hospitals the new corpsmen take care of the



NURSING procedures and dietetics are taught by a special staff of Navy nurses. Taking blood pressure readings is part of this phase of the training.

sick and get plenty of application of what was taught them in school.

The Hospital Corps attempts to keep its personnel assigned to general duties during the first four years of service, unless they show exceptional aptitude or have received previous training that would make them more valuable working at a specialty. This policy was established to insure that the majority of hospital corpsmen are qualified to perform all the general duties of their rating before concentrating on a specialty.

Between the basic and specialized

levels of training the Hospital Corps established an intermediate training school at Portsmouth, Va., to qualify selected first and second class hospital corpsmen for duty at isolated bases and small units to which a medical officer is not assigned. Only competent, mature corpsmen are picked for this schooling.

After graduation and assignment to duty independent of a medical officer these men will carry a heavy load of responsibility in diagnosing ailments, administering treatments and carrying out the medical department's

duties at small activities. This course is four months in length.

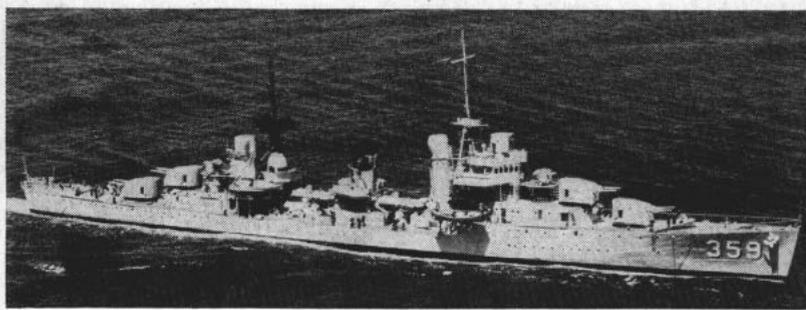
Approximately 26 specialized courses are available to qualified corpsmen at the specialization schools, covering a wide range of subjects. These courses are taught at various naval hospitals, schools and air stations. Lengths of the courses range from one and one-half to 12 months. Such subjects as aviation medicine, clinical laboratory technology, dermatology and syphilology, X-ray technique, fever therapy, malariology, medical photography, neuropsychiatry, pharmacy, physical medicine, optical technology, medical research, and operating room technique are among those taught.

An advanced technical school located at the National Naval Medical Center, Bethesda, Md., offers a 10-month course in medical administrative procedures for chief and first class hospital corpsmen. Personnel attending this school are thoroughly indoctrinated in property and accounting, clerical and commissary procedures with which hospital corpsmen will be concerned.

Most of the graduates of this school are assigned to the administrative offices of naval hospitals and other Navy medical facilities. The course of instruction also covers naval organization, laws, civil readjustment and educational services, retirement, industrial safety engineering and military customs and drills.

A certain amount of confusion still exists among Navy personnel as to the new rating designators and titles of Hospital Corps personnel. This is partly because personnel assigned to the Hospital Corps have long been referred to as "hospital corpsmen," and that title is now the official name of a rate within the Hospital Corps rating group. Currently the Hospital Corps rates are: hospital apprentice (HA), same as old HA2; hospitalman (HN), same as old HA1; hospital corpsman (HM3, HM2, HM1 and HMC), same as old designations of PhM3, PhM2, PhM1 and CPhM.

From every indication it appears the hospital corpsman will play an increasingly important role in the Navy of the future. With new and deadlier weapons of destruction being continuously developed, the work of the Navy's humanitarian branch will necessarily increase in scope. No matter how much you hate your shots, the hospital corpsman will continue to be a handy man to have around.



UNUSUAL experimental auxiliary vessel *Winslow* (AG 127) is probably shootingest ship in Navy. The ex-DD 359 wears out set of guns a year.

Tests by *Winslow* Improve Fleet's Defenses

One of the "unusualest" ships in the Navy is the experimental auxiliary vessel *uss Winslow* (AG 127). *Winslow* is also one of the shootingest ships in the Navy—may be the shootingest. She has been wearing out a set of guns per year since the war.

The ship was built originally as a 1,850-ton destroyer of the *Porter* class. She was armed with four twin 5-inch single purpose gun mounts when commissioned in 1937. *Winslow* was operating around Pearl Harbor in 1941, when increasing world tensions brought about her transfer to North Atlantic convoy duty. She was off Capetown, South Africa, when World War II began, and spent most of the war in the South Atlantic and Caribbean. Patrol work and inspection of Brazil naval bases were her primary duties, and the ship did a great deal less shooting during the war than since.

Winslow spent an unusually large amount of time under construction, three years being spent from keel-laying to commissioning. Construction was painstaking, and many new and advanced features were used.

Hatches and doors are of corrosion resistant metals and double bottoms and peak tanks are specially coated, keeping them in good condition with little effort for upkeep.

Superstructure of the ship has been remodeled completely since the war—and since this picture was made—the tripod mast has been removed. This was to permit mounting latest types of guns, radar and fire control equipment.

Winslow's main task is testing ordnance equipment to improve the Fleet's antiaircraft defenses. In addition, she conducts continuous experiments with rust-proof non-skid deck coverings, fireproof mattresses, and equipment such as the latest types of gas masks.

Winslow was named after Captain John Ancrum Winslow, CO of the Yankee cruiser *Kearsarge* at the time of the memorable battle between *Kearsarge* and the rebel sailing-steamers *CSS Alabama*. (See ALL HANDS, April 1949, p. 60).

The crew takes an active interest in athletics. Its basketball team has defeated teams of two of the Navy's largest aircraft carriers.

Hear Those Bells—They Tell a Briny Story

If you're ever in Ciudad Trujillo, Dominican Republic, and hear a bell summoning the faithful to the Church of Las Mercedes, take note and render a mental salute. More than likely, you're hearing a bell that once marked the hours and half-hours on the U. S. cruiser *Memphis*—vintage of 1906.

Here's how it happened—

On 29 Aug 1916, the armored cruiser USS *Memphis* was anchored in the harbor in Santo Domingo—which was the former name of Ciudad Trujillo. Without warning, a tidal wave roared into the anchorage and deposited the warship high on a reef. There she lay for 22 years, while be-



ing sold and resold. At last she fell into the hands of a Cuban soap manufacturer who had her cut up and removed as scrap iron.

No such ignominious end was in store for the bell, however. The bell was sold to the Church de Las Mercedes where it marked the hours of matins and vespers. A crack developed, and the bell was sent to Spain to be melted down and recast. It was then sent back to Santo Domingo and reinstalled in the church. Today one can imagine that when the bell peals the old *Memphis* returns to haunt the reef where she died.

In Arlington National Cemetery, just across the Potomac River from Washington, D.C., you can see (but not hear) half a ship's bell—half the bell from the battleship USS *Maine*, blown up in Havana harbor in 1898. The other half is preserved at the Naval Academy, Annapolis, Md.

Other ships' bells are mounted and used or exhibited at a great many



other locations. They are in demand by veterans' organizations, Boy Scout troops, fraternal orders and a multitude of similar groups.

Why, one might wonder, do ship's bells take on value far greater than their actual material worth? Why are they seldom or never sold as scrap to be made into, say, door knobs or automobile radiators?

The most important reasons may be hidden in the recesses of human psychology, but there are certain apparent attractions. The bell usually has the ship's name engraved upon it, along with the date when the ship was built. It is a unit in itself, and not too large to be transported. It has considerable ornamental value.

But probably the primary charm of the bell is that it's the voice of the ship. The whistle may blow when the ship is casting off lines or is in danger of collision; the siren may shriek when an accident occurs; but it's still the bell that reveals the ship's presence when at anchor in a fog, sounds the alarm if fire breaks out, and marks the passage of time day and night—fair weather and foul. And only the bell can make its voice heard with so little human or mechanical help.

Like many of our nautical items, the ship's bell seems to have originated in England. During the reign of Henry VII a ship by the name of *Grace Dieu* was equipped with one, and was the first so equipped as far as records show.

The system of striking the hours and half hours developed in a logical manner. Most watches then, as now, were stood on a four-hour basis. Someone on watch would be equipped with a sandglass good for half an hour at each inversion. Half an hour after the watch went on, the sands of time would have dribbled to the lower half of the glass. The time-keeper would turn the glass over and strike the bell once. Half an hour later he would again invert the glass, and strike the bell twice, and so on. Later, bell strokes began to be rung in pairs for easier counting, with the single stroke in odd-number ringings struck last. Thus, the striking for five bells became, and still is, something like this: ding-ding; ding-ding; ding.

In the British Navy a number of interesting customs arose around the

ship's bell—some of which still live and some of which do not. Two of these customs are hinged upon the two "dog watches" between 1600 and 2000 daily. In some instances where watches are so "dogged," it is customary to strike one bell at 1630 and one again at 1830, instead of running straight through from 1630 to 2000 with one to eight bells. When this is done, the bells don't run from one to four in each dog watch however. Instead, one bell would be struck at 1830, for instance; two bells at 1900, and then seven bells at 1930 and eight at 2000.

Then, on the other hand, some ships do strike from one to eight bells in order (more or less), between 1600 and 2000. Where this is done, it is sometimes customary to strike one bell at 1830, instead of five bells. Why? Well, thereon hangs a tale:

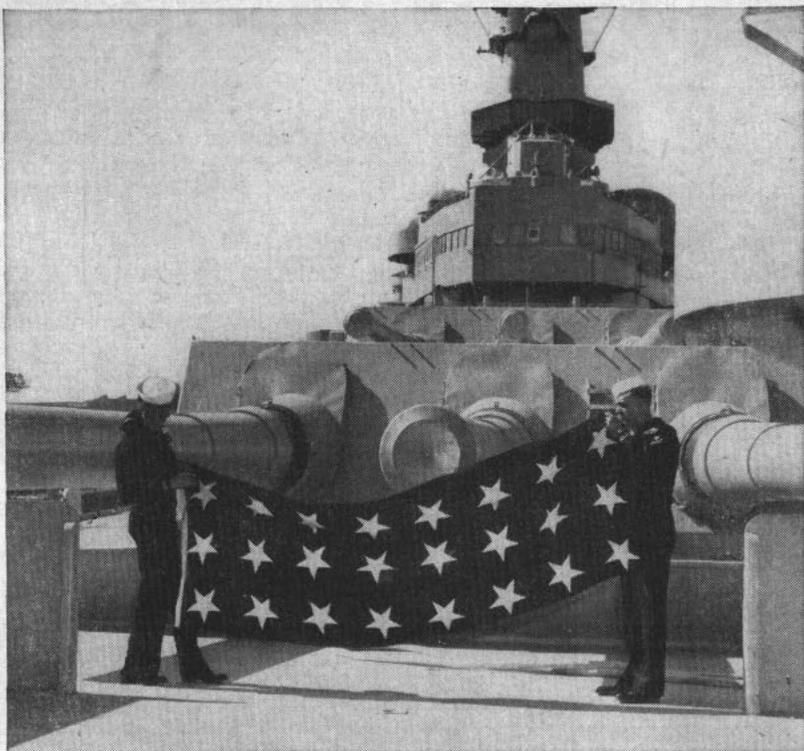
Once, when a great mutiny was being planned, the signal for its outbreak was to be "five bells of the second dog-watch." The officers in one ship learned of the plan, and had one bell struck instead of five—thereby foiling that part of the mutiny.

Then too, there is the custom of striking 16 bells at midnight on New Year's eve. No one seems to know much about its origin, except that it,



too, originated in England. No doubt some messenger of the watch of long ago impulsively felt that something new should be added on this climax-hour of the year. So, we can imagine, he hammered away through 16 clanging strokes—and probably felt the wrath of the O.D. immediately thereafter. It became customary, and the striking was usually done by the youngest person aboard the ship.

When a British sailor glowers at a mess-mate and says, "I'll knock eight bells out of you!" a person can assume he means business. Why eight bells—? Well, while now it is customary to have the watch relieved by the time eight bells is struck, it wasn't always so. It used to be that striking eight bells was the last official act of the watch going off duty. The



JACK of the powerful battleship *Iowa* is folded following decommissioning ceremonies. She joins the San Francisco Group, Pacific Reserve Fleet.

Decommissioned *Iowa* Joins the Mothball Fleet

The battleship *Iowa* has joined Reserve Fleet (see inside front cover).

Putting the battleship USS *Iowa* (BB 61) into mothballs was a big job. One reason is that *Iowa* is 45,000 tons of ship. Here are some facts and figures which help show how big the ship is and the job was.

Iowa is 890 feet long, 108 feet wide and 186 feet high. Height given is from keel to top of mainmast, and is approximately that of a 19-story building. The ship's fuel tanks hold petroleum weighing in the neighborhood of 20,000,000 pounds. Translated to tons, the figure approximates the displacement of a medium-size cargo ship—loaded.

Eight turbines, geared to four propeller shafts, turn out as many horsepower as 2,000 average-size automobile engines operating at top performance.

The ship has 1,091 telephones, 5,000 lighting outlets and 900 electric motors. Each of these, like every other object on the ship, required individual and specialized attention. With her aboard-ship population at its height, *Iowa* used seven tons of

food each day. She can carry 834 tons of groceries—enough for four months' cruising at sea.

Iowa's ship's service department figures are as impressive as those concerning the commissary. The soda fountain dished out almost 10,000 gallons of ice cream each month, and the barber shop trimmed 7,400 heads of hair. In the same period, the cobblers nailed on 650 pairs of rubber heels and thickened the soles of 500 shoes.

Upon decommissioning, *Iowa* joined the San Francisco Group, Pacific Reserve Fleet. A dockside ceremony marked official completion of the mothballing task. The rites were attended by *Iowa's* 650-man skeleton crew, by ranking officers of the armed forces and by San Francisco Bay Area members of the State University of Iowa Club. An oil painting of the ship which had hung in *Iowa's* wardroom was presented to the people of Iowa.

Decommissioning of USS *Iowa* left only one battleship—USS *Missouri* (BB 63)—in active service in the U.S. Navy.

bell-ringer, feeling exultant that the weary watch was over, would put more energy into ringing eight bells than he had put into ringing any of the previous seven. Therefore, to "knock eight bells out of . . ." naturally means "to strike rapidly and forcefully."

Some of these customs do not exist in the U. S. Navy, but our ships' bells lack nothing in practical or sentimental importance. They strike the hours in the traditional manner. Their rapid clanging, followed by a certain number of distinct separate strokes, gives the alarm and the location of the "fire" at fire drill. Combining the practical with the sentimental—who can deny a lift of the heart when, riding a fog-smothered liberty boat, he comes within earshot of his ship's bell ringing out the familiar call-letter?

Despite all the great changes in nautical equipment that have come about in recent years, ships' bells are much the same as they were 100 years ago. In fact, the bronze alloy made up of copper and tin which is used in making bells hasn't changed materially in 400 years. During World War II, when copper and tin were both on the critical list, cast steel was used for some ships' bells. These bells were inclined to crack, however, and were capable of putting out only a sullen "clank" instead of the musical "clang" expected of a bell. So, we are now supplied again with bells of the time-proven bronze.

Many ships' bells in the past were given to the Navy by various cities, and our means of procurement have long been unguided by directives. Not until 1948 did ships' bells become standard stock items, and the Rules of the Road still do not specify any certain size bell for a certain size ship. Most Navy ships' bells are now made in the Norfolk and Puget Sound naval shipyards. When a ship is scrapped, it is seldom (if ever) that a good bronze ship's bell is scrapped along with it. They are sent, instead, to the Navy Department Curator who has them stored in a warehouse near Washington, D.C., to await reassignment to practical or a sentimental service.

So, speculate as we might about atom-powered warships of the future slicing through the waves at fantastic speeds, it's hard to imagine a surface-craft of any age not having a cast bronze bell somewhere about the weather deck.—H. O. Austin, MEC, USN.



ECHO RECOGNITION trainer has proved most valuable in giving ASW trainees understanding of anti-sub problem.

Reserve Sonarmen and ASW Personnel

WORLD WAR II drove the German Navy under water.

Not only did the Nazi submarine fleet have to operate beneath the surface, but if it was to exist it had to remain underwater indefinitely, in order to avoid the hunter-killer ships and planes of the allied fleet.

In the closing stages of the war the German Navy was learning to exist underwater, through its development of the Dutch invention, the snorkel submarine.

The snorkel submarine could recharge its batteries and take in oxygen while submerged, by means of a long air-intake pipe with a floater valve. During the blitzkrieg invasion of Holland in 1940, diesel submarines equipped with this type of breathing apparatus fell into the hands of Germany. The Germans made great progress, and by September 1944 their fast, new Type XXI submarine, fitted with snorkel, began to appear in operations.

The snorkel type of submarine made

the existing tactics and strategy of anti-submarine warfare, if not obsolete, much less effective.

However, the instrument to nullify the advantages of this type of submarine weapon was already in existence. It was *sonar*, the underwater counterpart of radar.

In September 1918 experiments with echo ranging techniques had resulted in producing underwater sounds which were reflected from a moving target several hundred feet distant.

After World War I the U. S. Navy and our allies carried on the scientific research to perfect this instrument. Sonar was used during World War II in its late stages of development. (The British called their type of underwater sound equipment *Asdic*.) Since that time a sizeable force of Navy scientists has been improving on it.

The word sonar abbreviates *SOund, Navigation And Ranging*—a term which includes all underwater sound devices used for locating underwater objects.

So important are the personnel to operate and maintain this equipment, the Navy has set up a broad peacetime Naval Reserve program to make the necessary manpower available.

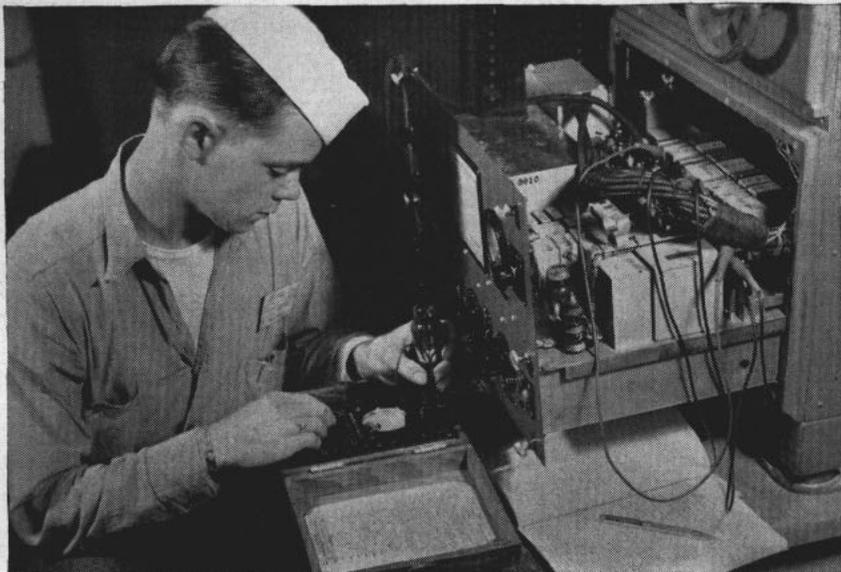
The new program is open to both veterans and non-veteran personnel, with or without experience. It provides for:

- Approximately 50 Naval Reserve Training Centers now being equipped to train sonarmen and ASW and deck officers.

- At the same time sonar training is being provided in the Electronic Warfare Component of the Volunteer Reserve, which will utilize the training equipment, mock-ups and synthetic devices available at NRTCs.

- A third program in sonar training is now being organized in volunteer harbor defense units, set up in coastal cities.

- At the Navy's two fleet Sonar Schools (Key West, Fla., and San Diego, Calif.), a year-round program has been made available for instruc-



CHECK is made of receiver amplifier tubes. Sonarmen learn not only to operate the stack but to maintain the equipment and to make minor repairs.

tion of Regular Navy personnel, while Reservists are given progressively advanced courses during their two-week annual training. At the Harbor Defense School, Fort Winfield Scott, San Francisco, Calif., two-week courses have also been established to provide sonar training for officers and harbor defensemen (SOH).

The history of anti-submarine warfare in the last two wars is the story of a struggle between the superiority of measures and countermeasures. When the World War I version of a Jules Verne ship made its appearance, it gave rise to a successful strategic

countermeasure in the form of armed convoys to protect shipping.

World War II saw the German development of the wolf pack, groups of enemy submarines operating in force to attack large formations. During 1941 a total of 1,118 allied ships was sunk, averaging 93 a month. In 1942 the allied merchant shipping casualties amounted to 1,149 ships. These losses might have been even greater if the Germans had had more U boats.

By 1943 we had the answer to the wolf packs in hunter-killer groups consisting of war-built CVEs and destroyers equipped with eyes of radar.

By the time the Germans were able to counterattack with the snorkels, the war was nearly over. And by this time the Navy had its answering weapon, and the new rate of sonarman.

In the Naval Reserve the rates of SO, SOG and SOH, and ASW officer classifications, will be trained intensively in a new and highly interesting job. Sonar will play an increasingly important role, due to the development of such weapons as the "guppy," a small, powerful, fast, snorkel-type submarine developed by our Navy.

This is how sonar works.

A directional supersonic sound beam is pulsed out through the water, either roving about like a revolving searchlight, or pulsing in all directions at once. Upon striking an object in the water, the sound beam bounces off and returns to a receiving apparatus in the ASW ship. The beam is converted and amplified as an audible echo.

Sonar detection is possible by *echo ranging*, as described above, which indicates the bearing and range of a submarine, and by listening for characteristic motor and propeller noises which aid in identifying the echo contact.

The interval of elapsed time between the outgoing signal and receipt of the echo indicates the range to the target. Since the outgoing energy is a directional beam of sound, the bearing of the target is indicated by the direction of the beam when it makes a contact.

Refinements in this apparatus enable conversion of range and bearing



STACKS used for training range from older gear (left) to installations similar to those on fleet ASW vessels (right).



CUT-AWAY UNIT shows sonar dome retracting assembly (left). Right: Trouble-shooting is part of school's curriculum.

information to automatic range determination in yards and bearing indication in degrees.

In a ship's sonar room, aft of the bridge, a sonar operator works at the "sound stack." This instrument operates a transmitter-receiver "dome" attached to the hull of a ship, which sends out the sound beams and picks up the returning echoes.

In addition to knowing how to operate the sound stack, the sonarman must operate, maintain and make minor repairs on attack plotters, sound range recorders, amplifiers, transformers, control units—to mention just a few of the instruments.

Sonar problems of all types are simulated in the 50 Naval Reserve training centers. Now being installed at the NRTCs are synthetic training devices known as "sonar attack teachers."

This equipment simulates the problems of submarine detection, evasion and going in for the "kill."

An ASW attack team working on a typical problem consists of the sonar operator and his standby operator, the range recorder operator, plotter, sonar officer, conning officers, and quartermasters and torpedomen, all of whom must coordinate efficiently to make a "kill."

"Sound contact. Bearing 045," the operator calls out. The information is reported over the "synthetic" ship's communications system to the bridge and to CIC.

The conning officer orders the helmsman in the ASW "attack vessel," which is stationed in one of the NRTC rooms, to bring the ship to the

true bearing of the echo contact. If the conning officer permits the contact to get off true bearing, the killer ship is thrown off the attack.

In another room equipped with a submarine's wheel and sound gear, a reserve submarine team is getting reports on directions of the ASW ship, and "conns" the underwater craft in evasive measures.

The NRTCs are also equipping special "plot rooms" where dead reckoning tracers are used to plot the movement of ships. In the plot room training devices simulate the "attack plotter," a television sonar instrument which combines information and proj-

ects on a cathode ray tube a temporary visual picture of the attacking ship's track, the sub's track, the sound beam, range and bearing of the sub for firing purposes.

"Ping echoes" are used in detecting submarines. The sonarman learns to distinguish between the various sounds given off by such targets as whales and schools of shrimp.

Although sonar works under water somewhat like radar in the air, it has problems which are inherent in water properties. Sound waves, for example, are bent or refracted due to variations in water temperature, and the operator must be able to recognize this condi-



SONAR TEAM and instructor go into action on board a PCS. The stations manned are the stack, the attack plotter, the chemical recorder and the DRT.



PHOTODOSIMETRY means wearing film which measures radiation. Here LTJG Mary Ann Moniz pins a badge on Gerald M. Smith, HM3.

Film Badges for Personnel Will Detect Radiation

Navy personnel who work with X-ray, radio isotopes or industrial radiography can now be protected from over-exposure to radiation by use of film badges. These badges are expected to be in use in all U.S. naval hospitals, hospital ships and mobile X-ray units and in many naval dispensaries by 1 July.

The film badge process for detecting radiation was worked out as a "sixth sense" for technical personnel because none of man's five natural senses is capable of perceiving the invisible rays. Film badge protection has been found simple, reliable and economical. The process is called photodosimetry.

In photodosimetry a piece of special photographic film is worn like a badge by personnel likely to be exposed to radioactivity. Ordinarily, the badges are replaced and developed weekly. Darkening of the film in various degrees shows the amount of radiation to which the wearer has been exposed.

If a worker suspects that he has been exposed to an unusually large amount of radiation, he can have his badge developed immediately. The amount can be determined by the appearance of the badge and appropriate treatment can be given without delay.

Training in photodosimetry has been part of the course at the X-ray Technicians School, NNMC, Beth-

esda, Md., since September 1947. The training includes numbering, recording, issuing, logging, processing and evaluating exposure readings of the badges, as well as preparation of routine reports. X-ray technicians who have not received such training can obtain a short course in photodosimetry at the radiological defense laboratory, Naval Shipyard, San Francisco, Calif.

In routine use of the film badges, the total dosage of ionizing radiation received by each wearer is entered in his health record each month.

The photodosimetry program is expected to make personnel more safety conscious, besides preventing exposure beyond safe limits. Also, wider use of the safety measure will provide training for photodosimetry technicians. This will provide a reserve of trained personnel for any possible atomic disaster.

A forerunner of the film badges was used by members of the Bikini atom bomb operations in 1947. In Operation Crossroads, the film-type radiation indicators consisted merely of pieces of film carried in the men's shirt pockets. These, along with the Geiger counters which were used wherever heavy concentrations of radioactivity were suspected, kept radiation exposure casualties down to zero.

tion. He must also be able to hear echoes above reverberations and background noises like those caused by the speed of escort vessels through the water.

The "sound operator trainer" in NRTCs simulates echoes of a true submarine and other sounds which are typically heard. Through the sound apparatus the sonarman can learn to identify the various propeller and engine sounds. If he is good he will know approximately how big the contact ship is. He should also be able to detect changes in its speed and direction.

As a contact approaches the ASW vessel, the returning "ping" echoes over the sonar system increase in pitch. This is known as "Doppler's" effect, which is an increase or decrease in the pitch of the echo. If the operator calls "Up Doppler" he is saying the contact is coming nearer. "Down Doppler" means that the contact is moving away. "No Doppler" means the contact is either dead in the water or is moving at right angles to the attack vessel.

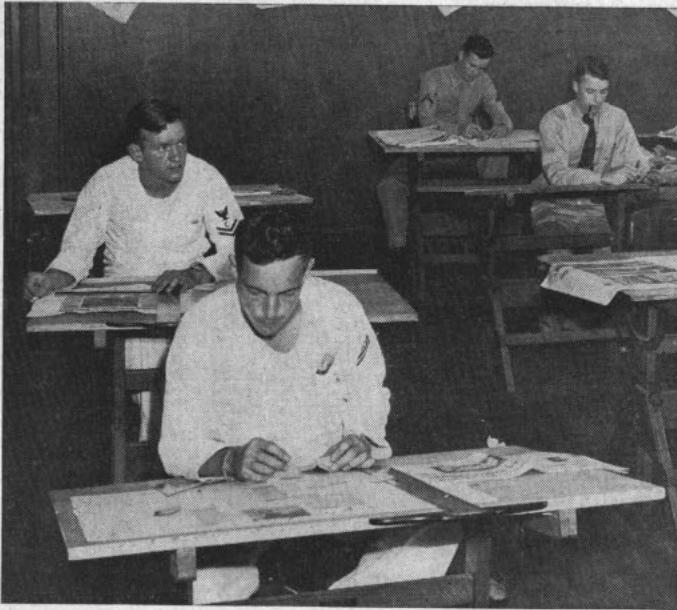
To aid in coordinating information, "range recorder" records the incoming range information on electrochemically treated paper, measures range rate, and indicates when to drop depth charges or the new type of "ahead thrown" weapons.

During the period while installations are being made, some naval districts have carried on sonar training by equipping YFNs as sonar barges. In the 1st Naval District, for example, YFN-1151 spends approximately one month at an NRTC to train ASW and sonar personnel. Then it moves on to the next training center.

Supplementing the experience gained in using the synthetic and actual sonar instruments, Reservists may study the Navy's Sonar training courses either at home or in drill centers. Upon completion of their time-in-rate requirements personnel are recommended for examinations for advancement in rate.

Comprehensive "on-the-job" instruction is provided during the annual two weeks' courses given at the fleet sonar school.

In a period of mobilization sonar personnel are qualified to serve on a variety of ships, including ASW aircraft carriers, destroyers, destroyer escorts, harbor control craft, PCs and SCs. Submarines will also carry sonar personnel who have earned their dolphin's badge.



STUDENTS at journalist school study newspaper layout (left) and practice interviewing on wire-recorder (right).

Sailors Learn How to Be Good JOs

BORN in World War II, the Navy job of journalist is today a thriving youngster. Like many war babies, the job is now going to school. And the school, like many postwar schools, is new but effective.

The journalist rating, itself, did not appear until April 1947. Previously to that, Navy writers were enlisted naval correspondents—the ENC's who gained considerable fame during and after the war. The ENC school was set up in 1946, in conjunction with the Fleet Home Town News Center at Great Lakes, Ill. It grew into a journalist school with the appearance of the new rating, and was commissioned as a Class A school in the summer of 1948.

The curriculum is designed to give the student a broad knowledge of newspaper work in a course of three months. Major subjects stressed are newspaper journalism, news layout and makeup, wire recording and radio, photography and history. Minor subjects are public relations, naval orientation, correspondence and others. The school strives to graduate personnel capable of gathering and writing news for civilian readers, of setting their copy in print, of taking good news photographs and, if necessary, interviewing people over the air.

Personnel attending the school have included men of the Navy, the Naval Reserve, the Marine Corps and the Coast Guard, as well as two Waves.

The journalist school welcomes personnel with considerable service, believing that familiarity with all things naval is valuable to a naval writer.

Highly enjoyed by JO school students are week-end assignments to cover news events with professional reporters from Milwaukee, Chicago, and other neighboring cities. Sports events, political rallies and court, police, city hall and theater beats are included in these assignments. News-

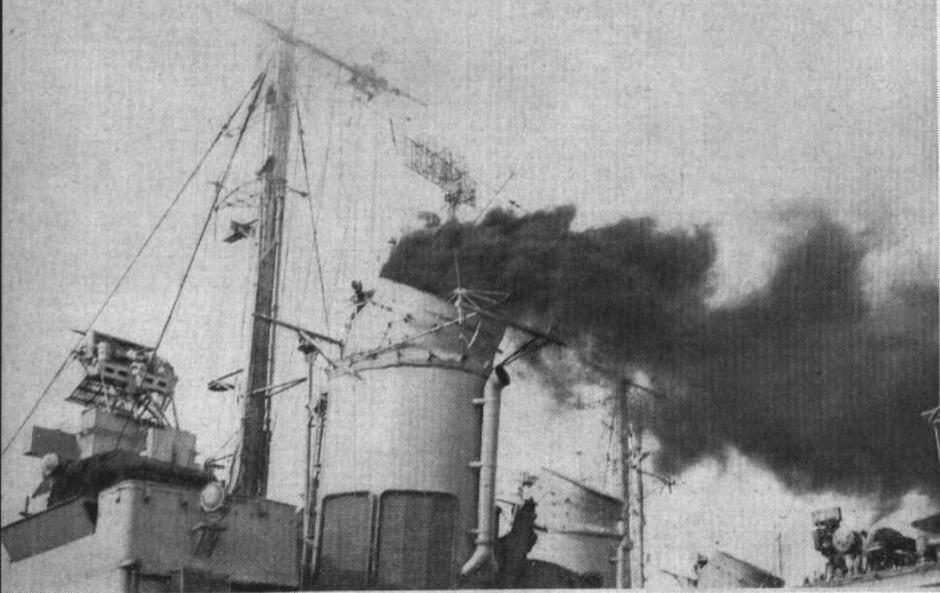
papers in the cities neighboring Great Lakes have been extremely cooperative.

Whether it be wire recording, news writing, radio broadcasting or photography, the JO school graduate is expected to do it in a professional manner. Recording, 'riting and radio—the three Rs of today's Navy reporter are taught and learned with an eagerness seldom found in the little red schoolhouse back home.



WORKMAN in Chicago shop explains how printing plates are made commercially. Newspapers in area have been most cooperative with the school.

BACK ON DUTY



FIRE ROOM gang lights off number one boiler during the reactivation of *Soley* (above). Below: Sealing compound is cut away from topside receptacle.

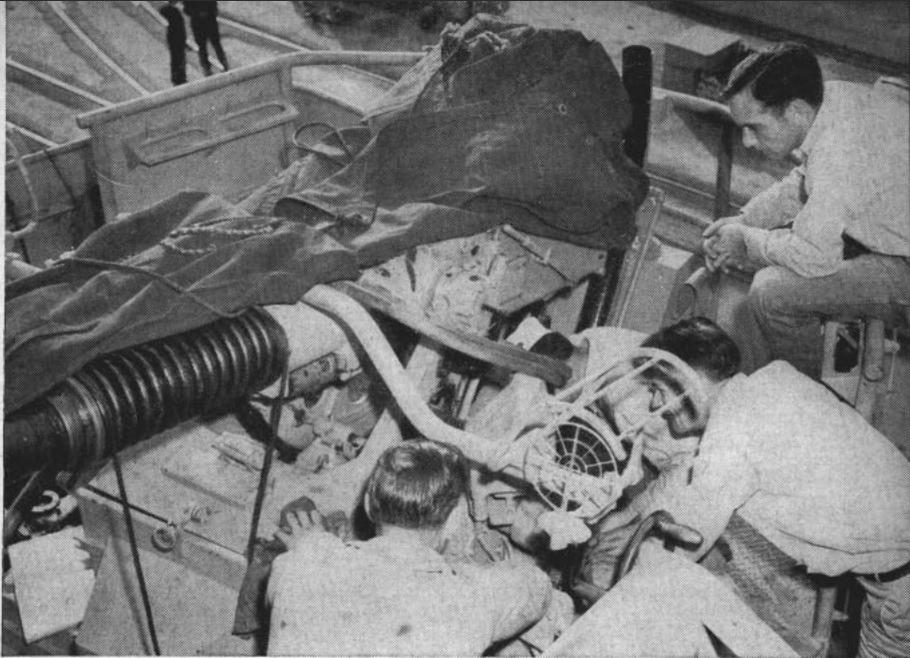


ONE OF SEVERAL 2,200-ton destroyers being reactivated in the Atlantic and Pacific Reserve Fleets, USS *Soley* (DD 707) was recommissioned at the Charleston, South Carolina Naval Shipyard. These pictures were taken while the activation instruction team was still in the process of unzipping *Soley*.

Soley, one of the *Allen M. Sumner* class of destroyers, was to be assigned pre-refresher training with ComLantTraGrp.



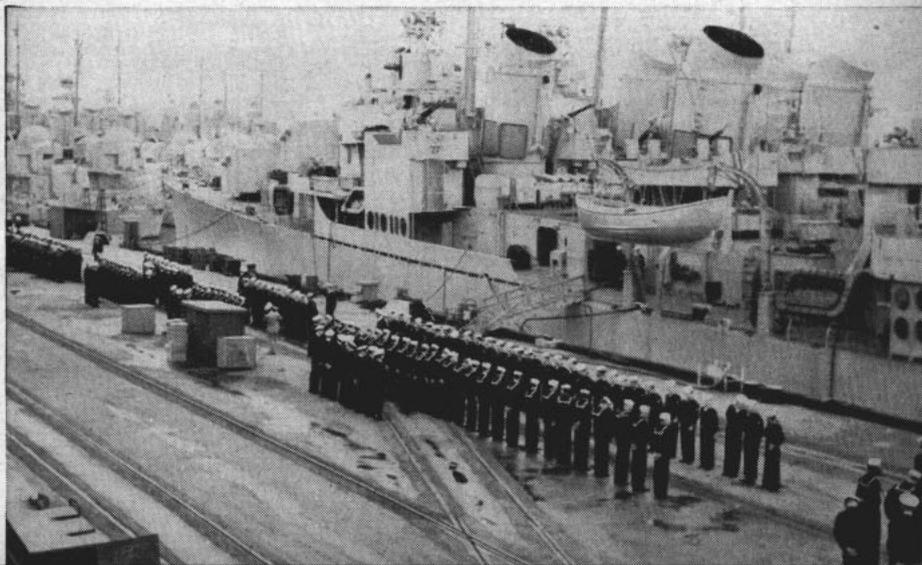
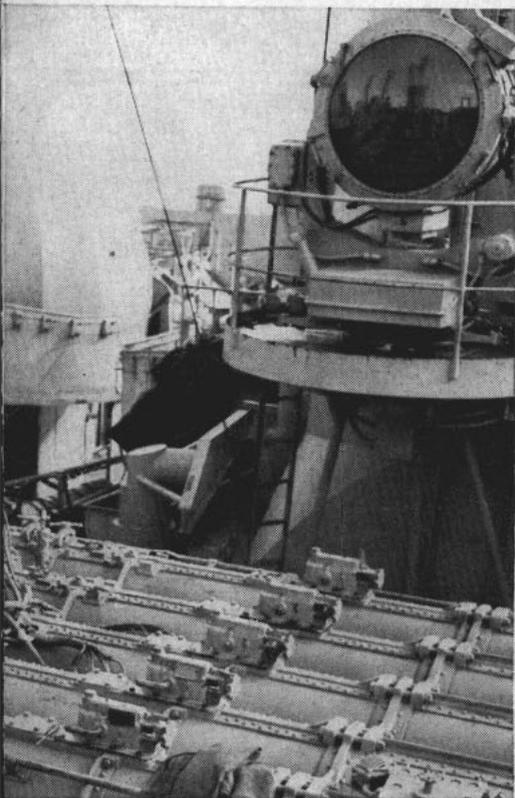
TRAINING GEAR on torpedo tubes is inspected by chief. Searchlight reflects



MEMBER of the commissioning crew logs in with petty officer of the watch (at left). Wraps are stripped from 40-mm. gun and the mechanism checked.



PACKING of main feed pump of Soley is replaced (above). Below: New officers and crew of Soley await inspection during recommissioning ceremonies.



the images of a few of the 129 zippered ships in the Charleston mothball fleet.

LETTERS TO THE EDITOR

Wave's Allotment

SIR: I married a Wave on active duty in February 1949, and took out family allowance in accordance with the service's present policy. Now I'm told that a Class "B" allotment obtained by my wife before marriage, for her dependent father, is no longer a valid allotment and must be stopped. I was also told that if it is desired to continue the allotment it must be under my name.—G.R.J. PN2, USN.

• In accordance with the provisions of the Servicemen's Dependents Allowance Act, as amended, your wife's father continues to be entitled to receive payments of Class "B" family allowance benefits based upon your wife's naval service, so long as he is dependent in fact upon your wife for a substantial portion of his support.—Ed.

Wearing Dolphin Insignia

SIR: My last submarine duty was 22 March 1949, and my designator was changed from SS to SL last September. I would like to know if I am still entitled to wear the dolphin insignia?—J.J.D., EN2 (SL), USN.

• Yes. In accordance with Article 9-110 of Uniform Regulations, "The submarine insignia represents the completion of prescribed training and the successful qualification for submarine service. The insignia shows the wearer is qualified for submarine duty, but does not necessarily indicate that he is currently serving in the submarine force. Enlisted men who have qualified for submarine duty and who have an entry of this qualification in their official record shall be entitled to wear the submarine insignia, except where later declared 'temperamentally unfit' or 'temperamentally disqualified' for submarine duty."—Ed.

Promotions to Chief Warrant

SIR: Is it possible to be promoted to a commissioned warrant rank, permanent, if such a temporary rank was satisfactorily held during World War II?—L.N.F., GMC, USN.

• No. The only way a person could have requested appointment as chief warrant was under the transfer program, which has been closed.

However, at such time as applications are being accepted for the appointment of enlisted personnel to warrant grades the information will be promulgated and you may be recommended by your commanding officer.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Uniform Alterations

SIR: In a recent issue of ALL HANDS, you stated that enlisted men could receive free alterations on regulation uniforms up to \$1.00, from the ship's service tailor shop. Does this apply to CPOs, and if so, are there any regulations that void this if the uniform was purchased from a ship service uniform shop?—R.S.T., ADC, USN.

• Minor alterations costing \$1.00, or less, to uniforms of enlisted personnel (including Waves) who purchase new uniforms as replacements or replenishments during the course of enlistment will be performed free of charge by the ship's service store. This provision does not cover work performed for new recruits nor re-enlistees who re-enlist after the expiration of three months from the date of last discharge.

As the present regulation concerning this specifically cites "enlisted" personnel, it would apply to CPOs. See paragraph 917 of Navy Ship's Service Store Regulations.

It does not matter whether the uniforms were procured from clothing and small stores or a ship's service uniform shop, the regulations still apply.—Ed.

The EM's Raincoat

SIR: In recent discussions on improvements of naval uniforms, was there any consideration given to the impractical raincoat now authorized for enlisted men (white hats)?—E.D.E., DK2, USNR.

• An effort is currently being made to redesign the enlisted men's raincoat to eliminate the present undesirable features. When a suitable coat has been developed and approved, ALL HANDS will publish the information.—Ed.

Cebu Is in ResFlt

SIR: I would like to know what has happened to USS Cebu (ARG 6). I understand she was put into mothballs. If so, where?—P.L., USNR.

• Your source of information was correct. Cebu is in the Pacific Reserve Fleet, San Francisco, Calif.—Ed.

Transport Airman

SIR: I notice in the Manual of Qualifications for Advancement in Rating (NavPers 18068) the rating of transport airman. I would like to know if this rate is still in existence and the qualifications for acquiring it?—W. H. L., AA, USN.

• Transport airman (NJC 51600-51699) is an exclusive emergency service rating, activated only in time of naval mobilization. All personnel who are performing duties in that field are usually assigned to MATS or FtlLogSupWings but qualify for advancement in a general service rating, such as AD or AK.—Ed.

HMs on Recruiting Duty

SIR: Are pharmacist's mates on recruiting duty given a normal tour of three years shore duty if they meet all requirements?—F.C.G., HMC, USN.

• If a hospital corpsman is ordered to recruiting duty direct from sea duty, he may normally expect to serve a full three-year tour in this duty. If he is ordered from a shore activity to recruiting duty, he may normally expect to serve the time remaining necessary to complete a total of three years on shore duty.—Ed.

Souvenir Books

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

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

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

• USS Huntington (CL 107). A book telling of the ship's cruise from 1 June 1948 to 8 Dec 1948—a 28,000-mile cruise that took the ship to many ports in Africa and South America, among others. Price of the book is now \$4.50, but remaining copies will be distributed free when the ship is placed out of commission in reserve. A few copies can be purchased by addressing the publisher, Horn-Shafer Company, 3 and 5 East Redwood St., Baltimore 2, Md. Otherwise, address Recreation Officer, Philadelphia Group, Atlantic Reserve Fleet, Philadelphia, Pa.

Face the Ensign or the Anthem?

SIR: We have an argument we would like to have you settle. Say the band plays the national anthem but the flag has been raised previously, should the band or the flag be faced?—R.C.A.

• *At the present time Navy Regs and public laws do not coincide in this respect. Navy Regs should be followed on a ship or station but at a public gathering the public law should be followed as a guide.*

Whenever the national anthem of the United States is played, persons in the naval service shall stand at attention and face the music, except at colors. At colors persons in the Navy shall face the ensign. When covered they shall salute at the first note of the anthem. (Navy Regulations 1948, Article 2106)

The public laws say in effect, that when the national anthem is played and the flag is not displayed, all present should stand and face the music. Those in uniform should salute at the first note of the anthem, retaining this position until the

Youngest Commissioned Officer?

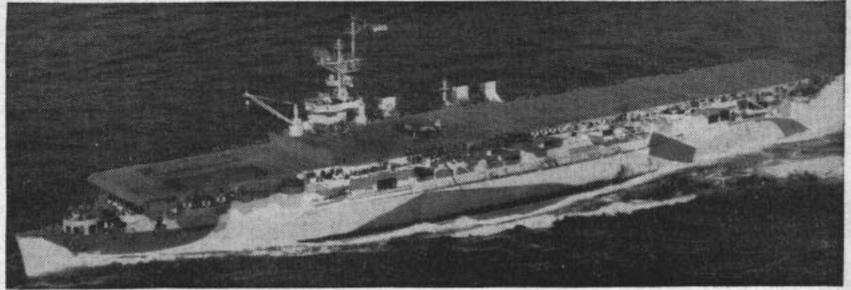
SIR: It has been on my mind for some while as to whether or not I am the youngest officer ever commissioned in the United States Naval Reserve. I was commissioned an ensign 15 Nov 1945 at the Naval Air Station, Glenview, Ill. My birthdate is 7 June, 1926, hence at the



day of commissioning I was 19 years, 5 months, 8 days old. I would like to know if that is the lowest age recorded for a commissioned officer or not?—G.B.M., Jr., ENS, USNR.

• *For ALL HANDS, or anyone as a matter of fact, to ascertain your right to the title of "youngest officer ever commissioned in the Navy" would involve a good deal of research. And it is most unlikely that you are the youngest ever commissioned. In the early days of our Navy many relatively young boys were commissioned officers in the Navy.*

During World War II an aviation cadet program was set up that allowed young men 18 years of age to enlist as cadets. They were given a minimum of nine months training. Therefore, if some enlisted on their eighteenth birthday (and only did nine months training) there exists the distinct possibility that some of them might have been commissioned before their nineteenth birthday.—Ed.



USS San Jacinto (CVL 30)—Built by Texas money, she is now in the Pacific Reserve Fleet.

last note. All others should stand at attention, men removing the headdress. When the flag is displayed, all present should face the flag and salute. (Public Law 829, 77th Congress)—Ed.

8 Buttons on CPO Coat

SIR: We have a problem here on the base. Ship's service stores cannot supply the six-button white CPO coat, neither can any of the clothing stores in this area. We would like to know if the six-button or eight-button white uniforms for CPOs are required?—L.C.T., HMC, USN.

• *The eight-button white uniform coat is still regulation for chief petty officers.—Ed.*

To Salute or Not to Salute

SIR: I have always been under the impression that a salute was a mark of respect to the uniform and not the man. If such is the case why is it compulsory to salute officers in civilian clothes? Exactly what is the rule concerning this?—S. T. K., AMC, USN.

• *The hand salute is the long established form of greeting between persons in the armed forces. See article 2110, U. S. Navy Regulations, 1948. Therefore, it is obvious that all persons in the naval service shall salute all officers senior to themselves on each occasion of meeting or when addressed by such officers. There are exceptions, see article 2110, Navy Regs, but they are not applicable to the above problem. In or out of uniform, an officer is still an officer, and is entitled to the courtesies normally extended officers. On a base where an officer is easily recognizable there is no excuse for not rendering him a proper salute. However, an officer in civilian clothes cannot rightly expect a salute if he is in an area where he is not known. It is his responsibility, if a salute is desired, to make known his status.*

So in reply to your question it is compulsory to salute officers in civilian clothes because if you know they are officers, then you know they are entitled to a salute. You are not required to salute civilians but it is permissible and quite proper if you so desire. Sailors do not lift their hats when greeting another person, as do civilians. They salute.—Ed.

Texan Yearns for San Jacinto

SIR: I would appreciate it if you could tell me the present location of USS San Jacinto. As a Texan, I feel that if the Navy puts her into mothballs she ought to be sent to the Reserve Fleet at Orange, Texas. After all it was Texas money that built her.—E.J., YN1, USN.

• *USS San Jacinto (CVL 30) is now in the Pacific Reserve Fleet, Alameda, Calif.—Ed.*

IC Electricians School

SIR: In the September 1948 ALL HANDS you stated that electrician's mates are eligible to attend the IC Electricians school at the Receiving Station, Washington, D.C. However, ComServPac has put out a letter stating that only rated IC's are eligible to attend this school. I am interested in going to school and would appreciate it if you can straighten me out.—R.E.G., EMI, USN.

• *Prior to the time the new rating structure became effective (2 Apr 1948), all rated electrician's mates were eligible to attend Naval School, IC Electricians, Class "B." But 1 Mar 1949, a Fleet quota letter (based on BuPers letter to ComServForces, 9 Feb 1949), became effective. Under this directive, IC electricians, 2nd class and above, became the only personnel eligible for enrollment at the school.—Ed.*

Attending Class B School

SIR: I would like to know the qualifications for a yeoman second class to attend a Class "B" service school. According to BuPers Ltr. Pers-636-ohj-1 dtd 9 Feb 1949, the requirements are such that I am not eligible for advancement. Please straighten me out.—B.P.W., YN2, USN.

• *The test score requirements listed in paragraph 4 of enclosure (b) to BuPers Ltr. Pers-636-ohj-1 dtd 9 Feb 1949 are applicable to the Naval School, Yeoman, Class "A" and do not apply to the Naval School, Yeoman, Class "B". If recommended by their CO candidates for the Class B school are eligible if they are YN2 or above with 18 months obligated service upon entry into school and a minimum of 16 weeks remaining to serve on current tour ashore if on shore duty.—Ed.*

Requirements for AK School

SIR: What are the requirements for aviation storekeeper school?—E.C.H., SK2, USN.

• Applicants must have a score of 50 on the clerical aptitude test and a combined score of 100 on the GCT and ARI tests. Also, typing experience is desirable.—Ed.

Assignment to NavScol(YN)

SIR: I am a YNSA and I would like to know if it is possible for me to attend a stenotype school. I have about 20 months to do and would be willing to extend my enlistment for this type of training.—T.W., YNSA, USN.

• Stenotype classes are no longer convening inasmuch as the demand for graduates with this training has been satisfied at this time. However, requests for assignment to NavScol(YN) should be submitted to the Service Force Commander via official channels.—Ed.

Corpsmen in the Registry?

SIR: I have a question that might be of interest to all hospital corpsmen with the rating of clinical laboratory technician. Is it possible for clinical laboratory technicians to be placed in the Registry of American Laboratory Technologists?—G.L.S., HN, USN.

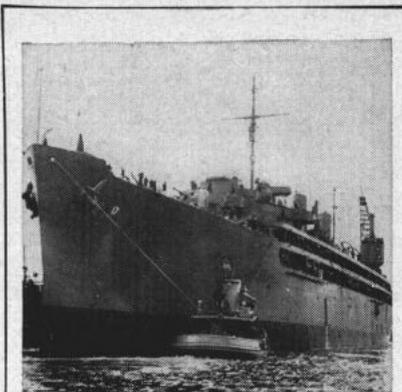
• The evaluation of the courses of instruction in laboratory technique given by the Navy is at the discretion of the Registry of American Laboratory Technologists. Personnel interested should communicate directly with the Registry. No mention, however, is made in the American Council on Education's "Guide to the Evaluation of Educational Experiences in the Armed Services" concerning required studies and educational and experience background for placement in the Registry.—Ed.

Finny Flyers Fly

SIR: A friend and I have had a disagreement in regard to flying fish. We would like to know if flying fish really fly or not. How about it?—D.F.B.

• Webster says: Flying fish are any of certain fishes, mostly of tropical and warmer parts of temperate seas, which have long winglike pectoral fins, and are capable of leaving the water and moving some distance through the air chiefly by the motion of the tail before they entirely leave the water.

Flying fish utilize their wings more or less to keep themselves aloft. But it is their tail that gives them the power to soar for great distances out of water. Whether they use their tail or their wings to keep aloft they are technically speaking flying.—Ed.



USS Piedmont—The rumors she was a Mecca for MMCs are not well founded.

Tall Tale About Piedmont

SIR: Now I've heard everything. I was told that one time during World War II, in either 1942 or 1943, USS Piedmont (AD 17) carried 1,200 chief machinist's mates on a cruise. They were not listed as passengers, but as part of the ship's complement. Could you please verify this statement?—W. E., ENS, USN.

• Sounds like a tall tale. It is considered impossible for Piedmont to have carried more than a dozen chief machinist's mates as part of her complement on any one cruise. Besides, she wasn't commissioned until 5 Jan 1944, according to BuShips.—Ed.

LDO or USN(T) Status?

SIR: I am a lieutenant (temporary) USN with date of rank of 1 July 1944. My permanent rank is chief machinist. I was selected for lieutenant (junior grade) LDO, BuPers Circ. Ltr. 173-48 indicated estimated date due for promotion as LDO of 1 Jan 1949. I was given until 7 Aug 1949 to accept this appointment. Considering estimated date due for promotion to lieutenant, would my appointment in LDO at this time be considered for promotion to lieutenant or lieutenant (junior grade)?

If I am selected for lieutenant commander (temporary) USN and later accept the permanent appointment in a lower LDO rank, would I continue to hold my temporary rank or would I be required to revert to permanent LDO rank?—J. T. T., LT, USN.

• Your appointment would be offered in the grade of lieutenant (junior grade) until such time as the lieutenant LDO selection board has completed its action and your contemporaries in the LDO list (published in BuPers Circ. Ltr. 173-48) have been advanced to the grade of lieutenant.

If you should accept a permanent LDO appointment, you would revert, if necessary, to the permanent LDO rank in which appointed. You could not continue to hold a USN (T) status.—Ed.

Enlisting in Army

SIR: I would like information on the possibility of enlisting in the Army after accepting a discharge from the Navy. Would I be able to enlist in the same pay grade held at time of discharge from the Navy?—H.H.H., SD1, USN.

• You are advised to contact your nearest Army-Air Force Recruiting office for this information. Enlisted personnel in certain specialties are enlisted in the Army and Air Force in pay grades equal to that held at time of discharge from Navy and Coast Guard.—Ed.

Discharge of LDOs

SIR: After reading your reply to V.A.P., QMC, in the February 1949 ALL HANDS (Letters section), a question came to mind. In both your answer and in BuPers Circ. Ltr. 174-47 (NDB, July-December AS & SL, 1947), it states that a chief petty officer who accepts an LDO status and then fails the selection board two times will be discharged but may be accepted for reenlistment in a rating not lower than that previously held provided that the circumstances surrounding the discharge warrant such action. I would like to have you clarify the words "circumstances surrounding the discharge warrant such action."

It seems to me that if one fails the selection board two times, it will be because he can't pass the examination or there are not enough vacancies in the next higher rank. These, then are the circumstances surrounding the discharge. What circumstances other than these could be considered?—V.W.W., YNC, USN.

• Paragraph 6 of BuPers Circular Letter 174-47 reads in part, "... although the law does not provide for reversion to former status of an ensign discharged by reason of failure on professional examination for promotion or by reason of revocation of commission, any such officer (ensign LDO) will be accepted for reenlistment in a rating not lower than that held at the time of appointment to officer rank (permanent ensign, LDO, CWO or WO) provided that the circumstances attendant upon his discharge warrant such action."

There are two reasons by which an ensign, LDO, would be discharged from naval service, namely: (a) failure on professional examination, and (b) revocation of commission during the three-year probational period immediately following commissioning. A commission may be revoked for disciplinary reasons or as a result of administrative action (inaptitudes, unsuitability, poor performance, etc.), or for disciplinary reasons. It therefore follows that the "circumstances attendant upon his discharge" will have a major bearing on the decision of the Bureau to accept such an individual "for enlistment in a rating not lower than that held by him at time of appointment to officer rank."—Ed.

Mustering-Out Pay

SIR: I read in an old issue of ALL HANDS that the law governing payments of mustering-out pay was extended until January 1950. Does that mean that no more MOP payments will be made after that time? I reenlisted in May 1944 for six years. At that time the MOP law was not in effect. To date I have not received any MOP. Will I be paid the MOP upon my discharge even though it will be after January 1950, or must I submit a claim for it prior to January 1950?—W.E.U., MMC, USN.

• *The article referred to in ALL HANDS made reference to Public Law 539-80th Congress, approved 19 May 1948, which provides for persons who were considered to have been permanently separated from the naval service between 7 Dec 1941 and*

Ship Reunions

News of ship reunions 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 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• *Seabees*: Second annual convention of the Seabee Veterans of America to be held at Atlantic City, N. J., on 9, 10 and 11 Sept 1949. Write to B. G. Adams, Room 700, Guarantee Trust Building, Atlantic City, N. J.

• *PT boat veterans*: Fourth annual convention of personnel who served with motor torpedo boat squadrons, bases and tenders to be held at the Hotel New Yorker, 2 to 5 Sept 1949, in New York City. Write National P.T. Veterans' Association, Box 884, Boston 3, Mass.

• *USS Baham (AG 71)*: A reunion of all personnel who have served in this ship will be held on 3 July 1949 in St. Louis, Mo. Contact Olin Schmidt, 2822 Telegraph Road, St. Louis, Mo.

• *USS Sterlet (SS 392)*: A reunion of all former crew members will be held in Washington, D. C., at the end of August or early in September. Write Matt Kane, 1754 Massachusetts Ave. N.W., Washington, D. C.

• *Navy Club of USA*: 12th annual reunion of all members will be held at Lafayette, Ind., on 23 to 25 June 1949. Write K. A. Groff, Navy Club, USA, P. O. Box 468, Rockford, Ill.

• *Fleet Reserve Association*: Annual convention to be held at Annapolis, Md., 3 to 6 Sept 1949. Write John J. Lusby, Corresponding Secretary, 429 Investment Bldg., Washington, D. C.

Receiving Two Pensions

SIR: I am a Civil Service employee of the government. As such I will be eligible for a pension at the age of 62. What I would like to know is, would I be eligible to receive a pension under the Naval Reserve if I qualify?—K.W., LCDR, USNR.

• *Those Naval Reserve personnel who otherwise qualify are eligible to receive both a Civil Service pension and Naval Reserve retired pay.—Ed.*

3 Feb 1944 and who had not made application for mustering-out payment before 3 Feb 1946. This Act extended the time within which such persons may make application for mustering-out payment to 3 Feb 1950.

The above Act made no provision for persons who had been discharged prior to 1 Feb 1945 to immediately enlist, reenlist, or accept an appointment in the Regular Navy. If otherwise eligible for mustering-out payment, such persons will be entitled to receive such payment at the expiration of their current enlistment.

Therefore, a person who reenlisted in the Regular Navy in May 1944 will be entitled to mustering-out payment at the time of discharge in May 1950, if otherwise eligible.—Ed.

Wants Duty in Rating

SIR: When the new rating structure was established in April 1948, my rate was changed from CMoMM to CMC. My classification is an automotive repairman. I would like to know the procedure I would follow in being assigned duty within my rating. I am currently doing recruiting duty in Maryland. When my tour is completed, I would like to get into construction work with the Seabees.—E.T.S., CMC, USN.

• *Personnel with your rating can now be assigned to Construction Battalions, Amphibious or Regular, or with Construction Battalion Detachments at overseas bases. When your normal tour of duty has been completed, you will be reported to the Bureau of Naval Personnel, which will assign you to other duty. If you would like a particular assignment, address an official request, through your local chain of command, to the Chief of Naval Personnel. It will be considered on the needs of the Navy at that time.*

Personnel with your rating who desire to be transferred to activities having an allowance for CMs—and who are in the fleet—must direct their requests via their fleet commanders.—Ed.

Cruiser Pix Mixed

SIR: I noticed in the Letters to the Editor section of the April 1949 ALL HANDS you had the pictures of USS *Astoria* and USS *Tucson* transposed.—A.P.M., BMC, USN.

• *You are correct.—Ed.*

Air Force Gunner's Wings

SIR: I served in the Air Force and earned aerial gunner's wings. I am now on active duty as a stationkeeper with the Navy. Can I wear those wings earned in the Air Force. If not, can I wear the winged machine gun patch of the Navy aerial gunner on my uniform?—D.R.B., AD2, USNR V-6.

• *Insignia worn by naval personnel on their uniforms indicates current qualifications. Article 9-10 of U.S. Navy Uniform Regulations specifically prohibits the wearing of aviation insignia of other services or nations on the naval uniform. You cannot, therefore, wear the aerial gunner's wings awarded you while a member of the Air Force; nor can you wear the Air Gunner's Mark unless you qualify for that designation while in the naval service.—Ed.*

Seeks Draftsman Rating

SIR: I have been on inactive duty with the Organized Reserve. I have had no previous military service. I would like to know what rating I could obtain by enlisting in the Regular Navy. My civilian occupation is architectural drafting and I have had three year's preparatory schooling in drafting.—W.P.

• *The Regular Navy has one draftsman rating (DM), for which the requirements are small. After enlisting in the Navy for general service each individual is eligible for selection to a school, if Basic Test Battery scores are suitable. If one is selected for DM school, he becomes a DM striker upon graduation and is eligible for eventual advancement to and within the DM rating. Past experience is of definite benefit to each individual.—Ed.*

Enlisted Interpreters

SIR: I can understand, speak and write the Polish language and am able to teach it to others. Does the Navy need interpreters?—J.S., YNSA, USS.

• *There are no allowances, as such, for enlisted interpreters in the peacetime Navy.—Ed.*

What Determines Precedence?

SIR: In the 1948 Bureau of Naval Personnel Manual is an article causing concern to a few of us here. We would like to know what factors were considered in making up the precedence list in Article C-2102?—R.H.L., YN1(SS), USN.

• *The order of precedence as set forth in the 1948 BuPers Manual was developed after due consideration of the comparative military responsibilities involved among all ratings. See April 1949 ALL HANDS, p. 54. This list is not necessarily permanent and if in time it becomes evident that certain ratings develop more military responsibility than others, appropriate changes will be made.—Ed.*



CONTROL tower operator belongs to crew sent to Fallon to perform housekeeping duties for visiting aircraft.

Outlying Air Station Has Wild West Tang

EVER hunt ducks from your front porch? Tried rounding up cattle by airplane? Want to strike for "buckaroo" or "hay kicker"?

These activities are within the realm of possibility at the Navy's outlying air station in Nevada, 30 miles west of the small town of Fallon.

Deactivated after the war, the Fallon air station recently reopened to quarter squadrons during bombing, rocket and strafing practice over the surrounding range lands.

During Operation Haylift, a working crew of FASRon-8 men headed by L.

K. Vaughn, AMC, USN, was sent to the air station for temporary duty to perform "housekeeping" duties—servicing and fueling aircraft and base maintenance—for visiting squadrons.

The operation was an aviation drama ranking second only to the Berlin Airlift. Thousands of cattle and sheep were saved from starvation on remote, snow-covered grazing lands.

The haylift was primarily an Air Force venture but were it not for the fleet service squadron men the mission might never have been accomplished. In addition to servicing the 17 USAF

"Flying Boxcars" and maintaining the air base for 250 Air Force men, the FASRon-8 men volunteered as buckaroos (*never* call them cowboys!) and hay kickers. They helped load the endless bales of hay onto the planes, then jumped aboard to kick it out of the side doors when passing over a herd of cattle or flock of sheep huddled on frozen ranges below.

Hay kicking is a dangerous job. Staunch ropes were tied around the hay kickers' waists and secured to the aircraft. Thus if a man fell out along with the hay he would only dangle



FALLON'S station, high and remote, was reopened to squadrons during maneuvers over surrounding range lands.

mid-air for a moment until hauled back into the aircraft.

Nevada has this country's best duck hunting and the Fallon air station is situated right in the center of this sportsman's paradise. When it's open season the men bag the limit on ducks with no trouble at all.

Another favorite sport for Navy men at Fallon is jackrabbit hunting. The mottled brown rabbits are wild and tough, so aren't edible, but because they are a nuisance to ranchers and farmers they are considered fair game for hunters.

The FASRon-8 men pile into jeeps, and armed with .12 gauge shotguns or .22 pistols, careen madly over the flat rocky land, taking pot shots at the nimble rabbits.

Once a vital terminal for military aircraft, the Fallon air station had been gutted after the war and all buildings except the Administration office, control tower, one hangar, a garage and one barracks had been dismantled and sold as surplus material.

When reactivated last June a mess-hall and galley was set up in the garage. The men are now decorating a small lean-to for a recreation room. Meanwhile they congregate at the communications shack during leisure hours. *Piece de resistance* of the proposed recreation room will be the elaborate \$900 juke box donated, along with 400 popular recordings, to the enlisted men by "Cap" Anderson, a Fallon citizen with a paternal love for the men in Navy uniform who appear so out of place on the streets of the small cattle town.

When the juke box, now installed in the communications shack, is placed in the recreation room, "Friday," a nondescript hound dog, will be allotted his customary sleeping nook alongside the machine.

Known as the "sleeping-est dog in the world," Friday was born at the Fallon air station eight years ago when the isolated base was a mecca for military and transcontinental aircraft. When the station folded after the war Friday hung around disconsolately for a few days then invited himself to become a guest of an Indian agent at Carson City, Nev.

One day last June the dog Friday spotted a sailor on the streets of Carson City. Then he knew the fleet was in. He ran to the enlisted man and with great sound and fury hurled his 50 pounds against the startled sailor's chest. That night, when the sailor



BUCKAROO and sailor swap head-gear and stories in communication shack that serves as a rec hall.

returned to his base, Friday was in tow.

Friday goes on liberty about once a month, hopping a truck into town to enjoy the usual delights of a sailor ashore, then hops another ride back to the Navy station.

Because of Friday, the Fallon air station is probably the only Navy activity in the world without a cat. Friday loathes cats. He mangles them on sight. Cats take a dim view of the Fallon air station.

Friday undoubtedly rates a couple

of purple hearts. On one occasion he was run over by an automobile, suffering fractures of both hind legs and crushed chest. He was flown to an Oakland, Calif. hospital where steel plates were inserted in both legs and his crumpled ribs tied with wire. He's in excellent health now, but has a hearty dislike for any type of wheeled locomotion.

Fallon citizens gathered the young FASRon-8 men to their hearts. Old-fashioned community dances were held twice a month, and special buses provided for Sunday church services.

The officer in charge, Lieutenant Emil G. Blouin, USN, a former enlisted man, is a good "old man," severe but fair and impartial. He condones many things which would not be permissible at a larger station, chiefly and to wit, "Dutchess."

Dutchess, the only female at the air station, is part coyote, part police dog. She became one of the family after being mistaken for a coyote and shot in the leg while skulking around the barracks late one night.

It's a happy life at the Fallon base, where sailors mingle with buckaroos and sportsmen in a genuine Wild West setting. The small numbers of personnel for housekeeping duties at outlying stations are normally assigned by the CO of the parent station. In this case, orders to Fallon were made by the CO of NAS Alameda.

For the FASRon-8 personnel, the tour at Fallon was considered as sea duty because their unit is on sea duty. —K. W. Madison.



LIFT THAT BALE—Sailors at Fallon loaded endless bales of hay into Air Force planes to feed starving livestock during the winter blizzards.



TODAY'S NAVY

10 Ships to Comprise Middie Practice Squadron; England and France Will Be Visited During Summer

Ten ships, headed by the battleship *USS Missouri* (BB 63), will comprise this year's midshipmen's practice squadron. The ships will make one cruise to England and another to France during the summer.

Besides *Missouri*, the following ships will take part in the cruises: the destroyers *USS New* (DD 818), *USS Holder* (DD 819), *USS Rich* (DD 820), *USS Robert L. Wilson* (DD 847) and *USS Damato* (DD 871), and the light minelayers *USS Thomas E. Fraser* (DM 24), *USS Shannon* (DM 25), *USS Harry F. Bauer* (DM 26) and *USS Shea* (DM 30).

Successful Red Cross Drive

An amazing Red Cross drive on Kwajalein Island resulted in \$2,521.30 being donated to the local chapter by

the island's 1,180 inhabitants—an average of over two dollars per person.

Mostly responsible for the success of the drive were the wives of Navy men stationed on the island and the appetites of the sailors. Freshly-baked, lavishly decorated pastries, prepared by the wives, were auctioned to the men in the closing phase of the drive.

Heated bidding over these tidbits, highlighted by the purchase of a cake for \$175 by Lee H. Lofton, SA, USN, brought a total of \$1,521.00 into the coffers.

New Fishing Boats

Three new fishing boats have been acquired for the Trust Territories of the Pacific Islands, an area under trusteeship of the U.S. Navy.

The boats were built to order, designed to specifications established by natives of the islands. They are of three and one-half tons displacement, 36 feet overall. The 10 horsepower semi-diesel engine installed in each is of a dependable and easily repaired type widely known in the islands.

Retail purchase price of the boats was \$3,640. All three already have been bought by purchasers at Truk and Ponape. The boats are equipped with a complete supply of fishing gear, sails and a bait well which keeps bait alive on long trips.

The Japanese-built boats are expected to aid in development of private enterprise and to be another step toward self-sufficiency in the Trust Territory.

← The Navy in Pictures

PHOTOGRAPHIC student at NATTU Pensacola, Fla., Dorris Johnson, SN, is first peacetime Wave to take this training (top right). Top left: Ladies first policy sends Wave Elizabeth Nardi to head of a line of blood donors from Nav Rec Sta, Anacostia, D.C. Center left: The miniature carrier *USS North Island* is one of the most popular Navy exhibits on West Coast. Lower left: Graves of five unknown sailors killed aboard *USS Intrepid* in 1804 are marked by the Navy in a ceremony in Tripoli. Lower right: AM-1 Maulers, one-man carrier-based attack planes, display the magnitude and variety of their awesome armament.

YESTERDAY'S NAVY



Declaration of Independence signed 4 July 1776. Congress created grade of rear admiral for flag officers 16 July 1862. U.S. fleet destroyed Spanish fleet as it attempted a sortie from harbor of Santiago 3 July 1898.

JULY 1949

SUN	MON	TUE	WED	THU	1	2
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31						



ATTRACTIVE worker explains to a marine the functioning of the millstone-like device for crushing the essence from flowers in perfume factory in France.

Marines in the Mediterranean

Arriving in the Mediterranean, members of the Second Marines—a unit of the Second Marine Division based at Camp Lejeune, N. C.—relieved the Fourth Marines, also of the Second Marine Division.

This is the second tour of duty of the Second Marines with the Sixth Task Fleet in the Mediterranean in the past year and a half. Besides the Fourth Marines, the Eighth and Twenty-first Marines—also units of the Second Marine Division—have trained in the Mediterranean since the Second Marines made their first trip to that region in Jan 1948. Units of the Second Marine Division are rotated to the area for periods of approximately three months. Thus all units receive thorough amphibious training and have an equal opportunity to visit the region.

Liberty in most major ports of the Mediterranean is provided for the marines during each training cruise. Naples, Tripoli, Benghazi and Marseille—alive with history and local color—are typical of the sea-ports visited. Venice is another favorite liberty town, with its Grand Canal, many bridges, and famous buildings and statues competing with sidewalk cafes in providing pageantry. The marines also visit giant perfume factories in Grasse, France. In Athens, they see the Acropolis and the Parthenon.

In landing maneuvers in the area, the “beachhead” is simply a line es-

tablished by boats lying well off-shore. Troops under arms are prohibited from landing on foreign soil.

The Second Marines is a battalion landing team normally composed of 1,200 to 16,000 marines.

Biological Warfare Research

An active research program on biological warfare, including methods for the prevention and treatment of diseases which might be caused by such warfare, is being conducted in the interests of national defense.

“In addition, appropriate steps are

being taken to ensure the coordination of the activities of our protective agencies (including the Public Health Service, Department of Agriculture, federal, state and municipal health agencies as well as the Armed Forces),” SecDefense says.

These plans to fight any possible biological attack were revealed by SecDefense in a report designed to scotch exaggerated accounts of the possible effects of biological warfare.

How far these defenses have been developed, however, the report did not say. But it labeled as false statements that a single small biological bomb could knock out an entire city population or that an ounce of a mysterious compound would be enough to kill off 200,000,000 persons.

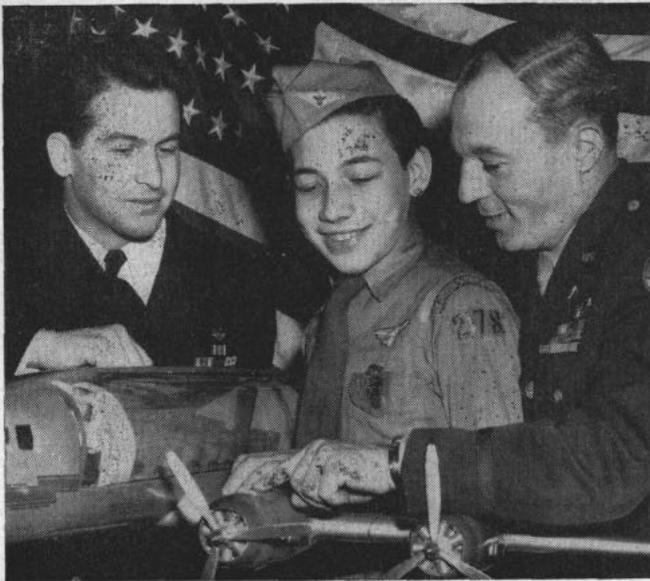
“While it would be folly to underestimate the potentialities of biological warfare, there is no factual basis for extravagant claims of the existence of a biological super-weapon,” the report stated.

Biological warfare, moreover, is a threat not only in time of war but in peacetime as well, SecDefense warns. It would be relatively easy to poison the food supplies of a nation that didn't have its public health guard up. Strict public health measures, therefore, are our first line of defense, he said.

A group of American scientists and industrialists are working with the armed forces and in cooperation with some of our former allies to develop methods of defense against this type of warfare.



UNMODIFIED Neptune roars aloft with heavy load from USS Coral Sea during recent tests to determine the practicality of carrier based heavy bombers.



AIR SCOUT Elmer Branyon gets the word on R5D details from LT H. V. Weldon and Maj J. H. Rhoades in Phila. (left). Right: John Hay, QMC, explains compass calibration to Sea Scout Ron Burke on board USS *General William Mitchell*.

Fleet Visits New York

The largest number of U.S. Navy ships to visit New York City in a group in the past three and one-half years spent the Easter week-end at that city. The most recent event that exceeded the Easter invasion's 30 ships occurred on 27 Oct 1945, when President Truman reviewed the victorious U.S. Fleet in the North River.

The latest mass movement to New York by Navy ships was led by the 45,000 ton aircraft carrier *uss Franklin D. Roosevelt* (CVB 42). Upon entering the harbor she was followed by the 27,000 ton carrier *uss Leyte* (CV 32) and the destroyers *uss Compton* (DD 705), *uss Gainard* (DD 706), *uss Harlan R. Dickson* (DD 708), *uss Purdy* (DD 734), *uss Hugh Purvis* (DD 709), *uss Hyman* (DD 732), *uss Beaty* (DD 756), *uss Macomb* (DMS 23) and *uss Jeffers* (DMS 27). Also accompanying *Franklin D. Roosevelt* were the submarines *uss Sea Robin* (SS 407) and *uss Argonaut* (APS 1).

Other ships which moored or docked in New York harbor are: destroyers—*uss Zellars* (DD 777), *uss Massey* (DD 778), *uss Putnam* (DD 757), *uss Henley* (DD 762), *uss Willard Keith* (DD 775), *uss James C. Owens* (DD 776), *uss Douglas H. Fox* (DD 779) and *uss Stormes* (DD 780); submarines—*uss Halfbeak* (SS 352) and *uss Dogfish* (SS 350); escort carriers *uss Siboney* (CVE 112), *uss Saipan* (CVL 48) and *uss Sicily* (CVE 118); survey vessels—*uss Tanner*

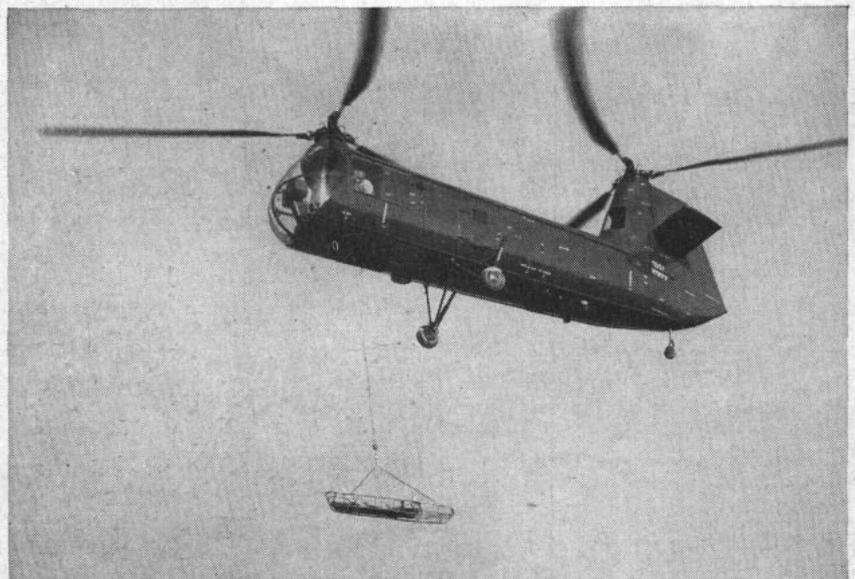
(AGS 15), *uss Harkness* (AGSC 12), *uss J. M. Gillis* (AGSC 13) and *uss Simon Newcomb* (AGSC 14).

Seven of the visiting ships were berthed on North River and were open to the public on Saturday and Sunday afternoons, except for *Franklin D. Roosevelt* which was open on Saturday afternoon only. The other four carriers, with three other ships, comprised the group which received visitors.

The visit to New York came in the midst of training exercises in the North Atlantic. After pausing for the

week-end, the ships resumed training of reservists.

Franklin D. Roosevelt, "star" of the New York appearance is one of the Navy's three 45,000 ton aircraft carriers. The other two are *uss Coral Sea* (CVB 43) and *uss Midway* (CVB 41). An interesting fact about the ship is that if she could be stood on end alongside the Empire State Building she would reach as high as the 84th floor. The first landings and take-offs by a completely jet-powered plane aboard a U.S. carrier took place on *Franklin D. Roosevelt*.



DESIGNED specifically for use with the fleet, the Navy's new HJP-1 helicopter will carry five passengers or three litter patients plus a crew of two.



FIRST Negro to be commissioned a naval aviator, ENS Jesse L. Brown, USN, is sworn in at sea by CAPT. W. L. Erdmann, CO of USS *Leyte* (CV 32).

Natives Self-Sufficient

Resources on and near Kili Island, the new home of the 181 natives who gave up their habitat on Bikini for the Navy's atomic bomb tests in 1946, have enabled the new inhabitants to become completely self-sufficient.

Although the Navy stocked the island with supplies for a whole year, gratuitous food issues are no longer necessary. They moved to Kili in November 1948.

Located in the southern part of the Marshall Islands group, Kili is approximately 400 miles southeast of Bikini.

Their first move was to Rongerik in 1946, but because they were not self-sufficient on that island, they were moved to Kwajalein until a better island could be found.

Naval personnel and a native working party installed homes, cisterns, a dispensary, trading store, council house, copra house, church and community house on Kili before the move was made.

New UnderSecDefense Flag

A new flag created for the Under Secretary of Defense, to which office Mr. Stephen Early has been appointed, has been approved by the President.

Made up of reverse colors to the flag of the Secretary of Defense, the new flag features the seal of the National Military Establishment.

An American eagle in natural colors faces to the right, wings outstretched

horizontally. In its grasp are three crossed arrows in gold and the eagle bears a shield on its breast, the lower two thirds in thirteen stripes alternated white and red with the upper third in blue.

The flag of the Secretary of Defense is of medium blue with the same center design between four white five-pointed stars. The flag of the Under Secretary of Defense is white, the same design in the center between four medium blue five-pointed stars. Silk flags are trimmed with medium blue fringe. Below the spearhead of the flagstaff is attached a cord with a tassel at each end white and medium blue strands.



FIRST PRIZE in still life class of photo contest in Charleston, S. C., was won by R. K. Mullis, PH2, USN.

Flag Rank Orders

Flag rank orders for last month: Vice Admiral John L. McCrea, USN, Deputy CincPac, ordered to OpNav for duty.

Vice Admiral James L. Kauffman, USN, Com 4, retired 1 May

Rear Admiral Charles L. Brand, USN, Assistant Chief, BuShips, retired 1 May.

Rear Admiral Arthur G. Robinson, USN, Staff, ComMarianas, ordered to OpNav for duty.

Rear Admiral Leo H. Thebaud, USN, Naval Inspector General, ordered as Com 1.

Rear Admiral George C. Dyer, USN, OpNav, ordered as Deputy Commandant, National War College, Washington, D. C.

Rear Admiral Stuart H. Ingersoll, USN, Chief of Staff, CincPac, ordered to OpNav for duty.

Rear Admiral William L. Rees, USN, Chief of Staff and Aide, ComNavWesPac, ordered to OpNav for duty.

Rear Admiral Clinton E. Braine, Jr., USN, Assistant Chief of Naval Material and Director of Production Policy, Navy Department, retired 1 May.

Rear Admiral Harry R. Thurber, USN, General Inspector, PacFlt, ordered to OpNav for duty.

Rear Admiral Lloyd Harrison, USN, BuAer, Navy Department, ordered as Assistant Chief for Design and Engineering, BuAer.

Rear Admiral Wesley M. Hague, USN, ComNavShipYd, Boston, Mass., ordered as Chief, Industrial Relations, UnderSecNav.

Rear Admiral Lyman A. Thackrey, USN, under instruction, Naval War College, Newport, R. I., ordered as ComPhibGrp 4.

Rear Admiral Herbert E. Regan, USN, Member, General Board, Navy Department, ordered as Chief of Staff and Aide, ComNavWesPac.

Rear Admiral Frank T. Watkins, USN, CO Naval School, General Line, Monterey, Calif., ordered to BuPers as Assistant Chief of Naval Personnel for Personnel Control.

Rear Admiral Samuel E. McCarty, SC, USN, Supply Officer, Naval Gun Factory, Washington, D. C., reported as Aviation Supply Officer and SOIC, Naval Aviation Supply Depot, Philadelphia, Pa.

Rear Admiral Robert S. Davis, DC, USN, District Dental Officer Com 11, ordered as Inspector of Dental Activities, East Coast.

Navy Gives U.C. Plaque For Wartime Training

University of California has received a plaque in honor of its wartime Navy training programs.

The plaque, presented in behalf of SecNav by Rear Admiral Lynde D. McCormick, USN, Commandant, 12 Naval District, was given to President Robert G. Sproul.

The university during the war period conducted a V-12 college curriculum course, diesel engineering school, medical research and training course as well as an Oriental language course.

Electron Microscope

Now that the age of electronics is here, the Navy is going to find out what happens to ball bearings under strain.

An electron microscope which can magnify 100,000 times will supply the answers to research scientists at the

Naval Engineering Experiment Station, Annapolis, Md.

Taking the place of the light beam in optical microscopes, a beam of electrons enables the new device to magnify the period mark of a typewriter to a comparative size of larger than a baseball field.

The minute detail of enlargement is 100 times finer than is possible with optical microscopes.

First priority for study are the changes which take place on bearing metal surfaces, which will be lubricated and carrying a load. Later investigations will be the study of the particle size and shape of finely divided materials like rubber fillers and the structure of grease types. Metal structures, surface finishes and corrosion studies are scheduled for the future.

The electron microscope has already been used for such medical research as the observation of disease viruses never before seen.

Memorial Honors First Marine Aviation Force

A new memorial to the First Marine Aviation Force now stands between the lanes of a dual highway near Miami Springs, Fla. The memorial stands near the original camp site of the First Aviation Marine Force, which was organized in 1918.

The memorial was erected by the



EMBLEM of 'Fighting First' surmounts rustic monument erected near the outfit's World War I camp site.

Miami Committee of the First Marine Aviation Force Veterans Association and was dedicated on the "First's" 30th anniversary in November 1948, during the association's annual convention. Cost of the memorial was met by voluntary donations by 102 members of the group.

A rustic type of brick-work is the motif for most of the monument's surface. The structure is 12 feet tall. It is capped with stone and has a stone foundation. A bronze tablet is set in the front, with below it the emblem of the "Fighting First." The tablet bears the inscription, *Erected in Memory of First Marine Aviation Force by Members of First Marine Aviation Force Veterans Association, November 13, 1948.*

A portion of the First Marine Aviation Force was sent to Calais, France, in World War I to take part in bombing attacks on German submarine bases. The Germans began abandoning the bases after the first raid, however, so there were no further attacks. General Pershing transferred the squadrons to the British Army after the solitary submarine raid, and they finished out the war as a harassing force, carrying out bombing attacks behind German lines.

QUIZ AWEIGH

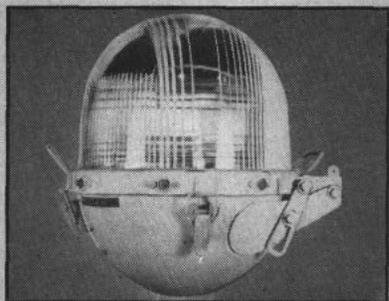
Being familiar with the new Navy is as important as remembering the old. As the Navy grows, its field of knowledge increases and the old salt along with the recruit must keep abreast of the times. Below are a few questions to test your Navy knowledge.



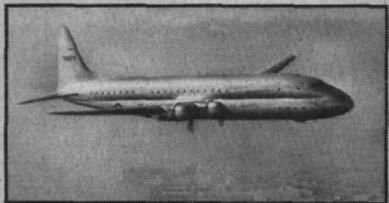
(1) This half-a-carrier is (a) AVP (b) AV (c) AVD.

(2) You would know by her hull number 11 that she is (a) Barnegat (b) Childs (c) Norton Sound.

(3) Recently she was converted to an experimental ship for purposes of testing (a) radar equipment (b) Ioran equipment (c) rockets.



(4) This instrument is used for (a) aiding surface craft (b) aiding planes (c) aiding submarines.



(5) This plane is the world's largest commercial type aircraft, it is (a) R60 (b) PV2Y (c) B-50.

(6) One of two the Navy now has in operation, its name is (a) Constitution (b) Constellation (c) Independence.

ANSWERS ON PAGE 53

Ships and Stations to Aid Savings Bond Drive

"Opportunity Drive," a nationwide savings bond campaign, began on 16 May and will continue through 30 June 1949.

In announcing the Opportunity Savings Bond Drive, President Truman said, "We know we cannot have a sound and secure nation unless security is the common possession of our people. Savings bonds mean more than freedom from financial worries. They signify that the owner is an active participant in the affairs of his government, as every citizen should be."

Sometime during the 45-day period, each ship and station of the Navy will conduct an intensive two-week campaign of its own. The purpose is to encourage all personnel to set aside a portion of today's earnings as a prudent reserve to meet the opportunities and needs of tomorrow.

"It is desired that every officer,

enlisted man and civilian employee of the Navy and Marine Corps not now participating in one of the Navy bond purchase plans be personally interviewed and encouraged to enroll on a voluntary basis," states Alnav 42-49 (NDB, 30 Apr 1949) in a special directive to all commands asking their cooperation and support.

The campaign will be conducted by local savings bond officers with assistance from the Director, Office of Savings Bonds and his field representatives.

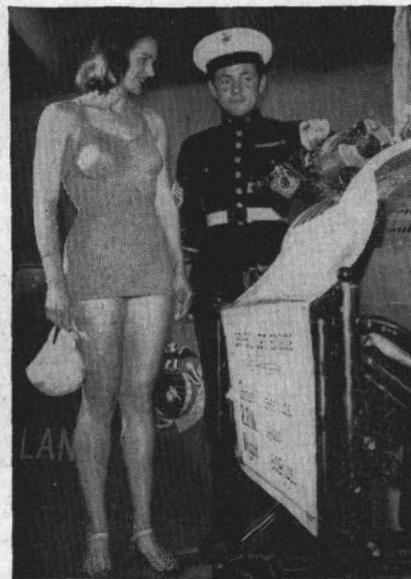
The directive pointed out that the Navy Department has been a leader in the savings bond program since 1941.

Figures on participation before the drive opens show that approximately 58 per cent of civilian personnel and 40 per cent of military personnel are regularly investing in savings bonds.

Water-cooled Plaster Casts

Want to keep cool this summer while everybody else is sweltering? Here's how to do it: Get yourself enclosed in a head-to-hip plaster cast—a water-cooled plaster cast, that is.

You may think that water-cooled plaster casts come under the same heading as water-cooled wigs, for instance, or watchman-wakers—Rube Goldberg inventions. But it's not true.



FAMED SWIMMER Ann Curtis poses with F. J. Ryan, SSgt, at MarCor exhibit in a West Coast sports show.

Take last July, for instance. A young man dived into shallow water and ran aground. The accident broke his neck, and they had to put him in a hyperextension body and neck cast. The weather was extremely hot and the patient practically roasted for three days. Then the cast was thoroughly dry, so they turned on the water. In less than a minute the patient was the coolest man in sight.

This is the way it was done: In the process of making the cast the cast-builders wrapped rubber tubing around the patient's body, coiling it loosely and allowing two or three inches of space between the turns. This was done just after the basic cast was applied.

One end of the tube protruded about five inches at the top of the cast, and the other the same amount at the bottom. After the cast was dry, one end of the tube was hooked onto a drinking fountain with logical and satisfactory results. An ordinary cold-water spigot will do the job almost as well.

The Navy medical personnel who developed the device pronounce it especially beneficial in the tropics. For moderate cooling purposes, stopcocks can be snapped onto the ends of the tubing to make one filling of water last for several hours. Also, by circulating warm water through the cast, the patient can be heated when necessary by water at 98° to 100° F.

Navy Displays Its Devices

New devices developed by the Navy to aid amputees have been put on display for representatives of governmental and civilian artificial limb shops.

A special 10-day course was conducted by the staff of the Artificial Limb Department, Naval Hospital, Mare Island, Calif., and included use of new materials, methods and techniques in the manufacture of artificial limbs.

Eleven amputees from the San Francisco Bay area were selected as working models for the course that included the manufacture and fitting of artificial limbs employing the new "functional ankle" and "soft socket" for below knee amputees, and "functional hinges" and "suction sockets" for arm amputees.

Boxer Hits AAU Jackpot

Light-heavyweight slugger Dosons S. DeLopez Oliver, TN, USN, hit the jackpot in amateur boxing.

"King" Oliver, who is stationed at NAS Barbers Point, Oahu, T.H.,



Oliver, TN

entered the National AAU title meet as the Hawaiian representative in the 175-pound class and fought his way to the national amateur light-heavyweight crown. He scored four KOs in five fights.

Another Navy boxer, Ernest John Aguilar, AM2, USN, stationed at NAS Alameda, Calif., lost out in a title match by a close decision. Aguilar is the currently reigning All-Navy lightweight champion.

All-Navy Sports Rules

A handy, pocket-sized booklet, entitled, "All-Navy Sports Program—Policy and Rules" has been published by the Bureau of Naval Personnel.

The booklet contains the current rules on conducting competition in each of the 11 All-Navy sports; football, basketball, baseball, softball, golf, boxing, tennis, wrestling, shooting, swimming and bowling.

The publication will receive wide distribution to all Fleet and shore-based activities.

All-Navy Swimming, Diving

High-speed tankmen and top-flight divers will assemble at San Diego, Calif., during the week of 21 Aug 1949 for the All-Navy swimming and diving championship meet.

Each of the eight Navy sports groups will send a team of swimmers and divers to the meet. This team will consist of the group champion in each of the swimming and diving events.

Events in which contestants will compete are: 1,500 meters swim; 200 meters freestyle; 100 meters backstroke; 200 meters breaststroke; 400 meters freestyle; 100 meters freestyle; 800 meters freestyle; 300 meters individual medley swim; 300 meters medley relay; 800 meters freestyle relay and the 3 meters springboard dive.

All events will be held in a 50-meter outdoor swimming pool. Commands conducting lower-level eliminations have been instructed to insure that contestants swim the preliminary meets in pools of this size, or that other length pools are marked off with a rope finish at the designated length.

Eliminations will not be conducted at the group level for the 800 meters freestyle relay and 300 meters medley relay events. Commands conducting group eliminations will select three swimmers for the All-Navy 300 meters medley relay race and four swimmers for the 800 meters freestyle relay from among the participants in the group championship meets.

All officers and enlisted personnel



FAST ACTION at first retires the runner as the Hellcats of NAS Alameda defeat RecSta San Francisco 13 to 2 on the Air Station's Boone Field.

on active duty in the Navy, Marine Corps and Coast Guard are eligible to participate. Additional details on conduct of the tournaments are contained in BuPers Circ. Ltr. 73-49 (NDB 30 Apr 1949).

All-Navy Softball

The two best softball teams in the Navy will tangle for the All-Navy championship the week beginning 4 Sept 1949.

Champion team of the Atlantic Area will serve as host for the All-Navy title

series. A playoff between the top teams of the four eastern groups—South Central, Northeastern, Middle Atlantic and Atlantic Fleet—will determine the Atlantic Area champion team.

A similar playoff will take place in the Pacific Area between the champion teams of the West Coast, Pacific Fleet, Hawaiian and Far East Groups. ComServPac will make arrangements for this elimination.

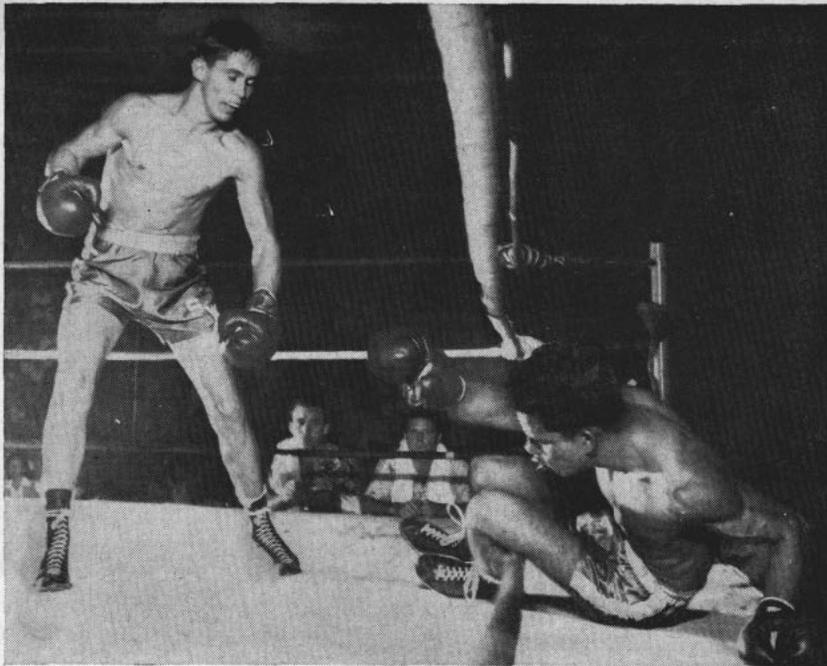
Augmentation of teams may begin after the district, area or type championship has been determined. All activities, either Fleet or shore-based, will be allowed to combine to form a softball team at the beginning of the season with other units located within the physical boundaries of the activities that provide recreational logistic support. However, combining will not be permitted at NAS Norfolk Va.; NAS San Diego, Calif.; NAS Patuxent River, Md.; and NAS Alameda, Calif. These air stations are considered to have sufficiently large allowances of both station and Fleet personnel to field two teams in softball.

Combined teams of Fleet and shore personnel will not be eligible to compete in Fleet eliminations, but must play in the shore-based eliminations.

The All-Navy softball championship will be decided on a best three out of five games basis. Additional details on this tournament are contained in BuPers Circ. Ltr. 65-49 (NDB, 30 Apr 1949).



GROUND BALL is slashed back through the pitcher's box by SSgt Ralph Russo, Quantico shortstop, in a game won by University of Michigan, 4 to 2.

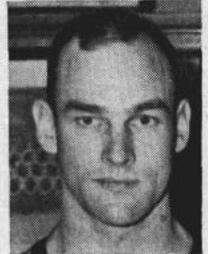


DECKED!—Sam Williams slams Tony Prado through ropes during their All-Navy elimination bout at Bloch Arena, Pearl Harbor. Williams won on points.

AAU Wrestling Champ

Lieutenant Charles S. Swift, USN, is the 1949 National AAU light-heavyweight (175-lb class) wrestling champion. Stationed at the U.S. Naval Postgraduate School, Annapolis, Md., he defeated the top amateur wrestlers in the nation to capture the title.

Other members of the Navy team that won honors in the National AAU meet were Ensign John A. Fletcher, USN, of NAPS Bainbridge, Md., runner-up in the welterweight (155-lb class), and Raymond J. Hamm, CPL, USMC, an All-Navy light-heavyweight champ who placed fourth in the AAU matches. Hamm is stationed at MCRD San Diego, Calif.



LT Swift

The Navy team placed third in team standings behind Iowa State Teachers College and Cornell College and ahead of Michigan State, Oklahoma A&M, Ithaca, Minnesota University and many others. The Navy squad won a total of 19 bouts and lost 20 matches in the tournament. Ensign Fletcher was chosen "best sportsman" in the tournament.

All-Navy Tennis

The clay courts of the Naval Academy at Annapolis, Md., will again be the scene of the All-Navy tennis tournament. Top-seeded Navy net stars will gather there the week of 17 July 1949 for the championship matches.

Members of the 1948 Navy tennis

team that played in (and won) the Inter-Service Tournament for the Leech Trophy will be considered as "seeded" players and will be eligible to compete in the 1949 All-Navy matches without participating in the lower-level eliminations. Eligible members of the 1948 team are: Captain William E. Howard, Jr., USN; Captain James M. Farrin, Jr., USN; Lieutenant Commander J. R. Behr, USN; Lieutenant Elston Wyatt, USN; Lieutenant Kendall K. Jones, USN; Ensign James H. Doyle, Jr., USN, and E. J. Serues, YNC, USN.

Each of the eight Navy sports groups may send a team to the All-Navy finals consisting of three singles players and one doubles team in addition to the seeded players named above. Eliminations will be held by each group to select a team.

The tournament will be conducted on a single elimination basis. Each match will be the best two out of three advantage sets. All officers and enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard are eligible to participate in the tournament.

A team to represent the Navy in the Inter-Service Tennis Tournament will be selected from the winners of the All-Navy tournament. Additional details on conduct of the tournament and rules are contained in BuPers Circ. Ltr. 52-49 (NDB, 31 Mar 1949).

Coco Solo Beats Orion

Coming from behind late in the game, a heads-up Navy Coco Solo team won the Isthmian (Canal Zone) Navy baseball championship from USS *Orion* (AS 18) by a score of 6 to 5.

At the top of the ninth inning Navy Coco Solo trailed by a score of 5-0 behind *Orion*. Suddenly Coco Solo sluggers started finding their batting eye and when the dust settled the game was all tied up, 5-5. Both moundsmen tightened down and the score remained unchanged until Coco Solo came to bat in the first half of the 12th inning. Then a walk, an error and a long fly enabled the Coco Solo horsehidiers to cross the plate with the winning run.

It was the second consecutive year the Navy Coco Solo has won the championship.—Charlie Claybourn, JOC, USN.

U.S. Sports Are Popular

Palau Island is reverberating with the accented echos of bare-footed islanders yelling, "That's tapping the ole apple, Koko!", "Kill the umpire!" and other baseball terms familiar to Americans. The Navy is teaching the islanders how to play baseball, volley ball and other American athletic games.

As a step toward teaching the natives of the Western Caroline Islands the fundamentals of good sportsmanship and teamwork, Navy civil administrators introduced the more popular U.S. athletic games to the populace. Latest reports state the games are spreading like wildfire throughout the islands, with volley ball tops in popularity.

Recent steps have been taken by the Navy to organize groups of sandlotters into a supervised inter-island baseball league. Plans are underway to erect volley ball courts and baseball diamonds throughout the Palau District.

Augmentation Rules Changed

A new BuPers directive has revised the rules regarding augmentation of teams participating in the All-Navy sports program.

The revised augmentation rule reads as follows: "Augmentation is optional but teams may be augmented only from within the group entered at the beginning of the season. Augmentation may begin only after eliminations have established the winner on the district, area or type level. Teams cannot shift from one group to another during the season. A team will be augmented only at the discretion of the commanding officer of the sponsoring activity."

It should be noted that augmentation begins on the levels indicated, and that teams will also be permitted to augment after winning a group championship. The commanding officer of the activity sponsoring the winning team will make the decision as to whether the team will augment with players from other activities.

The revised rules, published in BuPers Circ. Ltr. 70-49 (NDB, 30 Apr 1949), will be included in a new BuPers publication, "All-Navy Sports Program—Policy and Rules" which is to be issued in the near future.

All-Navy Sports Calendar

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



Tennis

Week of 17 July 1949
USNA, Annapolis, Md.



Golf

Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming

Week of 21 Aug 1949
San Diego, Calif.



Softball

Week of 4 Sept 1949
Atlantic Coast



Baseball

Week of 11 Sept 1949
West Coast or Hawaii



Football

Saturday, 10 Dec 1949
West Coast

SIDELINE STRATEGY

The Fleet is mobilizing its forces for an all-out battle for All-Navy sport titles. Since the war, display cases at shore stations have become lined with championship cups, while the Fleet's trophy cupboards are comparatively bare.

Sea-going athletes who once battled each other are likely to find they are all on the same team next season. "Shore stations exist for the purpose of serving the Fleet," said a Fleet command representative. "That service doesn't include beating our ears off in athletics. We intend doing something about it."

Opening salvo in that direction was fired when ComAirPac announced that one team would be formed from all Fleet Air personnel stationed on the West Coast to enter All-Navy competition. Individual Fleet Air activities can still enter a team under their own colors, but AirPac wants to be sure they have at least one talent-laden squad in the struggle carrying the ball for them.

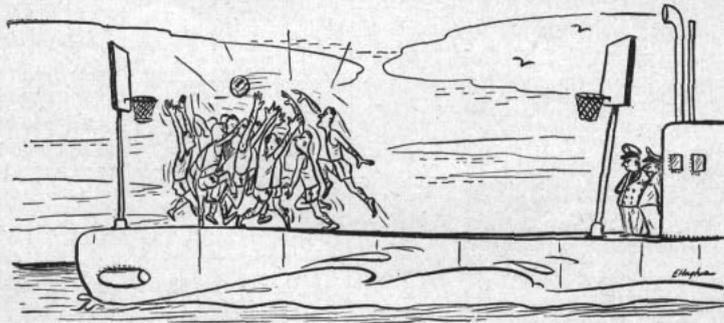
The AirPac action has had the effect of causing other Fleet commands to rally around their own sports organizations and lay plans to counterattack the threat. The hubbub of activity by the Fleet has caused considerable nervousness in the camps of traditionally powerful shore commands. The West Coast Navy is buzzing with talk of the developments.

A second bombshell exploded in the form of newly revised rules on augmentation of teams. (See

column 1 of this page.) With teams now permitted to pick up outstanding players from other commands after winning the district, area or type championship, as well as the group championship, better organized and more powerful teams will be fielded. There should also be stimulated within the district, type or area the desire for a team to retain the identity of that particular command rather than of a group of commands.

Most coaches agreed that augmenting at the group championship level alone was not much help. It was too late in the season to work a man into the lineup effectively. Under this setup it was hard for players coming from a dozen commands scattered over the group's huge area to develop a feeling of team spirit. The "do-or-die for dear ole Eli" attitude stands a better chance of survival under the new plan.

The coming season should set a new high in Navy sports competition in every respect. The caliber of teams should be improved, a greatly increased number of personnel should turn out on the playing field and enthusiasm and attendance at sports contests should break all records. And without being aware of it, physical fitness—the primary reason for having a sports program—will get a painless shot in the arm. Navy officials connected with the program can hardly be expected to repress a grin of satisfaction.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.



'... the Fleet is mobilizing for an all-out battle ...'

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

PEOPLE of the occupied countries are getting a look at one of the best shows of American manhood—sports of all kinds—in foreign stadiums and amphitheatres which the Army has taken over.

In Tokyo, the Army remodeled the 84-acre Meiji Shrine Park where the baseball stadium seats 60,000 and a swimming stadium has a capacity of 15,000. In addition, there are softball fields, tennis and badminton courts throughout the park. Another hall in downtown Tokyo seats 9,000 spectators who watch the troops at basketball, ice skating, roller skating, boxing, bowling and indoor tennis.

Another stadium in Yokohama, named for Lou Gehrig, seats 10,000 for baseball and football events. The Army also has large sports arenas at Seoul, Korea, and Osaka, Japan.

In Germany, the Olympic Stadium—where Hitler once loved to cavort—rings with the enthusiasm of German spectators at Army events in baseball, track and field, soccer, football, tennis, swimming and many other sports.

Near Frankfurt is Victory Stadium, another widely used arena. Troops on furlough travel to Garmisch-Partenkirchen, prominent for winter sports especially.

* * *

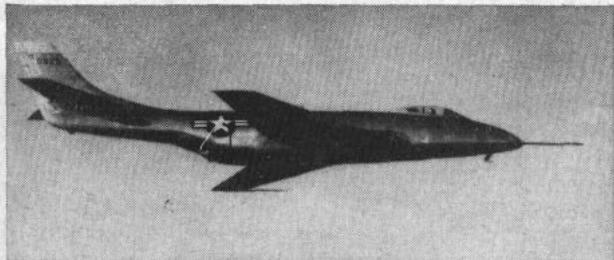
COURT-MARTIAL board appointed at USAF Base, Bolling Field, Anacostia, D.C., included several non-commissioned officers. Appointment of enlisted personnel to serve on courts was authorized by Public Law 759, which states when accused enlisted personnel request they will be tried by a court composed of at least one-third enlisted personnel. NCOs picked to serve on Bolling Field courts were selected on basis of character, judicial temperament, age and military record.

* * *

ONE OF THE MOST important of the Air Force's many runways is a tiny circular track on which no normal-size plane can land.

The catch is that the 400-foot diameter runway is used for research tests on model planes, saving the Air Force and the U. S. lots of dollars, planes and lives. Located at the Wright-Patterson base in Ohio, it is dwarfed by the main runway—10,000 feet of concrete forming one of the largest in the world.

From a pylon inside the circular runway, strong wires are attached to the plane models. Special controls enable a research operator outside the circle to "fly" the model.



LANCE-LIKE penetration fighter, the USAF's XF-88 is currently undergoing flight test at AFB Muroc, Calif.



M-26 TANK rumbles across Rhine on bridge built by French and American engineer units on maneuvers.

while seated in a full-size cockpit complete with normal equipment.

A camera attached to the pylon cable photographs the model through all its maneuvers. Speeds up to 200 miles an hour are attained by models with reciprocating engines, but researchers estimate rockets and jet engine planes will reach velocities above the speed of sound. They're especially interested in what happens in the critical speed zone at the sonic barrier.

* * *

SO TINY AS TO FIT easily into the palm of your hand is an 11-ounce two-way radio developed by the Army Signal Corps at their Fort Monmouth, N. J., laboratories.

The receiver-transmitter has a range of more than 200 yards and has a full set of equipment—three batteries, collapsible whip antenna, a built in speaker and microphone, and all the necessary internal radio parts.

Approximately the size of a cigarette package, the transceiver is perhaps the only one in the world which contains in one unit all the necessary parts including its own power supply.

Batteries last about 14 hours and, like other parts designed with the latest construction features, can be pulled out as easily as other familiar plug-in units employed in home electrical systems. Repair is as simple as replacing a blown out fuse in a house.

Although parts are so small that jewelry tools were used to assemble them, the Signal Corps says the tiny package can be "tropicalized"—made moisture-proof and fungus resistant.

* * *

LOW OCTANE GASOLINE will replace kerosene as fuel for Air Force and Navy jet aircraft.

Primary advantage in the switch to the new fuel, with an octane rating varying between 50 and 65, is that more of it can be derived from the same quantity of crude oil than the old type of kerosene. The cost would be approximately the same.

While present Navy aircraft are equipped for using the gasoline jet fuel and no modification is necessary,

fuel pumps and other items of Air Force jets will be changed.

Performance will not be greatly affected, except that high altitude flight will be slightly improved and cold weather starting somewhat easier.

* * *

FLYING A DISTANCE of approximately 3,750 miles in hops extending over 10 and a half days, a Coast Guard helicopter completed what is believed to be the longest unescorted helicopter ferry flight on record.

Route of the aircraft was from Elizabeth City, N. C., to Port Angeles, Wash., via San Diego, Calif. Total time in flight was 57.6 hours.

The first portion of the trip, from Elizabeth City to San Diego, a distance of approximately 2,480 miles, was completed after 37.8 hours in the air extending over six days.

The two-man crew installed no special equipment and made no preparations other than for an ordinary flight. A Coast Guard lieutenant was the pilot and an aviation machinist mate accompanied him in the craft.

The long-range flight, the Coast Guard said, "conclusively proves the potentialities of the helicopter to perform extended flights under its own power." No mechanical troubles were experienced during the trip.

* * *

FIVE FORMER RESERVE pilots of the Navy and Marine Corps are on active duty in the Air Force, helping out in Berlin Airlift operations.

Captain Howard K. Hoover, First Lieutenant Joseph Gerrity and First Lieutenant R. J. DeSommer are former Navy pilots, and Captain Charles Schroder and First Lieutenant Donald Stack served as Marine Corps pilots during World War II.

During the first eight months of operations, the airlift carried more than a million tons of cargo into Berlin on 133,447 flights.

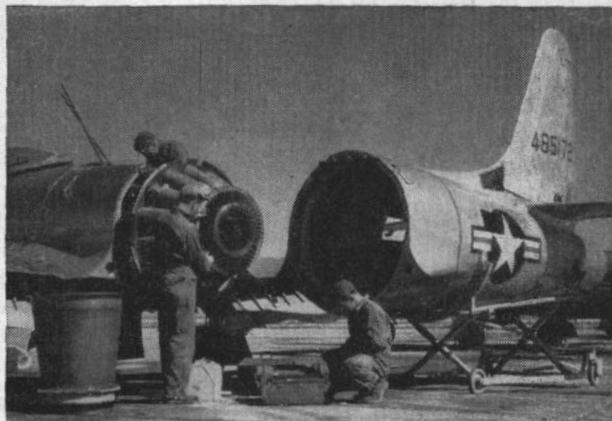
Recently improved radar technique helps land the heavy planes at intervals of three and a half minutes, even in poor visibility caused by rain or fog.

* * *

AN ARMY MEDICAL research unit has returned to Malaya to continue studies on an important drug preventive against typhus, typhoid and similar epidemic diseases.

"Development of Chloromycetin and its availability in large quantities may lead to drastic reduction of the frequency and fatality rate of epidemics throughout the world," the Army Medical Department pointed out.

During the spring of 1948, the Army Medical Depart-



FUSELAGE of Air Force's F-80 Shooting Star comes apart to facilitate engine changes and maintenance.

ment Scrub Typhus Research Unit made its first important findings in use of the drug at the Institute for Medical Research in Kuala Lumpur.

Synthetic Chloromycetin, developed by a U. S. commercial concern, is being compared with the natural mold derivative, crystalline Chloromycetin, in the hope of answering several questions regarding its use.

Although typhus, typhoid and similar afflictions are not encountered in the U. S. except in minor form, in Europe and Asia various forms of typhus have been "seasonal, endemic and crushingly disastrous for thousands of years," the Army Medical Department said.

* * *

"SEEING EYE" DOGS might lose at least a little of their pre-eminence to a robot "electric eye" carried easily in a blind person's hand.

The newly developed sensory aid produced by the Army Signal Corps gives forth a cautioning sound or vibration if an object blocks the path of its light beam within a range of 15 feet. Intensity of the vibration increases as the object comes closer.

Warning is by sound in an ear attachment or by vibration of the handle on the device. A "bone conduction" hearing aid receiver is used, avoiding ear plugs which interfere with normal hearing. Light reflected back onto a photoelectric cell touches off the warning.

The Signal Corps pointed out that because of the fast movement of vehicles, the device would be of little use in helping blind persons cross streets.



JET POWER has been added to experimental version of USAF's giant B-36 in effort to improve its performance.

THE BULLETIN BOARD

Roundup of Proposed Legislation Affecting Naval Personnel

New proposals and revisions to the uniformed services pay bill for increased compensation have set Congress to recomputing net costs if the measure is passed.

The budget message submitted to Congress by the President earmarked \$400,000,000 for the increased pay, but the bill which was introduced into the House of Representatives would cost \$590,000,000 as originally submitted.

Hearings on the bills have resulted in many changes affecting total cost. Some of proposed plans under consideration are:

- The bill as presently under consideration by the House Armed Services Committee will cost \$443,000,000 for increases in provisions for active duty pay, allowances, and special compensation for hazardous, arduous, foreign service and sea duty.

- If the tentative action of the sub-committee in making no changes in regard to present laws for involuntary and voluntary retirement is approved and suggested changes for retirement for physical disability are adopted, the net cost will be about \$485,000,000.

Increases in Federal income taxes resulting from increases in pay would amount to about \$70,000,000. Regarded as an offset to total cost—which, in effect, it would be—this



'You're in for a big let-down.'

figure would bring cost down to \$415,000,000.

Together with the income taxes now being paid, the increase would bring the total Federal income taxes paid by service personnel to more than \$200,000,000.

Meanwhile, many other bills of interest to naval personnel were being introduced, reported by committee, or passed by Congress for action by the President. They are:

Convenient Housing—H.R. 4323: Introduced; to encourage construction of rental housing on or near military installations.

Commissary Privileges—H.R. 4333: Introduced; to permit widows of officers and enlisted men of the armed forces to purchase from Army and Navy commissaries.

Special Payments—H.R. 4355: Introduced; to provide for lump sum payments to certain Reserve officers assigned to duty as naval air navigators or naval air observers.

Disability Adjustments—S. 1655: Introduced; to equalize the rates of compensation payable for wartime and peacetime service-connected disabilities.

Dependents' Education—S. 1500: Introduced; to vest the Secretaries of the Army, Navy and Air Force with legal authority to provide for the primary and secondary education of

dependents of military naval and civilian personnel of the federal government serving under their jurisdictions.

POW Subsistence—S. 1586: Introduced; to provide for the payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

Tax Refunds—H.R. 4268: Introduced; granting additional time for filing claims for refunds of overpayments of income tax by members of the armed forces.

Allowance Substitute—H.R. 4299: Introduced; authorizing the payment of allowances in lieu of quarters or rations in kind to certain enlisted men.

Disabled Enlistees—H.R. 4248: Introduced; to permit partially disabled World War II veterans to reenlist in the armed forces of the U. S. for limited duty.

Enlisted Pilots—S. 1270, H.R. 3712: Passed Senate; to remove the requirement of 20 per cent enlisted pilots in peacetime.

Training Injuries—S. 213: Passed Senate; to provide benefits for members of Reserve components who suffer disability or death from injuries while engaged in training on active duty of less than 30 days.

Retroactive Checkage—S. 278: Passed and approved as Public Law 41; to prevent retroactive checkage of payments erroneously made to certain retired officers of the Naval Reserve.

Patent Extensions—H.R. 4071: Introduced; to provide for the extension of time limitations under which patents were issued in the case of persons who served in the military or naval forces of the United States during World War II.

CAA Trainees—H.R. 4092: Introduced; to authorize pay for persons who were subject to service in the Navy for training under the supervision of the Civil Aeronautics Administration.

Pay Advances—H.R. 4050: Introduced; to authorize advances in pay to personnel of the Army, Navy and Air Force upon permanent change of station.

Rules Covering Recreation Funds Listed in Directive

A new directive gives full and complete coverage of regulations concerning Navy recreation funds.

While not bringing about any important changes, BuPers Circ. Ltr. 68-49 (NDB, 30 Apr 1949) constitutes a thorough coverage of directives governing Navy recreation funds. Included is a list of commands authorized to establish command recreation funds, a form for monthly financial statement of local recreation fund and a form for monthly financial statement of command recreation fund.

Age Ceiling Is Raised For USNR Enlisted Men In Special Programs

The age ceiling for Naval Reserve enlisted men in special programs has been raised.

Formerly, enlisted personnel transferring from Class V-6 to the Organized Reserve assigned to special program units such as intelligence, public relations and naval transportation were subject to the same age ceiling as enlisted men in surface, submarine and air Organized Reserve units.

It was felt, however, that enlisted men in special programs would normally be assigned to shore duties in time of emergency and that the age limit could therefore be raised.

The new age limits for enlisted reservists, according to a BuPers Naval Reserve directive, are:

- Pay grade 1 and 1A—50.
- Pay grade 2—45.
- Pay grade 3—42.
- All other pay grades—39.

Age ceiling for enlisted personnel in surface, submarine and air units remains at 39.

Naval Reserve Recruits To Get Summer Training

Five two-week periods of training for Naval Reserve recruits are coming up this summer at NTC Great Lakes, Ill. The first class convenes on 12 June. This will be the first time in history that recruits in the peacetime Naval Reserve will receive the same training as Regular Navy recruits.

Reserve recruits from all parts of the huge 9th Naval District will receive condensed training at Great Lakes this summer. Each of the five classes will consist of approximately 400 recruits from Naval Reserve training centers.

According to the present plans of BuPers, the classes this year will all be on shore and will consist of 84 hours' instruction. Next year, if present plans materialize, the same Reservists will go back for one week of advanced shore training and a week of shipboard life underway on board naval craft in Lake Michigan.

Training will be wide in range this first year, divided between lectures and student participation work. Lectures will touch on naval customs and traditions, uniform regulations, naval discipline and justice, promo-

This Should Close All Door-Hatch Arguments

The guy who added the salt to the Navy's vocabulary has gone too far.

Bos'n's mates down through the years have prided themselves on their ability to rattle off the saltier words of the sea with an utter abandon.

Any real sailor, they say, knows that he walks on the "deck" . . . sleeps in a "bunk" . . . goes "below" on a "ladder" . . . scrubs down with a "swab" . . . and visits the "head" when the occasion calls.

But now a question has come up.



When any real sailor walks through his ship, from compartment to compartment, and from deck to deck, does he go through "hatches" or does he go through "doors"—or both?

Some say it is always "hatches." But is that adding too much salt? Different sources give different answers.

Sources like *Nomenclature of Naval Vessels, 1941*, say that a door is an access for personnel that goes

through any bulkhead—that is, a vertical opening. A hatch, on the other hand, is an opening that allows persons to go below or topside—that is, a horizontal opening.

Other sources like *Bluejackets Manual, 1944*, narrow it down. They say that a door actually is the swinging part which is attached by hinges to the "door frame" which is in turn set in the bulkhead. A hatch, *BJM* continues, is a horizontal opening, all right, but it actually is the hole. Its top is a "hatch cover."

Another source, however, Knight's *Seamanship*, uses the two terms synonymously. Still another, *International Maritime Dictionary, 1948*, calls them all hatches.

BuShips, the authority on such things, strikes a compromise with this recorded wisdom.

A door, its experts say, (1) goes through a bulkhead (2) is used for personnel (3) is the swinging part or the whole thing, and (4) can be a watertight, airtight, spraytight panel or just plain door.

A hatch, on the other hand, (1) goes through a deck (2) can be used for personnel and/or cargo (3) is the whole thing (the swinging or movable part is the hatch cover and the opening is a hatchway), and (4) can be a booby, escape, cargo or just plain hatch.

So it's OK to say "door." You'll be as salty as the next fellow.

tions, security and naval phraseology. Other training will consist of basic military drills and formations, seamanship, ordnance and gunnery, physical training, first aid and personal hygiene.

Reservists will continue to attend instruction periods at their hometown training centers, when they return from Great Lakes. The training at a Regular Navy training center is expected to be a valuable experience and an excellent opportunity for the Reserve recruit to prepare himself for advancement.

Recruits from organized surface units only will be eligible for this summer's training at Great Lakes. The Reservists will live the same as Regular Navy recruits in every respect while at the training center.

MarCorps Movie Will Portray Life of Typical Reservist

A motion picture, under production by the Marine Corps, will portray the lives of Marine Reservists both as citizens and as members of a typical MarCor Organized Reserve unit in an average American community.

Members of Company C, Fourth Infantry Battalion, Marine Corps Organized Reserve, will be featured in the movie to be filmed in Rockford, Ill., a city of about 100,000.

Filmed by a motion picture unit from Marine Corps Schools, Quantico, Va., the picture has the tentative title, "Pride of Main Street, U.S.A." Rockford was chosen because it represents an average-sized community supporting a Marine Corps Reserve unit.

SecDefense Proposes Single Medical Service for Navy, Army and Air Force

The Secretary of Defense has asked for study on the possibilities for a single medical service for the Army, Navy and Air Force. Meanwhile, several important steps in unification already have been taken in the medical services of the three branches.

Among the most important moves in coordination is the one concerning activities for detection, control, prevention and cure of disease. The new program for inter-service study and control of epidemics and contagious diseases has the following five basic aims:

- Improved health of the Armed Forces.
- Advancement of modern preventive medicine.
- Savings of personnel and funds.
- Joint use of certain facilities.
- Joint benefits of consultants in these fields.

The present Army Epidemiological Board will be expanded and renamed The Armed Forces Epidemiological Board. The board will serve the three branches of the Armed Forces. Likewise, The Army Institute of Pathology will be designated as The Armed Forces Institute of Pathology. Besides serving the Navy, Army and Air Force, the institute will be utilized by the Veterans Administration. In addition,

Doctors and Dentists Reply To Plea by SecDefense

More than 1,600 civilian doctors and dentists have sent telegrams in reply to personal letters from the Secretary of Defense which were sent them as an appeal to volunteer for a tour of duty in one of the armed forces. More than 150 of the group pledged their services to one of the armed services for the coming year.

Fifteen thousand young physicians and dentists were deferred from active duty in World War II to complete their educations. Of this number, many received government assistance in support of their schooling. The Armed Forces are urging qualified young men of the two professions to repay the nation with a two-year tour of duty. The services will lack 1,600 physicians and 1,160 dentists by the end of the present fiscal year.

tion, it will cooperate with other Federal medical services and with the civilian medical, dental and veterinary professions.

In another move, the Secretary of Defense approved a plan which will concentrate highly specialized medical talent at joint diagnostic and treatment centers. This coordination promises more efficient treatment of certain types of diseases, and economy in the use of medical personnel.

The Secretary's memorandum directed that:

- Certain existing Army and Navy hospitals be selected as specialized diagnostic and treatment centers for all branches of the Armed Forces.
- Hospitals utilized regularly by two or more of the Armed Forces be staffed jointly by medical personnel from all the participating military departments.
- Civilian consultants be utilized jointly or reciprocally by hospitals in the same general area, regardless of the branch or branches by which the hospitals are operated.
- There be coordinated and reciprocal utilization of outstanding medical specialists who are members of the Armed Forces.

According to recommendations,

joint diagnostic and treatment centers will continue to provide general hospital service for their particular areas. The Secretary recommended, too, that joint diagnostic and treatment centers be set up for only a small number of medical fields at the present. Suggested fields include tuberculosis, psychotic and neuropsychiatric diseases and conditions, cancers and associated conditions, plastic surgery and neurosurgery, amputation rehabilitation, and prosthetics.

Bulletins published by the medical departments of the Armed Forces also will be combined to some extent. In particular, it was recommended that "The Bulletin of the U.S. Army Medical Departments" be combined with the "U.S. Naval Medical Bulletin." The combined publication would be called the "Armed Forces Medical Bulletin," and would have a joint editorial staff. It would go to medical personnel in all three branches of the Armed Forces.

Aeromedical training on a joint basis for the Navy and Air Force is another planned move in consolidation of medical services. In a memorandum to the secretaries of the Navy and Air Force, the Secretary of Defense took the following action:

- Approved in principle an aeromedical center to meet the needs of both services. He directed, however, that further study be made to determine whether the center should be operated by the Air Force alone or by the Air Force and Navy.
- Directed that courses for training flight nurses for the Navy and Air Force be consolidated. Such training will be given by the Air Force School of Aviation Medicine at Randolph Air Force Base, which is in Texas.
- Directed that the Air Force adopt the Navy plan for training air evacuation technicians, flight surgeons' assistants and enlisted technical personnel. Under the Navy plan, all these types of training are combined in one course.

Until planning is completed for a joint aeromedical center, courses given at the Air Force School of Aviation Medicine and the Naval School of Aviation Medicine, Pensacola, Fla., will continue as before.

Coordination of research and de-

Ex-Navy LST Ends Search For War Dead in SoPac

An ex-Navy LST, now an Army graves registration ship, has returned to Honolulu from the South Pacific with her last consignment of war dead.

The ship, LST 711, had 120 American war dead aboard when she arrived at Honolulu. She had spent 10 months in her search for bodies of men missing in action in the south sea islands. Her cruise of more than 25,000 miles took the LST to the Solomons, Fijis, New Hebrides, New Zealand, Samoa, Phoenix, Tasmania and Australia. Ninety-six stops were made in all.

Completion of LST 711's cruise ended the general search for war dead in the South Pacific. LST 711 was removed from the Navy's register of vessels late in 1946.

velopmental activities and planning in the Navy and Air Force also is planned. The Secretary of Defense said that each service should encourage independent approach to its individual problems but that joint action should be taken wherever feasible. He asked that mutual exchange of information and coordination of aviation medicine research be expanded through every possible means. Exchange of personnel was suggested as a particularly valuable method.

The Secretary directed that physical standards be made identical for flight training in both the Air Force and Navy. Psychological selection and classification tests will not be made identical at the present time. New requirements for flight surgeons were laid down, and recommendations were approved, giving for planning purposes the ideal qualifications, schooling and experience requirements for flight surgeons.

Navy Veterans Have Not Taken Full Advantage of GI Bill

Most Navy veterans have not taken full advantage of their educational, training and rehabilitation benefits, the Veterans Administration says.

Ninety-eight out of every 100 World War II veterans who have entered schools, shops and hospitals under the program, can get more of the same if they wish.

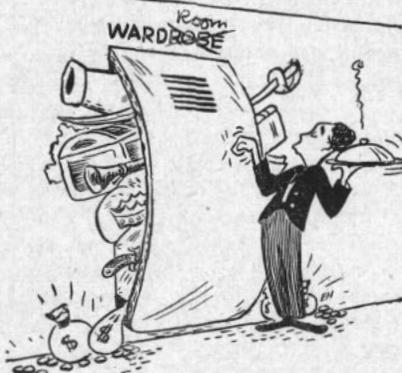
But the deadline is drawing near. Veterans eligible under the GI Bill (Public Law 346) must start their training within four years from their date of discharge, or by 25 July 1951, whichever is later. They must complete their training by 25 July 1956.

Veterans who enlisted under the Armed Forces Voluntary Recruitment Act between 6 Oct 1945 and 5 Oct 1946, however, are allowed four years from the end of such enlistment to enter training and nine years from that date to complete it.

Although 60 percent of those eligible have applied for benefits since the war's end, only a fraction have exhausted their entitlement under Public Law 346 or Public Law 16 (for the disabled).

The VA warns all veterans about to enter training to check with the VA first to be sure that the school or business firm with which they intend to train has been approved for G.I. training.

WAY BACK WHEN



Wardroom

On board British ships of the 18th century there was a compartment called the wardrobe, used for storage of valuable articles taken as prizes.

The officer's staterooms were nearby and when the wardrobe was empty, particularly on cruises out, the officers met there for lounging and meals. In time the compartment was used entirely as an officers' mess-room and the name was changed to ward-room.

Such was the designation of the commissioned officers' quarters when the U.S. Navy came into being.

1,800 Applicants Are Selected For 4-Year NROTC Training

The names of 1,800 successful applicants for a four-year college education under NROTC provisions have been released by BuPers. This group is composed entirely of civilians. An additional 200 men to be selected from the Fleet will be ordered to preparatory school soon and final selection will be announced in August 1949.

Besides the 1,800 selectees, there are approximately 450 applicants named as "alternates" to fill vacancies created by voluntary withdrawals of selected "principals." All principals and alternates are being notified individually by letter.

The 200 Navy applicants will attend the Naval School, Academy and Preparatory, Bainbridge, Md., before final selection of Navy candidates is made.

For requirements and benefits of the NROTC college scholarship program, see ALL HANDS, November 1948, p. 40.

21 More Boards, Committees Abolished by SecDefense Following Staff Group Study

Twenty-one more boards and committees have been struck from the list by Secretary of Defense Louis Johnson.

The boards and committees have completed their work or will have their functions assigned to other departments or individuals.

Following recommendations made to him by a special staff group investigating administrative matters, SecDefense eliminated seven interdepartmental boards and 14 committees of the National Military Establishment.

Interdepartmental groups abolished are: Joint Army-Navy Committee for Study of Palletization of Supplies, Joint Advisory Board on American Republics, Joint Committee to Consider Common Utilization of Facilities and Functions, Interdepartmental Committee on Postal Affairs, Joint Army-Navy Machine Tool Committee, Interservice ROTC Committee and Radio Frequency Cable Coordinating Committee.

The special staff group is continuing its study of the NME committee system and will make further recommendations to SecDefense in the future.

6,600 Reservists to Get Training During Cruises

Billets for 600 officers and 6,000 enlisted men are available for Reserve training cruises in the Atlantic and Pacific in June.

Ten cruises will leave Atlantic and Gulf ports during the month. Three will depart from Pacific ports.

Reservists will be given training on all types of naval vessels from the giant *Midway*-class carriers to small amphibious craft. They will receive 14 days' active duty pay plus allowances.

The June cruise schedule and quota lists have been sent to naval districts for assignment of personnel.

More than 8,300 officers and men of the Reserve took advantage of 15 cruises from ports on both coasts during May. Another 1,800 officers and enlisted men took part in three cruises during the last half of April.

Navy 'Farms Out' Officer-Interns To Civilian Hospitals for Training During Next Year

The Navy will "farm out" 300 officer-interns to civilian hospitals for training during the year ending 30 June 1950.

The officers—commissioned as lieutenants junior grade in the Medical Corps—will be drawn from fourth-year medical school students and medical school graduates. They are being offered one year's interning with the Navy in return for two years' active service in the Corps after their intern training.

The Medical Corps also has a training program for interns in its own naval hospitals for the coming fiscal year which will bring into the Corps 200 more Reserve officers. Quotas under the naval hospital program already have been filled.

Candidates for the civilian hospital training program must be graduates of (or enrolled in the fourth year class) of a medical school approved by the Council on Medical Education and Hospitals of the American Medical Association. They must meet all other requirements for initial appointment in the Medical Corps, Naval Reserve.

Candidates must have contracted for a rotating internship of 12 months' duration (for the 1949-50 training

He's a Walking Example Of Service Unification

Marine Pvt. William M. Hanly is a walking example of service unification.

He has served in the Army, Navy and Marine Corps.

Hanly served three years in the Army during the war, 18 months of which were spent with the Eighth Air Force in Manchester, England.

Six months after his discharge in 1945, he enlisted in the Navy and was assigned to *USS St. Paul*. He saw duty in Pearl Harbor, China and Japan and was discharged in April 1948.

To round out his service experience, Hanly enlisted in the Marines in 1949.

year) in a civilian hospital or medical center approved for intern training by the AMA Council.

Applicants scheduled to pursue "straight internships" and internships of more than 12 months will be ineligible for the new program. The latter year of a 24-month rotating internship will be acceptable in a case where a candidate is already in intern training.

Applications should be filed through the Office of Naval Procurement near

est the candidate's place of residence. Applications will be forwarded to BuPers and thence to BuMed for determination of the candidate's physical and professional qualifications by a selection board.

All candidates will be notified of their selection or non-selection. Selected candidates will be issued an appointment in the grade lieutenant junior grade, and orders to active duty at the institution with which they have contracted on or about the date of commencement of internship.

Marine Aircraft Will Transport 12,700 Reservists by Air During Maneuvers This Summer

Approximately 12,700 ground troops of the Organized Marine Reserve will move to and from training camps this summer by Marine Corps aircraft.

Air transportation to and from training camps for Marine Reserve ground troops will be used for the first time this summer. The purpose of using planes for moving Marine Reserves is to provide indoctrination in air transport and to increase the number of training days without increasing the period of absence from home. All travel will not be by air lift, however. Organizations not being transported by air will travel by ship, rail, motor vehicles or a combination of the three.

Planes will be used in most cases to transport units from inland cities which are a long way from training locations. The units will fly only one way of the round trips. By flying certain units to camp and others home from camp, the marines expect to reduce travel time uniformly.

Equipment belonging to the Reserve units also will be transported to or from camp by air in many cases. Included will be individual arms and equipment, light crew-served weapons, office, medical, athletic and recreational equipment, photographic equipment and supplies, fire control equipment and band instruments. Vehicles will go by surface transportation.

Organized Marine Reserve units mobilize for a two-week training period each year. They are trained at posts of the regular Marine Corps. About 28,000 marines are expected to engage in active duty training this year.

Depth Charges Make Shark Jump Out of Water

A demonstration of Navy depth charges had some unforeseen effects in Tampico, Mexico.

Shock waves transmitted through the water by the charges dropped from the destroyer *USS John W. Weeks* (DD 701) frightened a shark, causing him to jump up on Miramar Beach near Tampico and bite an unsuspecting bather.

Other bathers grabbed sticks and clubs to beat the shark senseless before it could slither back into the water. The injured man was taken to the hospital—probably muttering to himself over fate's fickleness.

John W. Weeks, six miles off shore, had been demonstrating her depth charges and guns for Mexican officials.



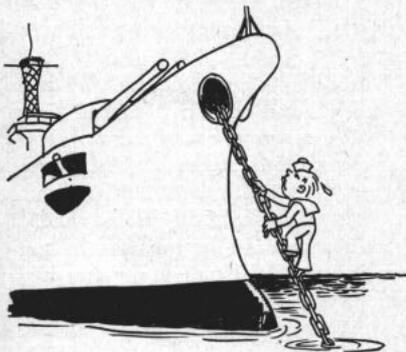
Persons Who Passed Exams For Pay Grade 1-A to Be On Special Waiting List

Many persons who took the examination on 1 Dec 1948 for advancement to CPO (acting appointment) or to chief steward (acting appointment) and did not find their names on the list enclosed with BuPers Circ. Ltr. 64-49 (NDB, 15 Apr 1949), passed the examination but did not have a high enough final multiple within rating to "make the list."

A separate waiting list covering these persons will be published in a later circular letter, arranged in strict order of multiple computation in each rating. If it becomes possible for the Bureau to advance personnel to pay-grade 1-A in addition to those on the list in Circ. Ltr. 64-49, and if it becomes so possible before a new examination is held, authorization will be issued in numerical order from the new waiting list.

Those whose names do not appear on either of the lists either failed the military requirement examination or the professional examination or, where

WHAT'S IN A NAME



Hawsehole

The term "hawsehole" originated from the fact that holes in which an anchor could be raised or lowered were placed in the hawse (or forward) part of the ship. It was an old Asiatic custom to paint or carve eyes on the bows of ships. These eyes were supposed to help them navigate about the sea. In some parts of China this custom is still practiced. It was from this archaic custom that the idea for holes came into existence.

"To come in at (or through) the hawsehole" means that a person is salty and began his nautical career before the mast

Marine Corps Picks 45 For LDO Commissions

The Marine Corps announced the selection and appointment of 45 officers and enlisted men to permanent commissions in the regular Corps. The new officers will perform limited duty in technical fields.

Appointed by the President, nine officers were named majors, five captains and 31 first and second lieutenants. Eight of the new officers were enlisted men before getting their appointments.

practical tests were given, failed one or more of the practical tests. No list of candidates who failed the examination will be published.

The Bureau's plans are not yet final for competitive service-wide examinations for CPO (acting appointment) and chief steward (acting appointment) for this year. It is anticipated that examinations will be held on or about 1 Dec 1949. Prospective candidates should prepare themselves for these examinations with that date in mind. Definite plans similar to those for the examinations of 1 Dec 1948 will be published later.

Personnel who are on the waiting list on the date when the 1949 examinations are held will be required to re-compete on that date.

Circ. Ltr. 64-49 gives administrative instructions for the actual advancement of personnel who appeared on the original list—enclosure (A) to that letter.

Navy Has Assigned 285 Ships To Pacific, 409 to Atlantic

The Navy has assigned 285 ships to the Pacific and 409 to the Atlantic for the year ending 30 June 1950. An additional 37 ships of the Naval Transportation Service are assigned to both oceans.

The summary by types:

Type	Atlantic	Pacific
CVB and CV	6	2
CVL and CVE	8	3
BB	1	0
CA, CL and CLAA	12	6
DD and DE types	117	53
SS	48	32
Amphib craft	56	28
Mine and patrol craft	61	38
Auxiliaries	100	123

2,875 Line LTJGs Approved For Promotion by President Following Selection Board OKs

Promotion of 2,875 unrestricted line lieutenants (junior grade) to the rank of lieutenant has been approved by the President. The officers previously had been recommended for promotion by a selection board.

Also selected for promotion to lieutenant and approved by the President were 15 EDO lieutenants (junior grade), eight AEDOs, 30 SDOs, five LDOs, and 50 Waves. Women officers named will be due for promotion on 1 July. Designated officers are eligible or will be prior to 1 July, according to BuPers Circ. Ltr. 56-49 (NDB, 31 Mar 1949).

The letter calls on COs to direct all officers eligible by 1 July to comply with current instructions and to complete physical examinations by 1 June. Professional examinations for all officers named who hold permanent commissions in the regular Navy above commissioned warrant rank will be held early in June.

Officers junior to those designated in the letter will be given physical examinations near the close of 1949. About that time, Circ. Ltr. 56-49 states, they will become eligible for promotion when notified individually or by circular letter.

Marine Air Reserve to Have Six New Organized Units

Six new organized Marine Air Reserve units are being formed and are expected to be in existence by 1 July. The new units are to be three fighter squadrons and three supporting air detachments.

The new squadrons will fly F4U Corsairs. Personnel of each will consist of an authorized 40 pilots, 10 aviation ground officers and 145 enlisted personnel. Designations of the new units will be the same as those of certain wartime Marine squadrons which were decommissioned. The three fighter squadrons will be designated VMF-113, VMF-441 and VMF-541. The other three units will support the fighter squadrons.

The new units will be located at naval air stations in Birmingham, Ala., Niagara Falls, N.Y., and Lincoln, Neb.

Relief from Pain and Disability Promised by New Surgical Techniques

One of the many tragic features of war's aftermath is the plight of the army of the disabled, veterans and civilians alike, whose shattered limbs serve as grim reminder of the efficiency of modern machines of destruction.

Research of two New York physi-

cians sponsored by the Office of Naval Research gives promise of relieving pain and disability through use of new techniques in the field of surgery. Encouraging results are being attained by Drs. Stephen S. Hudack and Thomas I. Hoen—both former Navy Reserve medical officers—at the Co-

lumbia Presbyterian Medical Center and the New York Medical College respectively.

Dr. Hudack's specialty is the replacement of damaged joints, whether smashed in warfare or disintegrated by tumor, arthritis or other bone disease, by means of stainless steel and plastic.

When a joint such as the head of the femur—the large bone of the upper leg—is crippled, difficulty of repair in the past has arisen because of the delicacy of the ball and socket connection between femur and pelvis at the hip. Conventional surgical treatment, when attempted, has been to saw off the upper femur and attach, by means of a bolt, an artificial head of metal or plastic. But resorption of the bone—the drawing away of living tissue from the bolt and head—has rendered the new joint insecure and hence unsatisfactory.

The radically new feature of Dr. Hudack's treatment is the method of attachment of joint to bone. First, a lucite ball is fixed atop a stainless steel shaft which is flanked by two prongs. This gadget is custom built by Dr. Hudack himself, a master machinist, who thus far has made all balls and shafts for operation on humans.

During an operation, the femur is sawed off and the shaft forced down into the marrow cavity of the bone like a sword in its sheath. The prongs spring apart with sufficient pressure to hold the shaft in place, and a further safeguard is provided by perforations in shaft and prongs through which, it is hoped, bone tissue will grow so as to supply increased anchorage. (Difficulty: only surgical investigation such as an autopsy will determine whether bone tissue will actually behave in this fashion; X-ray observation doesn't provide an answer.) Then muscles and ligaments are tied to the plastic.

Latest success is with a Navy veteran who was discharged with an injured and diseased elbow. With a shaft in the humerus—the big bone of the upper arm—this man late in January was able to write, shave and scratch his head with his right hand for the first time in a year. He plays Ping Pong too.

This was the surgeon's first attempt



... it's a secret to all but No. 311 ...

Navy Releases Atomic Bomb Survivor to Zoo

The Navy is now minus one 600-pound Poland China hog. The world's walking supply of pork was not decreased through the Navy's loss, however, for the National Zoological Park, Washington, D. C., is one hog to the good—the same ex-Navy hog. Here are the details:

On 1 July 1946, this particular hog—then a young 50-pounder—was locked in a washroom aboard the former Japanese light cruiser *Sakawa*. To make sure that she would be recognized if ever seen again, she was wearing an ear-tag with the number 311 stamped on it. There was a terrible roar as the atomic bomb exploded, and what occurred aboard the light cruiser *Sakawa* is a secret to all but No. 311. All that is known is that the cruiser went down while No. 311 somehow managed to stay up.

She was found swimming in the radioactive lagoon some hours after the blast.

Placed under scientific observation

after her rescue, No. 311 was observed to become nervous and irritable. Too, her blood cell count dropped noticeably within a few days. Within a month, however, the noticeable effects of radiation had disappeared entirely.

Nevertheless, No. 311 was shipped to the Naval Medical Research Institute, Bethesda, Md., for further observation. There she was allowed to live a normal life. While doing that, she increased her weight to 600 pounds. No. 311's only evidence of abnormality, scientists say, is her failure to bear any offspring so far. They point out in their cautious scientific way that this condition was not necessarily caused by radiation. If it had been, they say, the radiation probably would have killed her.

Meanwhile, Pig No. 311 grunts away her days in the Washington zoo, of no further value to the Navy until the day she dies. When that happens, the Medical Department wants her back for an autopsy.

at replacement of the complicated human elbow joint. Eight operations on hips and one on a shoulder have been tried, all apparently successful.

Another project of Dr. Hudack's is the development of a material for surgical replacement or repair of the fascia—the thin sheet or layer of tissue which does such important jobs as, for instance, holding your abdominal organs together. What he wants is a substance which can be sewed into torn fascia so that regrowth of the body tissue can take place around and through the artificial covering.

Just what substance, however, is a sticker. Nylon, for example, works fine in some animals but gives a "foreign-body reaction" in others. Foreign-body reaction, often a bug-bear of surgeons, results from the natural tendency of an animal's physiological system to wall off an inorganic intruder—say, a bullet imbedded in a muscle—by means of fluid and membrane. One of the encouraging features of the stainless steel shaft in joint surgery, incidentally, is that resorption—itsself an aspect of foreign-body reaction—does not take place. Instead, bone tissue actually grows up around the shaft.

The explorations of Dr. Hoen have been in neuro-surgery—the treatment of injured nerves. When an injury such as a shrapnel wound damages, cuts or tears out a section of the pinkish-white nerve cables that act as the body's communication system, all sorts of annoyances and worse can result. There may be loss of sensation or function or both. Or the injured man may be subject to the constant searing pain of causalgia.

When a separation occurs, surgery attempts to splice the nerve ends. If the gap is large, experiments have been conducted in stretching the peripheral end of the nerve—the end nearest the body extremity. This hasn't worked too well. Dr. Hoen's aim is to stretch the central end—that nearest the spinal cord and brain.

The problem here is, how completely will regeneration (renewed feeling and activity) take place in the peripheral end of the damaged nerve channel? By exerting constant tension on the central nerve end, Dr. Hoen has been able to more than double the length of the neural cable, and electrical impulse tests demonstrate that the elongated portion conducts

Sound Off When You Like, But Watch Security

All hands have been cautioned about the continued need for military security.

The Navy firmly believes that as much as safely can be told the public should be told.

There is much military information, however, that were it told would immeasurably aid a potential enemy. For this reason, there must be a rule drawing a line between the tellable and the untellable.

This rule (Navy Regulations, Art. 1252) has been reviewed in Alnav 40-49 (NDB, 15 Apr 1949).

No member of the naval service, Art. 1252 states, may give any information that might be of possible assistance to a foreign power.

He is forbidden to repeat any information found in an official publication or in official records to a person who is not a member of the National Military Establishment.

He cannot make a speech or write an article that is "prejudicial to the interests of the United States."

He cannot, moreover, gather and

release any information from the service which might be used to support a claim against the U. S.

But these restrictions don't mean that a Navy man is tongue-tied. He can publish articles on a wide range of subjects including professional, political or international topics. But he must clearly state at the beginning of each article that his views are his own and not those of the Department or the naval service at large.

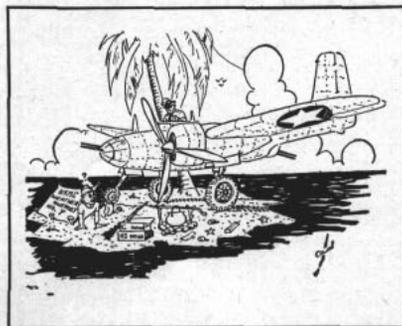
Except for purposes of military security, no one wants to curb a Navy man's right to sound off when he likes on any subject he desires.

Alnav 40 stresses in addition that it continues to be the official policy of the Department not to compare its performance figures with performance figures of the Army, Air Force or any other service.

Trying to prove to a buddy in one of the other services that the Navy is tops can only lead to a battle of words and doesn't do national security any good.

sensation. A few human cases already have shown functional regeneration, but insufficient time has elapsed to determine whether the technique will be uniformly successful.

Success in ONR's projects of this sort—they're part of a series of studies on replacement and repair of damaged body tissue—frequently is achieved slowly, with a maximum of effort and sometimes with disappointingly meager results. But the reward is that every month crippled veterans in apparently hopeless straits will be able to leave hospital beds under their own power—to walk away from them—permanently.



'We're out of gas.'

Waves on Duty in England; More to Be Assigned Soon

Three Wave officers are now on permanent duty in London, in the first instance of Waves on permanent duty in England.

The Wave officers reported for duty at the headquarters of Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean. From that office are directed the operations of all U.S. Naval units in the United Kingdom, Europe and the Middle East.

Names of the three Waves in the group are: Lieutenant Helen W. Lawrence, USN, Lieutenant Virginia Lee Gilmer, USN, and Lieutenant (junior grade) Sybil M. Space, USN. It is planned that 30 enlisted women will be assigned to the same activity in London, where they will perform duties in communications and administration. Captain Joy Bright Hancock, USN, director of the women's division in the Regular Navy, is in London at this writing. Captain Hancock is assisting in arrangements for the enlisted women's arrival, which is planned for July or August.

Here's a Handy Summary of Basic Items of the Approved Navy Uniform

The Navy uniform has changed a good bit down through the years and it is still changing.

In Revolutionary days, bluejackets wore their neckerchiefs tied in front and hanging loosely in the back to protect the uniform from the tar that they used to braid their hair into a queue that hung down the back of the neck.

Since tar is no longer fashionable, the neckerchief today is more an ornamental part of the uniform. Other changes have been made in the uniform to fit it to the changing needs of the men and women of the fleet.

The birth of naval aviation meant the addition of the green uniform for air personnel. The acceptance of women in the service meant a whole raft of new uniforms. Even now, plans have been approved that will provide enlisted men with conventional trousers and remove the buttoned cuff from the dress blue jumper.

Five changes alone have been made in the last two years to U. S. Navy Uniform Regulations (1947) to keep uniform requirements abreast of the times. In this article you find a handy summary of the current basic items of the approved uniform and how they should be worn.

Male Uniform Officer

Service Dress Blue A—Blue coat, blue trousers, black belt, combination cap with blue cap cover, white shirt, black necktie, black shoes, black socks and gray gloves, if worn. Blue flannel shirt may be worn on ships

Famed CO Once Offered Hat As Incentive to Reenlistment

A Navy man could puff out his chest with pride in 1797 if he could claim a beaver hat as part of his uniform.

As an incentive to reenlistment, Captain Thomas Truxton of the USS *Constellation* offered his men "a beaver hat and a black silk handkerchief, two month's advance pay and two week's liberty ashore" if they would sign over for another year.

Whether it was the beaver hat that did the trick we don't know, but the ship's carpenter records in his diary that the "greater part" of the crew shipped over.

and stations in cold weather when senior officer present prescribes it.

Service Dress Blue B—Blue coat, blue trousers, black belt, combination cap with white cap cover, white shirt, black necktie, black shoes, black socks and gray gloves, if worn.

Service Dress Blue C—Blue coat, white trousers, white belt, combination cap with white cap cover, white shirt, black tie, white shoes, white socks and white gloves, if worn.

Service Dress Blue D—Blue coat, blue trousers, black belt, combination cap with blue cap cover, conventional white shirt with turn-down collar, black bow tie, black shoes, black socks and gray gloves, if worn.

Service Dress Blue E—Same as

Service Dress Blue D except for white instead of blue cap cover.

Dress White—White, single-breasted, high neck coat, white trousers, white belt, combination cap with white cap cover, no shirt, no necktie, white shoes and white socks. White gloves on appropriate occasions or as prescribed.

The blue overcoat or blue raincoat may be worn with any of the above uniforms, if prescribed and when appropriate.

Service Dress Khaki—Khaki coat, khaki trousers, khaki belt, combination cap with khaki cap cover or garrison cap (unless combination cap is prescribed), khaki shirt, black necktie, brown shoes and brown or khaki socks.

Tan gloves may be worn on appropriate occasions or may be prescribed. This uniform must be of tropical worsted, gabardine, Palm Beach, or similar material.

The khaki coat may be removed indoors and the SOP may authorize removal of coat entirely. The blue or khaki raincoat may be worn in bad weather. Note: The working gray uniform, common during the war and now in limited use, will go out of use 15 Oct 1949.

Aviation Winter Working—Green coat, green trousers, khaki belt, combination cap with green cap cover or garrison cap (unless combination cap is prescribed), khaki shirt, black tie, brown shoes and brown or khaki socks. Tan or brown gloves may be worn on appropriate occasions or may be prescribed. The aviation winter working overcoat may be worn with this uniform alone.

Working Khaki—Cotton khaki trousers, cotton khaki shirt, black tie, khaki belt, combination cap with khaki cap cover or cotton khaki garrison cap, brown shoes and brown or tan socks.

Tropical White—White shorts, white tropical shirt (short-sleeved), combination cap, with white cap cover or white helmet, white shoes and white socks.

Tropical Khaki—Khaki shorts, khaki tropical shirt, combination cap with khaki cap cover or khaki helmet, brown shoes and khaki socks.

Dungarees—Blue chambray shirt and dungaree trousers, black belt,

EM Uniform in the Early Navy a Colorful Affair

The enlisted men's uniform seems to have come in for little attention in the early Navy.

A Navy Regulation of 1802 instructed ship's pursers buying clothes for the men in foreign ports to "procure them of the kind prescribed for the Navy." But nowhere have historians been able to discover exactly what was prescribed.

Ship captains often had their own ideas of what their men should wear. Captain Edward Preble USN, of the USS *Constitution*, ordered each enlisted man on his ship to buy two

jackets, four shirts, two pairs of stockings, one hat and cap, two pairs of gloves, two waistcoats, two pairs of blue trousers, two pairs of white trousers, two black silk "handkerchiefs" or "neck cloths" and two pairs of drawers.

A standard enlisted man's uniform is first found in a Navy Reg of 1818.

Sailors in that day were to sport a blue jacket and blue trousers, red vest, yellow buttons and a black, tarred, straw hat with the name of their ship lettered prominently on the hat band!

black shoes and black socks. A dungaree jumper may be worn over the shirt.

Service ribbons are to be worn with all officer-type uniforms except Working Khaki and Tropicals.

Chief Petty Officers And Stewards

The uniforms for chief petty officers and stewards are similar to those for the male commissioned officer. Chiefs, however, can wear blue woolen as well as gray gloves with Service Dress Blue A, B, D and E, and blue woolen gloves with the aviation winter working uniform.

CPO pilots are required to have the aviation winter working uniform; other CPOs on aviation duty are not. A chief's white uniform has a conventional, double-breasted coat—and he wears a white shirt and black tie with it.

Stewards may wear Service Dress Blue A, B and C, Dress White, Service Dress Khaki, Working Khaki, Tropical White and Khaki and Dungarees. The white coat is similar to that worn by Chiefs.

Enlisted Personnel (Other Than CPOs and Stewards)

Dress Blue A—Dress blue jumper, blue trousers, blue hat, neckerchief, black shoes, black socks and blue woolen gloves, if prescribed.

Dress Blue B—Same as Dress Blue A with white hat.

Undress Blue A—Undress blue jumper, blue trousers, blue hat, no neckerchief (except in special cases), black shoes, black socks and blue woolen gloves, if prescribed.

Undress Blue B—Same as Undress Blue A with white hat.

Undress White A—Undress white jumper, white trousers, white belt, white hat, white or natural color socks and black shoes.

Undress White B—Same as Undress White A but without jumper.

Tropical White—White shorts (with skivvie shirt), white cap or helmet, black shoes and white socks.

Tropical Khaki—Khaki shorts (with skivvie shirt), white cap or khaki helmet, black shoes and white socks.

The blue jersey may be worn in combination with the male enlisted uniforms only as prescribed. The blue overcoat (peacoat) and the raincoat may be worn in appropriate weather or may be prescribed.

Rating badges shall be worn with

QUIZ ANSWERS

Answers to Quiz on page 37.

- (b) AV. Seaplane tender.
- (c) Norton Sound.
- (c) Rockets. See December 1948 ALL HANDS, p. 22.
- (b) Aiding planes. High intensity light, semipermanent used for illuminating air fields.
- (a) R60.
- (a) Constitution. One of two ships by the same name now used by the Navy.

each uniform except Undress White B and Tropicals. Service ribbons shall be worn with Dress Blue A and B, and Undress White A when neckerchief is prescribed. Blue wool muffler is optional with all blues.

Dungarees—Blue denim jumper or blue chambray shirt, blue denim trousers, black belt, black shoes and black socks. Dungarees may be worn only at authorized times. White hat or watch cap, as prescribed.

Women's Uniforms

Service Dress Blue A—Blue coat, blue skirt, combination hat with blue hat cover or blue garrison cap, (unless combination hat is prescribed), white shirt, black necktie, beige hose, black shoes and black gloves (white gloves are prescribed for formal or social occasions) and black handbag, if carried. The handbag is optional and may be prescribed with or without shoulder strap. The coat may be removed indoors with permission of SOP.

Service Dress Blue B—Blue coat, blue skirt, combination hat with white hat cover or blue garrison cap (unless combination cap is prescribed), white shirt, black necktie, black shoes, beige hose and white gloves

and black handbag, if carried. The coat may be removed indoors if authorized. White scarf may be worn with either Service Dress A or B.

Dress White—White coat, white skirt, combination hat with white cap cover, white shirt, black necktie, beige hose, white shoes and white gloves and white handbag, if carried.

Working Gray—Gray and white seersucker dress, combination hat with gray hat cover or gray garrison cap (unless combination hat is prescribed), black necktie, beige hose, black shoes and black gloves, if worn and black handbag, if carried. The tie can be removed on station limits if authorized.

The smock is required for hospital personnel but may also be worn if authorized by other Navy women as a temporary protective covering while at work. The blue overcoat and blue raincoat may be worn with any of the women's uniforms on appropriate occasions or may be prescribed.

Indoor Duty (Nurse Corps only)—White dress, white nurse's cap, white shoes and white hose. Indoor duty uniform shall be worn in hospitals, hospital ships and dispensaries unless CO prescribes the Nurse's Gray Indoor uniform for certain hospitals and hospital ships overseas. The cape is to be worn with indoor duty uniform. Blue smock may be worn in the laboratory.

Slacks, Dungarees and Exercise Suit—The slack outfit shall be worn when prescribed for travel and sports. Dungarees may be worn where authorized for certain types of work which might soil a regular uniform. Exercise suit may be worn for certain forms of sports. The blue turban is optional for work or sports unless blue garrison cap is prescribed.

Recruiting Office Took Inspector at His Word

Before the day of the public relations officer, the recruiting officer was charged with telling folks about the Navy.

Lieutenant Commander Newton Mansfield, USN (Ret), recalls an interesting experience he had as a recruiting inspector in those not-so-distant days.

"Believing in good straight publicity, I felt that every officer in my various recruiting offices should

keep a scrapbook in which should be preserved all published articles which appeared in papers in the various areas," he remembers.

His officers took him at his word. Visiting a recruiting office one day, he had to blink when he saw the following item prominently displayed in the officer's scrapbook:

"NAVAL STORES; The price of turpentine has been advanced from 82½ cents to 83 cents today."

Here's How the Laws Are Passed that Directly Concern Naval Personnel

Many laws that Congress passes are of direct concern to you.

To bring personnel of the fleet up to date on the legislation that is before Congress as well as on bills that have been passed by one or both houses of Congress and have become laws, ALL HANDS periodically publishes a roundup of legislation affecting the Navy.

A bill has recently been introduced into Congress which would provide for the preservation of the old frigate *Constellation*. Another has been introduced which would provide free

postage for all members of the armed services.

A law recently passed by Congress and approved by the President authorized the Navy to sell certain personal property that has been lost by Navy personnel after trying for one year to locate its rightful owner.

These and other bills and laws might have a direct effect upon you. If you follow their progress through Congress, you will know more about what's going on.

How do bills get started? Who thinks them up in the first place?

What processes does a bill go through before it becomes a law? How long does it usually take?

Here, in brief summary form, are the answers to these questions and a few others.

Legislation gets its start in one of three ways. It may originate with the President, it may originate with the Department of the Navy or another executive department of the government, or it may originate with a member of Congress.

A great deal of legislation originates with the President because he is the chief executive of the people and is elected to office on a more or less definite program of action.

Congressmen also originate bills. Subjects upon which they feel legislation is necessary are often called to their attention by constituents.

The third source of legislation is the departments of the government. The Department of the Navy is one. By the nature of their work, officials in these departments and bureaus get a close-up picture of many special needs and problems. Ideas for necessary legislation originating with them often appear first in annual reports or in letters to committee chairmen.

The idea for a bill which is to be presented to Congress by the Department of the Navy may originate in any one of the Navy's bureaus. A lot of advice and a good deal of time and study goes into the preparation of the proposed bill by the originating bureau.

The ideas and recommendations are sent to the office of the Judge Advocate General—the top Navy lawyer—to be prepared as a bill. This is called "drafting" the bill. Following the drafting, the proposed bill is forwarded to other Navy bureaus and offices for comment.

These comments and suggestions are considered, changes are made and finally the proposed bill is sent to the other military arms of the nation—the Army and Air Force—for coordination.

In most cases agreement on the content of the proposed bill is reached through the interchange of ideas between the services. If, however, the three cannot agree, SecDefense makes the final decision.

In the next step, the service spon-

Voting Information for Naval Personnel

Elections in five states—Kansas, Kentucky, Virginia, New Jersey and Ohio—wind up the current year of voting, according to latest information furnished the Bureau of Naval Personnel.

Of these five states, primaries have already been held in New Jersey and Ohio.

Data on whether elections will be held in eight other states and the Territory of Alaska is not available in BuPers. They are Colorado, Maine, New York, Pennsylvania, Rhode Island, South Carolina, Washington and Wyoming.

Both general and primary elections have already been held in Michigan and Wisconsin.

Definite information has been received from all other states and the Territory of Hawaii that no elections are being held there in 1949.

The following table is for the information of personnel eligible to vote in the Kansas, Kentucky, Virginia, New Jersey and Ohio elections. Unless otherwise indicated in

the table, members of the armed forces and civilians outside the U. S. officially attached to and serving with the armed forces may apply for absentee ballots for all but the Kentucky elections by use of the postcard form USWBC Form No. 1 or Standard Form No. 76, which may be obtained from the commanding officer or the voting officer of the ship or station.

For the Kentucky elections, the postcard application is not acceptable. Instead, a request should be addressed to the county clerk of the voter's legal residence.

To vote by state ballot, the applicant must be eligible under the laws of his home state.

Additional information on procedures for obtaining absentee ballots may be obtained by writing direct to the State's secretary of state or to the local clerk or county clerk of the voter's legal residence.

In the table below, abbreviations are "F" for federal, "S" for state and "L" for local.

State	Date and Type of Election	Officials To Be Nominated Or Elected	Earliest Date Ballot Will Be Mailed	Last Date Ballot Will Be Received To Be Counted
Kansas	9 August, Primary	F,S,L	Sufficient time to be returned prior to election	8 August
	8 November, General	F,S,L		7 November
Kentucky	6 August, Primary	S,L	When possible	6 August, closing of polls
	8 November, General	S,L	When possible	8 November, closing of polls
Virginia	2 August, Primary	S,L	18 June	2 August
	8 November, General	S,L	18 October	8 November
New Jersey	8 November, General	S,L	9 October	8 November
Ohio	8 November	L	9 September	8 November, noon

soring a proposal writes a letter explaining the purposes of the proposed bill, attaches it to the proposal as it stands and sends it via the office of SecDefense to the Bureau of the Budget. Here it is considered in relation to the President's economic, political and other programs. Bureau of the Budget also sends the proposed bill to the executive departments inviting comment on it.

If no changes are offered by other departments and if the Bureau of the Budget clears the proposed bill, it goes back to SecNav where it is given final Navy approval. Then it is given final approval by SecDefense.

Now it is ready to go to "Capitol Hill," where it is presented simultaneously to the President of the Senate and the Speaker of the House of Representatives. These two Congressional leaders in turn refer the proposed bill to the proper committee in each house (usually the Armed Services Committee).

In Congress, bills are introduced by dropping them into the "hopper," a box that rests on the Clerk's desk. The Clerk takes the bill out of the hopper, stamps a number on it (like HR 456 for a bill introduced into the House of Representatives or S 303 for one introduced into the Senate), and sends it to the Government Printing Office where it is published in easily read booklet form.

In the last congress alone, 11,500 bills were introduced in both houses. Of this number, 905 were enacted into law.

Back from GPO, the bill is next referred to the standing committee or



MCAS, Ewa, Oahu

'I think it's a grain of sand.'

to a special committee concerned with the subject of the bill. The committee chairman in turn takes a look at the subject of the bill and refers it to one of his subcommittees.

It is in the subcommittee discussions that much of the real work is done on the bill. The group hears testimony for and against the proposed law, gathers facts from many sources and puts these facts and testimony together to reach a conclusion. The subcommittee reports its recommendation to the committee as a whole.

A subcommittee may be composed of one man or of many. Recently a subcommittee of one man was appointed to investigate the condition of the White House and to make a recommendation concerning future repairs to the Executive Mansion.

In most cases the full committee accepts the recommendations of its subcommittee and "reports out" the bill to the floor of the House or Senate. Here it is put on the "calendar"—that is, assigned priority for discussion by party leaders.

Once up for discussion on the floor of one of the chambers, it may set off a full-scale debate or may be adopted with only brief discussion. Amendments are offered, discussed and voted upon. Finally, the entire bill is put to a vote and is accepted or rejected.

In the case of many bills, debate in the House and in the Senate discloses that the two houses do not see exactly eye to eye on the provisions of the bill. That being the case, the bill goes to "conference."

Conferees are selected by the Speaker of the House and the President of the Senate. Those selected are usually members of their respective

subcommittees. In conference, members attempt to settle differences by persuasion or by compromise.

The results of their labors is reported out to the House and to the Senate. The new compromise is either accepted or rejected in each house.

If the compromise is rejected, new conferees are appointed who try once again to reach agreement. Finally, both sides agree to the contents, the bill is reported back to each house, voted upon and, if passed, signed by the heads of both houses and sent to the President.

The President has the right to veto. If he vetoes the bill, each house must then muster two-thirds of its members instead of merely a simple majority to "override" the veto. If the two-thirds cannot be obtained, the bill does not become law.

But in most cases the President signs the bill and it thus becomes the law of the land.

The Navy then publishes regulations to the Fleet interpreting the new law. These regulations may affect you in many ways.

It pays to know and follow Navy legislation on its way through Congress so that you may have a better understanding of these laws and what they will mean to you.

Enrollment in USAFI Courses Up 25 Percent Over Last Year

Enrollments of Army, Navy and Air Force personnel in USAFI educational courses are up 25 percent over last year.

USAFI (U. S. Armed Forces Institute) offers to servicemen and women wherever they are stationed courses ranging from the primary grades to full college graduate level. It now has 100,000 students on its rolls.

Enrollments for correspondence courses or study courses averaged more than 6000 a month during 1948, USAFI says. They are even higher for the first few months of 1949, indicating an even greater interest in education on the part of service personnel.

In addition to providing study material, USAFI maintains a grading service for correction and evaluation of student's papers. Monthly increase in the use of this service was more than 20 percent in 1948.

'Navy Hour' Is Broadcast Each Sunday at 1700-1730

The Navy's radio program known as "The Navy Hour" is now broadcast each Sunday at 1700 to 1730, eastern daylight saving time, over the nation-wide ABC network.

The program features the U.S. Navy band, special guests of radio, stage and screen, and high ranking Navy officers. The broadcast is picked up by the American Broadcasting Company from the Sail Loft of the Naval Gun Factory, Washington, D.C.

Until the present schedule went into effect, the program had been aired at 1230 on Saturdays continuously since 22 Jan 1949.

DIRECTIVES IN BRIEF

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

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

Alnavs

No. 32—Announces Presidential approval of officers recommended for temporary service in Supply Corps.

No. 33—Announces state bonus for Louisiana.

No. 34—Restricts the release of information concerning performance of new weapons or new equipment.

No. 35—Announces that recommendations of line officers for promo-

tion to grade of lieutenant approved by President.

No. 36—Announces Presidential approval of officers recommended for promotion to certain grades.

No. 37—Tells of danger existing in use of photographic electronic flash assembly Model F2E-1, Stock No. (E18-F-41388).

No. 38—Desires applications from Regular Navy officers of classes 1932 and junior and certain other officers for designation as EDOs.

No. 39—Announces that leave should be granted, if practicable, to persons of Jewish faith for Passover.

No. 40—Calls attention of all personnel of the naval establishment to the necessity for strict compliance with Article 1252, Navy Regulations, governing disclosure of official information.

No. 41—Sets 1 June 1949 as date of professional examinations for promotion to lieutenant commander, lieutenant and lieutenant (junior grade).

No. 42—Announces nationwide savings bond campaign from 16 May to 30 June 1949.

No. 43—Announces Presidential approval of women Marine Corps officers recommended for promotion to grades contained therein.

No. 44—Desires applications from qualified permanently commissioned line officers, Regular Navy, for special duty designation.

No. 45—Announces Presidential approval of officers of Medical Corps, Medical Service Corps and Nurse Corps, recommended for promotions to grades contained therein.

NACP Officers to Be Given Opportunity to Attend College Under New Plan

Plans are being made to give officers commissioned from flight midshipman status (the Naval Aviation College Program)—who desire and are selected for retention in the Regular Navy—an opportunity to attend college for the number of semesters required to complete four years of college.

A large percentage of the officers in this category completed two years of college prior to flight training. Under the new program each officer may attend for the number of semesters necessary to complete four years of college, provided satisfactory marks are maintained after entrance into the program. Each candidate must be acceptable to the college on the same basis as civilian students.

BuPers considers it highly desirable to enter those officers selected for retention in the Regular Navy into the final phase of their college education as soon as possible after they become eligible in accordance with an agreement made between the Navy and officers in this category, as contained in "Regulations for the Administration and Training of NACP, NavPers 15657." It is expected that an input of approximately 20 students will be made in September 1949 into this program, and that annual inputs will be made each year in such numbers as practicable.

Plans are to conduct the program at George Washington University, Washington, D.C., and at NROTC institutions near naval air facilities in order that flight proficiency may be maintained. Officers ordered to college training will retain their status as officers, and retain their orders to flight duty. Inputs into the program will be made only during the fall term.

Student officers will be ordered to a naval ROTC institution in or near the vicinity of their previous college training insofar as possible. In some cases students may be returned to the college in which previously enrolled.

It will not be necessary for individual officers to request assignment to the program. They will be ordered at the earliest practicable date BuPers determines they are available. However, it is essential that eligible officers make available to the Chief of Naval Personnel (Attn: Pers-

HOW DID IT START



Navy Blue

Styles in uniforms may come and go but the color "navy blue" remains unchanged. The reason for adopting blue as the official color for sailors' uniforms dates back to 1745.

It seems the British officers wanted an official uniform and sent a petition to the Admiralty. The Admiralty approved the petition and requested several officers to appear in various uniforms. Some wore gray with red facings; others promenade in a blue uniform with white facing.

The final decision rested with George II. The story goes that he selected blue and white because they were the colors of the riding habit of the First Lord's wife, the Duchess of Bedford. Even in our uniforms can be seen the influence of women.

BuPers Circular Letters

No. 56—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 57—Defines "returnable and non-returnable quotas" in regard to BuPers schools.

No. 58—Desires applications from certain officers to submarine training.

No. 59—Announces appointment of certain Naval Reserve officers to commissioned grades in USN line.

No. 60—Cancels BuPers Circ. Ltr. 35-46 (AS&SL, January-June 1946) regarding procedure for apprehending and reporting GCM prisoners.

No. 61—Gives procedure for transportation of personnel and their dependents via MATS.

4222) a complete record of their high school and college transcripts.

As there is a definite need both for naval aviators and for newly commissioned ensigns in the line of the Regular Navy, those officers commissioned from aviation midshipman status who are planning to submit applications for retention as USN officers are requested by BuPers to submit such an application upon completion of a minimum of three months' commissioned service.

Officers commissioned from flight midshipman status, who are not retained on active duty, and who are commissioned in the Reserve are also eligible for certain educational benefits. All officers who do not apply or are not selected for retention in the Regular Navy within the time limit specified by Public Law 729, 79th Congress, and who therefore accept a commission as ensign, USNR, and are released from active duty, are eligible for certain benefits if they return to college. These officers may apply for and receive retainer pay at the rate of \$100 per calendar month during which, as an officer of the Naval or Marine Corps Reserve, they pursue full-time instruction in an accredited college or university. Not more than 20 months' retainer pay (\$2,000) will be allowed officers in this category for educational instruction.

In addition to the monetary allowance, Reserve officers in this status will be entitled to payment by the government of tuition, fees, books and laboratory expenses as currently paid for officer candidates in the NROTC program. Applications for retainer pay and educational expenses should

Marines in Dress Blue Parade; First Time Since War's End

More than 5,000 Marines donned their flashy red-trimmed blue uniforms for a parade at Camp Pendleton, near San Diego, Calif., in the first occasion of its kind since World War II.

The "blue parade" was said to be the largest in the number of men involved, in Marine history. The CO of the first Division said that parades in dress blues will be held periodically from now on. Observers took the garb of the leather-necks as a sure sign that the war is really over.

be made by letter to the commandant (director of training) of the naval district in which the school of choice is located, copy to commandant of the naval district in which legal residence is established. This information was announced by BuPers Circ. Ltr. 72-49, (NDB, 30 Apr. 1949).

World-Wide Exam on 20 July For Prep School Candidates

A world-wide Navy and Marine Corps examination will be held 20 July 1949 to select candidates for entry in the Naval School, Academy and College Preparatory, Bainbridge, Md.

A joint letter to all ships and stations from the Chief of Naval Personnel and Commandant, Marine Corps, calls on COs to screen personnel for suitable candidates. From the group taking the examination on 20 July, successful candidates will be assigned to the school in October. Their studies at Bainbridge will prepare them for the Naval Academy entrance examination, which will be given in April 1950.

The letter gives COs detailed instructions for nominating candidates for the examination and procuring preliminary examination blanks. Candidates should request examination, and should be interviewed by their COs prior to date of the examination. The letter enjoins COs to be meticulous in selecting candidates to participate in the examination, bearing in mind that men nominated are potential candidates for commissions in the U.S. Navy or Marine Corps.

Men whose enlistments will expire before 1 July 1950 will not be ordered to the school unless they agree to extend their enlistments for at least one year.

Age limits are 17 to 21, ordinarily, but for veterans who have completed one year of service in the armed forces by the date of the examination, the upper limit is 23. Upper age limit is established at the prospective age as of 1 Apr 1950. Since peace has not been established for legal purposes, anyone who has completed a year's service since 7 Dec. 1942 is considered a veteran.

The school operates from October through May to prepare students for the entrance examinations for the Naval Academy. The summer course, from June to September, is devoted to men who have qualified on the aptitude test for NROTC.

All Persons in Armed Services Get Equal Treatment and Opportunity—NME Policy

The policy of the National Military Establishment is that all persons in the armed services shall have equality of treatment and opportunity regardless of race, color, religion or national origin, a statement by SecDefense points out.

The following supplemental policies were adopted by the NME after discussion with the Navy, Army and Air Force:

- To meet the requirements of the services for qualified individuals, all personnel will be considered on the basis of individual merit and ability. All personnel must qualify according to the prescribed standards for enlistment, attendance at schools, promotion, assignment to specific duties and in similar other matters relevant to their duties.

- All individuals, regardless of race, will be given equal opportunity for appointment, advancement, professional improvement, promotion, and retention in their respective components of the NME.

- Some units may continue to be manned with Negro personnel. All Negroes will not necessarily be assigned to Negro units, however. Qualified Negro personnel will be assigned to fill any type of vacancy, without regard to race.

SecDefense's memorandum to the secretaries of the three services called upon each service to examine its present practices to determine what forward steps can and should be made in the light of the present policy.

Each department of the NME was required to report by 1 May how it will carry out the NME's initial general policy on equality of treatment and opportunity.



Sand Point Static
'Don't yell so loud, or everybody will want one.'

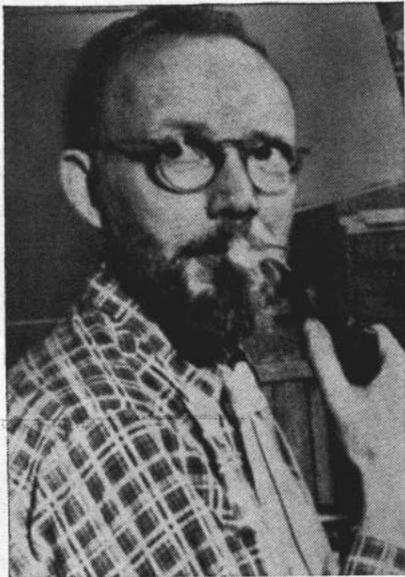
BOOKS: HAND-PICKED VOLUMES FOR PLEASURE, PROFIT

HERE it is June, when more than at other times a young man's fancy is said to turn to thoughts of love.

Whether or not thoughts of love are available at your ship or station, here are some new books that are—if your librarian is keeping them in circulation as he should. These are among the hand-picked selections sent out from BuPers in recent weeks for your reading pleasure and profit.

• *Eleven Generals: Studies in American Command*, by Fletcher Pratt; William Sloane Associates.

Here a noted writer on military and naval subjects, the author of *Navy: A History*, *Navy's War* and *The Marines' War*, writes on the personalities and deeds of 11 American generals. The generals range from Nathanael Greene of the American Revolution to Omar Bradley of World War II. Between, there is Anthony, who was called "Mad Anthony" by his contemporaries and "The Last of the Romans" by Fletcher Pratt. There is also James H. Wilson of Civil War days whom Mr. Pratt calls "The Man Who Got There First," and Charles P. Summerall (Sitting Bull II). Included are six more, of course, all pictured against the background of their times and surroundings in



DRAMATIC studies in American command are presented in Fletcher Pratt's new book *Eleven Generals*.

Fletcher Pratt's sparkling style.

The author of this book is about as legendary a figure among U. S. Navy-men as any of the people mentioned in his book. Many sailors think he's a rear admiral, but he's not. He's a civilian with a checkered shirt, a beard and a high-speed typewriter. He likes to go on cruises aboard Navy ships, where he spends as much time as he can in the CPO quarters. In his study-room ashore he keeps more than a dozen tiny monkeys called marmosets by people who know the word. These he allows to roam at large, providing company to brighten the lonely job of writing.

To get back to *Eleven Generals*, it's an enjoyable and highly readable study of outstanding figures in American command. You'll like it.

★ ★ ★

• *Arabs, Oil and History*, by Kermit Roosevelt; Harper and Brothers.

Today the Middle East—particularly the area east and southeast of the eastern end of the Mediterranean Sea—is one of the focal points of international interest. This book tells all about that part of the world, and the term *all about* is used literally here.

The reader will learn, for instance, how a visitor should behave in a harem. He will learn the correct table manners for a camel-and-rice banquet, and the penalties for reckless driving in Saudi Arabia.

The author, a grandson of Theodore Roosevelt, has spent a great deal of time in the area he writes about.

★ ★ ★

• *The Track of the Cat*, by Walter Van Tilburg Clark; Random House.

Indian Joe Sam had prophesied a vicious, terrifying black "painter" that would be the weapon for exterminating the white ranchers. Then Arthur Bridges had a dream that indicated that the threat was imminent. This was followed by a snow storm during which the cattle bawled with terror. . . .

Here is an unusual book—a psychological thriller laid in the ranch country of the West. When Arthur Bridges and his sneering brother Curt

go hunting the mammoth cat in the storm, the tensions that build up in the ranch house are terrific. There, the 19-year-old Harold Bridges and his girl Gwen are surrounded by forces that grip the reader through page after page.

It's a western that's truly different—by the author of *Oxbow Incident*.

★ ★ ★

• *Father of the Bride*, by Edward Streeter; Simon and Schuster.

This is a slyly humorous book that will vastly amuse a great many readers.

Mr. Stanley Banks, a middle-aged upper middle-class husband and father, had come to the place in life where young male strangers were knocking at the door, flowers in hand. At first Mr. Banks looked upon them with a cold and critical eye—but only at first. There came a year when Mr. Banks began to worry lest daughter Kay remain a bridesmaid forever. Then along came Buckley. . . .

Without reading this book, few would ever know without experiencing it, the number of details and nerve-racking crises an upper middle-class wedding and its preparations entails. Neither would they know how amusing these details and crises can be.

The more than 50 line drawings by Gluyas Williams are in perfect harmony with the text of the chuckle-filled book.

★ ★ ★

• *Low and Inside*, by Ira L. Smith and H. Allen Smith; Doubleday and Company, Inc.

Ira L. and H. Allen aren't the Smith brothers whose portraits adorn cough-drop boxes. In fact, they aren't even brothers. They must have been real neighborly, though, to turn out the fine job of collaboration that they did on this book. Here is the way they worked: Ira L. Smith dug up the fantastic stories about baseball and H. Allen Smith wrote them out in his own hilarious way.

The book is about baseballs batted over fences and into water buckets, rivers, gopher holes and locomotive smokestacks. It's about umpires who carried revolvers and about players who carried a freshly dead team mate in to home base to complete his run. In brief, it's about the screwiest characters and incidents in American baseball's long history—and American baseball has had its share of them.

There are numerous cartoons by Leo Hershfield.

ATTACK OF THE HORSE MARINES



AMPHIBIOUS FORCE OF THE CIVIL WAR

This narrative by Captain William B. Avery, "*The Marine Artillery with the Burnside Expedition and the Battle of Camden, N. C.*," is from the collection published in 1880 by the Rhode Island Soldiers and Sailors Historical Society.

ATTACK OF THE HORSE MARINES

Johnny Reb had taught the Yankees a few lessons at Bull Run and on other battlegrounds during 1861, the first year of the war. By the opening of the next year, the Union was jittery and very much victory-starved.

Packing up in the Chesapeake was a force on which much of the morale of the North depended. Nothing was left to chance. This expedition was to be a success, and its commander, "Brigadier General of Volunteers" Ambrose E. Burnside, had the best of men and supplies available.

The strike was to be made by sea at the vital and virtually unprotected coast of North Carolina. Landing at Hatteras Inlet, the force was to take, if it could, the Confederate strongholds at Roanoke Island, New Bern and Fort Mason near the historic town of Beaufort.

Included in the force of 15,000 troops was an odd assortment of artillerymen recruited from an equally

motley group of naval vessel—converted passenger steamers, sailing ships, river barges and propeller-boats which had been hastily armed with three or four guns and armored with sand bags or bales of hay. The personnel were both Marine Corps and Navy, and to the soldiers they were the "Horse Marines," after the means of providing motive power for their guns.

Burnside's force occupied the area for a whole year, cutting off Confederate imports and stopping local commerce almost completely. Johnny Reb got back at Burnside with a vengeance, however, inflicting a disastrous defeat at Fredericksburg later in the war.

The Horse Marines had their success and their disappointments, as recorded here by Captain William B. Avery, First Regiment of Marine Artillery, New York Volunteers—formerly a Union naval officer.

THE Burnside Expedition left Annapolis, Maryland, on January 8, 1862, and on February 8 the island of Roanoke was captured, after a desperate fight. The whole North was electrified by the news of one of the first real successes to the Union Forces.

Every one connected with that expedition and conversant with the subsequent events in eastern North Carolina will remember the Marine Artillery, I, having gone out in command of one of the boats of the fleet intended for use as a floating battery, was invited to join the regiment about that time. So it happened that a Rhode Island boy became a member of a New York regiment and attained some prominence in that department as an officer of the famous "Horse Marines," as we were generally called by the rest of the troops.

To that regiment belonged many of the men by whom the government transports were manned.



Uniform of
Hawkin's Zouaves, 9th N. Y.

Some of them were present and took active part in nearly every skirmish, engagement or expedition that took place from the time we reached Hatteras Inlet till our final disbandment in March, 1863. The first detachment, especially, was made up of brave and hardy men; and as a sailor or never thinks of flight in time of danger, so these men, being nearly all seamen, stood manfully to their duty. Distributed among the different vessels of the fleet at the time we left New York, they endured the hardships of a sailor's life in that stormy season

and on a perilous coast without a murmur. At Roanoke and New Bern, some of them landed with their guns under command of Captain Dayton, of the schooner *Highlander*, and fought as bravely as did the rest of the troops. As boatmen in landing soldiers, they were invaluable.

2

The regiment was organized in New York by its colonel, William A. Howard, a braver and truer officer than whom never lived. Early in life he had been a midshipman in the Navy, but the war found him senior captain in the United States Revenue Marine. He temporarily left his position to form this new branch of the service.

The idea itself originated with him, and to his energy and zeal can be attributed much of the success of the undertaking. Similar organizations were afterwards formed in other departments and proved very effective—notably the "Naval Brigade" on the Mississippi river and Graham's "Army Gunboats" on the James river.

Belonging to the Army and under the direct control of the commanding general, expeditions by water could be undertaken without the aid of the naval forces, which were not always at hand when needed. After nearly two years of good and efficient service, and during the absence of the colonel on account of sickness, certain troubles arose in the regiment, which finally led to our being mustered out by order of the Secretary of War, though it was believed at the time that had Colonel Howard been present such would not have been the case. As it was, the members mostly all entered other branches of the service—one or two other officers and myself entering the Navy, where we received good appointments, and the department seemed glad to avail itself of our services.

The Marine Artillery has been spoken of as "an amphibious kind of force of a few hundred men" and that phrase is very expressive of the real nature of our duties. We were at all times ready for service

either on land or water—and many of us were frequently under water even in the course of our varied experience. During our passage from Fortress Monroe to Hatteras, our vessel *Grenade* had her rudder disabled, and but for our exertions in getting her repaired would have been left at the inlet when the fleet moved up to take Roanoke. In order to get her ready in time to receive the company of Zouaves (so named for their French-looking uniforms) that went up on her, I had to work two hours up to my neck in the cold water—and part of the time had to be under water entirely. But most anything was preferable to being left by the expedition, so eager were we all to be present at the attack on the island.

The uniform of the regiment was nearly like that of the Navy. The officers wore a gold band on the cap, but no sash under the sword belt. The shoulder strap was red, with a crossed cannon and anchor wrought in silver, afterwards adopted by the general as the emblem of the Ninth Corps. The line officers wore double-breasted coats, and the clothes of the men were all of dark Navy blue. The arms were short Belgian rifles with the sword bayonet for those who acted as infantry, and pistols and cutlasses for those who worked the howitzers. We were especially well drilled in the use of naval light artillery, either afloat or ashore.

The gunboats, on which about half of the regiment was quartered, had good batteries of 30-pounder Parrotts and 32-pounder smoothbores, in the exercise of which we were also proficient.

We were like the Navy in drill and discipline, and were in reality Army gunboats. Indeed, during a portion of the time in the fall and winter of 1862, when I was in command of *Lancer*, mounting six large guns and two twelve-pounder Wiard steel howitzers, we acted directly with the Navy, being ordered to report for duty to Lieutenant Commander Flusser, with whom we served on several different expeditions.

We lay one week up the Roanoke river, above Plymouth, taking our regular turn at picket duty and waiting for the rebel ram *Albemarle* to come down, the existence of which we knew at that early date. It did not succeed in getting down that year, however, but the next year it did. The havoc it made is familiar to us all. The brave and chivalrous Flusser lost his life, and the ram remained triumphant at Plymouth till destroyed by the daring Lieutenant Cushing, who was one of Flusser's officers at the time we served together the year before.

Four large sounds and a great number of rivers flowing into them from the eastern part of North Carolina gave us plenty of opportunities for expeditions by water. Since we had a sort of roving commission, we were enabled to be doing something all the time.

With headquarters at Roanoke Island, the colonel would direct our movements as information arrived from the surrounding country, or else orders were sent up from department headquarters at New Bern. In operating with the Army our most effective weapon was the howitzer—we acting as a field battery—but when making strikes by ourselves, often at some of the guerrillas, we generally went light,

with only rifles or pistols. Sometimes we made "forced loans" of the horses we needed, but if our strike was to be at night and the distance to be covered was short, we went on foot—and generally returned to our boat without making any halt at all.

On one occasion we landed 60 men from *Lancer* at Shilo, on the Pasquotank river, just after dark. Marching all of the men 20 miles and a portion of them 30 miles inland toward Richmond. We recaptured several Union prisoners on their way to Libby prison, dispersed the gang of guerrillas who had them in charge, recovered a large quantity of ordnance they had stolen, and returned to the ship the next night without the loss of a man or gun.

I need scarcely mention that to get over so much distance, I had mounted myself on a good horse, "borrowed from a neighbor," and that the 20 men who went with me the last 10 miles were mounted in five of the two-wheeled carts of the country and drawn by horses, all of which had been appropriated quite unceremoniously for the occasion. They were afterwards returned to their owners. In justice to some of the residents, I will say, however, that many of them were good loyal people, ready with information and willing for us to use their stock to chase the guerrillas. My taking the horses without their consent was in reality a kindness to them, as they would not then be obliged to incur the hatred of their neighbors by seeming too willing to help us.

3

Reports having been received that two or three iron gunboats were building at Norfolk to come down here to Roanoke to destroy our shipping in the sounds and that supplies of corn were being conveyed up through the Dismal Swamp canal, an expedition was sent on foot for the purpose of destroying the lock at the lower end of the canal and of cutting off and capturing any troops stationed south of that point.

The fight which followed took place some two miles from the lock, in Camden county, North Carolina, not far from River Bridge.

Colonel Howard had general command of this artillery force of some 50 men, but it was under the immediate command of Lieutenant George Gerard and myself, who had landed from the Union vessel *Virginia*, of which we were at that time officers. General Reno, in command of the expedition, had come up from New Bern with two regiments of infantry—the 21st Massachusetts and the 51st Pennsylvania—on the transports *Cossack* and *Northerner*. The other three regiments came from Roanoke, and were the 9th and 89th New York, and the 6th New Hampshire.

We left Roanoke Island on April 18, 1862, and came to anchor just below Elizabeth City about nine o'clock in the evening.

A landing was immediately begun and by midnight all of the troops from Roanoke—three regiments and the Marines—were on shore and ready to march. The transports from New Bern being aground, Colonel Howard went down with *Virginia* to their assistance and remained with them till all the troops were landed. About two in the morning

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of the next day, Colonel Hawkins received orders to move on with the force already landed. We fell into line in rear of his regiment, which was the advance of the column. Rebel pickets were soon routed, but being mounted, they escaped to give information of our approach.

Our march had now begun in earnest—and such a march it was! Deliver me from another like it. As afterwards ascertained, we took the wrong road and instead of 14 miles on a good road—as the general and his two regiments had—we went 32 miles and on a very bad road. On our first landing I sent the clerk of *Virginia*, who went along as a volunteer, to procure horses from some farmer near there. He succeeded in finding one for each artillery piece, to which we soon had them harnessed. We had to depend mainly on the drag-ropes, however, at which the men constantly relieved each other.

Our road at first lay across several ploughed and ditched fields. We were compelled to fill the ditches with rails in order to get our guns across them. The horses would break away from the piece, and the men were obliged to work hard in the soft ground till we at length reached the road. It was hard marching even for the infantry, but for us with the guns and in the darkness of night, it was terrible.

About daylight my horse began to give out, and I went in search of another. Coming to a large farmhouse near the road, I found the planter walking on his front porch and demanded a horse of him. He replied that he had only plough stock and pointed to a fine pair of mules which one of his Negroes was just hitching to a plough to begin his day's work. I told him they were just what I wanted and ordered the man to follow me with the mules and harness, which he very cheerfully did. With these and a spare horse for the other piece, we got along better.

The Negro boy, Enoch, was indispensable with the mules. They seemed to have a great abhorrence for strangers and would often make it manifest by a free use of their heels in a manner particularly abnoxious to the sailors. Had Enoch been asked to "clew up a royal and furl it," he probably would have known as much about it as the sailors did of harnessing the mules and making them work. He was also of assistance in caring for the mules while we were engaged in the fight, and brought them up as soon as it was over.

With an occasional rest, we marched along through a fine level country, beautifully cultivated and bearing everywhere the marks of thrift, till about eight in the morning when we made a short halt for rest and breakfast. By this time the men were beginning to be footsore, not being accustomed to marching. They kept up with the soldiers, however, proving to them that they would not be left in the rear.

After a hasty meal we proceeded, and soon the hot sun and dust began to tell on all of us—especially the New Hampshire men, who were on their first long march. On our left we heard firing from gunboats shelling the woods and proclaiming our

approach to the enemy. Our men took off their shoes and toiled barefooted at the pieces, lifting them at numerous ditches and bad places with which the road was filled.

About 11 o'clock we came up with the general and the other regiments, which we had thought were behind us. They had taken the right road, and though starting some hours after we did, had been waiting there some time for us to come up. Also with them were the two guns belonging to the Zouaves. Colonel Howard had succeeded in landing them, bringing them along behind the Army wagons brought ashore from *Slade* to convey the blasting apparatus and powder.

We now continued our march, though most of us were pretty well used up. About half-past 12 Colonel Howard, who was in advance with the skirmishers, discovered the enemy well posted at the far end of a large open plain, through which the road ran and on which several houses had been burned and were still smouldering. He at first thought the enemy had left, but when within about 500 yards they opened fire on him from their battery, placed across the road. He observed well their position, while an aide was sent to hurry forward the artillery. As fast as it could be got to the front it was stationed for action. As for us with the guns, we needed no orders to go forward, but with the first sound of "the cannon's opening roar" we strained every nerve and muscle to get to the front.

By this time the men were quite exhausted, and the road had become almost impassable on account of mud. Just as Lieutenant Fearing rode back to us with orders and we were trying our best to get the guns out of the mire, in which they were nearly axle deep, both mules jumped clear out of the harness and it seemed for a short time as though we were never to get any nearer the enemy. The infantry had already given out and could render us no assistance but by constant urging and encouragement, our men, fatigued as they were from continued hard work, managed at last to get the guns out of the mud and soon into a good position in front of the enemy.

4

Then commenced an artillery duel, with four guns on each side. The enemy's firing was very good and their shot fell among us thick and fast. We gave them as good as they sent, and the colonel, who was watching our fire, was well pleased at the result. The general had meantime ridden up to us and ordered me to keep the enemy occupied while he sent a couple of regiments to flank them. Now that we were at last fighting in good earnest, our men forgot their fatigue and behaved splendidly. A prettier fight could not have been desired.

By occasionally moving our guns a little we avoided much damage to ourselves, and at the same time planted our shell into the midst of the enemy. They fired only solid shot, so I suppose they had no shells with them, else we should have suffered more severely.

Colonel Hawkins now formed his regiment and prepared for an attack in front. When within some 400 yards, he observed the enemy posted on the

edge of the woods and at once charged at the head of his men, who with their wild yell rushed ahead in fine style. They were received with such a shower of canister from the rebel battery and so furious a discharge of musketry from the Georgians posted in the woods behind the trees, that they were completely staggered and fell back on the 89th New York, which were behind them. They at once rallied, and with the other two regiments kept up a good fight.

The infantry firing was now heavy, and quite a lively battle was in progress. The 6th New Hampshire moved up in line of battle and delivered a volley at the word of command, which was as well executed as though they had been on parade. Though the resistance of the enemy was stubborn and they were well protected by the woods, still they could not withstand the attack of our troops.

During this time we moved forward with our guns to within good canister distance, and by sharp work succeeded in drawing the fire of their battery again. But so effective were our discharges, together with the furious onslaught of the infantry, that we finally compelled them to "limber to the rear." The day was ours but not, however, till they had given us a good dose of canister which fortunately was not very destructive. Some of us were struck, but it was mostly spent shot and did us little harm.

Feeling satisfied with our day's work, we took positions assigned us to prevent surprise and at once began to think of something to eat. A heavy thunderstorm now came up, and our boys took possession of an old cowshed that had not been burned. Here we secured partial shelter from the rain. The foragers brought in hens, geese and pigs, and preparations were in progress for a fine supper when a message from headquarters caused me to appear before the colonel.

I at once received orders from the colonel to return to the fleet and arrange with Commander Rowan for two or three of the gunboats to come up the river and take on board our wounded. It was now about half-past five o'clock in the afternoon, and the landing place was 14 miles away. Hastily swallowing a little coffee and bread and accompanied by one of the negroes on a mule as a guide, I was off like the wind and just at dark hailed one of the steamers for a boat. Covered with mud and wet through, I presented myself on board the flagship, and after attending to the duty assigned me, went on board our vessel.

When I left camp it was the intention of the general in command to push on at daylight the next morning and complete the work we had so well begun, but for reasons best known to himself, early in the night he ordered the troops into line and began the march back to the landing place. Colonel Howard, with our two howitzers and one company of infantry, composed the rear guard, which honor was considered by all to have been bravely earned and well merited.

It had been all arranged by Commander Rowan that I was to go up the river on one of his gunboats the next morning, and so be enabled to join my command for further work. Judge then of my surprise at daylight in seeing on the river bank the

advance of our troops, and of learning from them that the whole force had fallen back during the night! They immediately began to re-embark, and by afternoon we were on our way down the river.

Four companies of the 89th New York came down with us, and if ever there was a worn-out looking set of men, it was on board our boat. The crew all slung their hammocks and turned in for sleep, and to get a man on deck was next to impossible.

5

Thus ended the expedition to River Bridge, which, although not entirely successful, was in no way disastrous to us. The loss on our side was about 100 killed, wounded and missing. Many of these were of the 9th New York Zouaves, Colonel Hawkins being shot through the arm and the adjutant killed.

We took a few prisoners belonging to a Georgia regiment, from whom we learned that the battery which had opposed us was the famous Henningson battery, named for the filibuster of that name. They told us also that we were supposed to be the advance of the whole of General Burnside's command, about to attack Norfolk from that side. How much that fight had to do with it is not known to me, but it is certain that very shortly afterwards Norfolk was evacuated by the rebels, and we gained possession of the canal and surrounding country.

When General Burnside moved his army to join General McClellan a few months later, he took a portion of it up through the canal to Norfolk.

I was for quite a time employed in carrying dispatches from Roanoke to Fortress Monroe and keeping open the canal. I had two guns and 25 men on the steamer *Emily* and made regular trips up and down all through the summer.

In conversation with people who were in Norfolk at the time of our fight at Camden, they informed me that while we were falling back to the boats that night, the rebels were in full retreat toward Norfolk. All the available forces were being mustered to assist General Wise in the defense of that city, but so few were they in numbers that General Burnside could have taken the city very easily had he wanted to.

I have thus briefly and imperfectly sketched one of the early incidents of the War of the Rebellion. If less important in its results than some of the subsequent events of our great national drama, it will always deserve its place in the theatre of that great struggle, which, though it has left a dark void in many a household, is ever alive in thrilling reminiscences and immutable friendships.

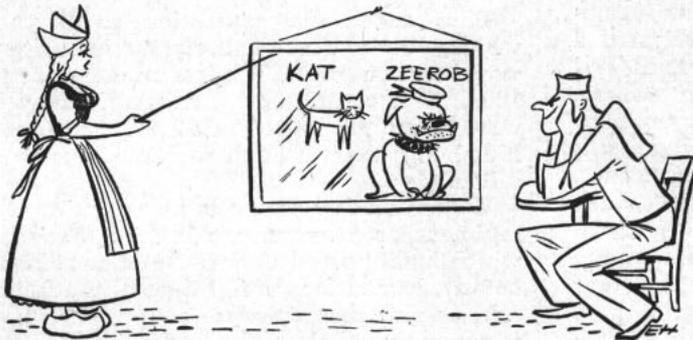


Uniform of
1st Rhode Island

TAFFRAIL TALK

ALL HANDS is in Dutch. It all happened when *Alle Hens*, a publication of the Netherlands Ministry of Marine, reprinted our recent story (January 1949 issue) on "Snorkel, An Old Salt" in its March issue.

Alle Hens ran the story under the title, "Suiver, een oude Zeerob,"



which according to a well-qualified Dutchman means "Snorkel, an old Sea Dog."

"We copied it," the magazine explained, "because it is too interesting to withhold from our readers."

The Dutch have a more-than-average interest in the snorkel—they helped develop it.

* * *

A new non-stop record for bottles from California to Hawaii has been smashed by Entry No. 5 from the Navy Hydrographic Office.

No. 5 was among 100 bottles unceremoniously dumped into the ocean from an aircraft December 1947 just to see where they'd go.

No. 5, a streamlined number, securely capped, with a slip of paper inside giving its point of departure, the data and a request to send it back home again, covered the 3000 miles to Hawaii in a mere 400 days—very good speed for bottles.

* * *

A model of modesty is a letter from *uss Nipmuc* (ATF 157) reporting that more than 25 percent of its personnel are holders of Good Conduct medals. Twenty out of a crew of 71 have the medals, some with as many as five awards.

* * *

As might be expected, Pobo, Commander of all Pooches in the Mediterranean (short title: ComPoochMed) is not a "he," as stated in this column for March, but a "she."

This intelligence comes from *uss Gainard*, whose personnel claim to know more about the dog than the *Harlan R. Dickson* man who originally mislabeled Pobo.

"She is attached to and serving on board *uss Gainard* (DD 706), having for certain security reasons been under temporary transfer orders to *uss Harlan R. Dickson* (DD 708)," the letter points out. "She is now back on board her own ship."

Get that, *Dickson*.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

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

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

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

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

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

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

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

• AT RIGHT: Holding a line stopper while mooring *USS Waxbill* (AMS 39) at the Naval and Marine Corps Reserve Training Center, Seattle, are (left to right): G. D. Shaw, GM1, USN; T. F. Perry, SA, USN; B. O. Wooley, ENFA, USN, and John R. Percy, CS1, USNR. ➔



MANILA MANEUVER

Goodwill Ambassadors



YOU FACE A SHARP CHALLENGE, in every port of the world where you represent your Navy—and your country—as an American in uniform. Every Navy man is a public relations man with the responsibility of observing the accepted rules of courtesy and conduct all of us expect.