

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

AUGUST 1949

RIVIERA

TRIO



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1949 Navpers-O NUMBER 390

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Coffee Is Lifeblood of U. S. Navy	2
The Word	4
Our Newest Cruiser	6
Your Future Is in the Cards	8
New Club for EMs	11
Legislative Summary	12
Hook, Line and Sinkers Sailors	14
Navy Sports Roundup	16
Let's Take a Look at the Records	19
Supply in Reserve	21
Strong Navy Is Vital to Our Security	25
Letters to the Editor	29
Today's Navy	32
Servicescopes: News of Other Armed Services	40
Bulletin Board	42
CPO Exams Set for 1 Dec 1949	43
Unusual Newspaper Printed by Ship	44
Marks for Proficiency in Rating	46
Increase in Meals Allowances	50
Latest Word on State Bonuses	51
All About Selection Boards	54
Directives in Brief	56
Books: Variety Is Keynote	58
Book Supplement: <i>Stalking the U-Boats</i>	59
Taffrail Talk	64

● FRONT COVER: During a lull in training exercises, Billy E. Crook, CPL, USMC, of Asheville, N. C., and Charles E. Wagner, CPL, USMC, of Villa Park, Ill., smile at the amusing actions of their companions.—*All Hands* photo by Roger B. Maass, PH3, USN.

● AT LEFT: Bluejackets of the Sixth Task Fleet in the Mediterranean stroll along the yacht basin at Cannes, famed French Riviera playground for international society and one of the ports visited for rest and recreation by U. S. sailors.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photographs unless otherwise designated.



Lifeblood of the U.S. Navy:

SAILORS can nonchalantly polish their fingernails on their lapels — if they had lapels — when the conversation turns to coffee brewing. Sensitive-palate coffee quaffers admit that when it comes to preparing the delicious beverage, U. S. Navy men have no peers.

Experience is undoubtedly one reason behind this superior brewing talent for no group of people on earth drinks more coffee than sailors. Currently they are gulping almost a million cups per day.

In many places on board ship such as the bridge, radio shack, machine shop, engine and firerooms, the formula for preparing a particular distinctive-flavored coffee is a jealously guarded secret.

While every shipboard department prepares good coffee, the supremacy of the bridge gang in this field is seldom challenged. However, according to some quartermasters, living up to this reputation has its disadvantages.

It seems that every time a pot of fragrant bridge coffee is ready, half a dozen crew members from other parts of the ship are leaning hungrily over the shoulders of the bridge force, grinning sheepishly as they toy with empty cups. The mystery of how the word gets around when the bridge has a fresh pot of joe has never been solved, but lip-smacking sailors always magically appear when it's ready for pouring.

One quartermaster claims it is mental telepathy. "When a pot starts perking, it sets up impulses in their thick skulls," he declares. "They count the perks and when it reaches a certain number, they make a dash

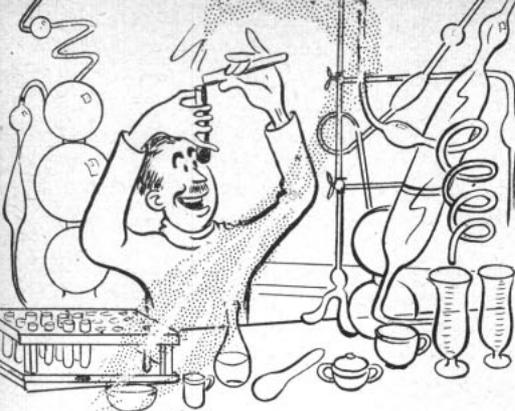
for the bridge, even if they're in the bilges at the time."

Many innocent people are under the delusion that all you need to make a pot of coffee are the little brown beans from Rhumbaland, ground up one way or another, and water. You dump the two in a container, apply heat, and pretty soon you have a brownish liquid that passes down the uneducated palate as coffee. They could learn a thing or two from sailor coffee connoisseurs, who employ more tricks in brewing a pot of joe than a clothing salesman in selling an oversize suit.

First of all, to make good coffee you've got to have properly blended and roasted coffee beans. BuSandA takes care of this by supplying ships and stations with the finest blended and roasted coffee obtainable. Just to make certain it's done right, the Navy operates its own coffee roasting plants.

At two huge roasting plants located at Oakland, Calif., and Brooklyn, N. Y., carloads of green coffee beans are received from South and Central America, graded and stored. Different blends of coffee beans are poured into a mixer, then shot up a compressed air chute into the roasting ovens. These big roasters are capable of roasting 500 pounds of beans every 15 minutes. Next the coffee is ground and packed in 20-pound vacuum tins or 50-pound bags for distribution.

However, before the roasting process begins a sample is taken from each shipment of coffee beans, roasted, brewed and sipped by a master taster. If it tingles his taste buds just right the Navy goes ahead



Good Coffee

and roasts it. The expert who samples the Navy's coffee at its Oakland plant has been tasting coffee for the Navy for over 15 years, and knows a good cup of joe when he tastes it.

A seaman working in the bos'n locker reports he was upbraided unmercifully by the chief boatswain's mate for washing the joe pot. "Never wash it, just *rinse* it gently!" the chief roared. Scouring a pot to its bare metal is more sacrilegious to a joe pot artist than scraping a pipe bowl is to a lifelong briar puffer.

Probably the most complicated joe pot ever used in the Navy was one rigged in the engineroom of a wartime transport. Designed and built through the combined efforts of several engineering, construction and coffee brewing "experts," it was a Rube Goldbergish-looking affair with a half dozen pressure valves, vacuum lines, drain lines, safety valves and water and coffee level indicators. The "pot" would boil on either "hot" or exhaust steam through an arrangement that put a vacuum drag on it when desired. Producing a cup of joe was more complicated than operating the main engines, and no one under a first class petty officer was allowed to touch it. Sailors who once tasted beverage brewed in this contraption say all other coffee is flat and tasteless in comparison.

Many Navy men have picked up new ideas on brewing coffee from their travels to foreign ports. Some have learned to like it prepared the South American way, in which you place the coffee, ground to a powder, on a cheesecloth. If you're planning on a quart of brew, use at least a pint

of pulverized beans. Then pour boiling water through it several times. It comes out black as midnight and thick as molasses. Next fill a thimble-sized *demi-tasse* cup about three-quarters full of sugar and pour the coffee over it.

Others like the method of boiling coffee in a mixture of milk and water. Some even like the system of mixing the coffee, milk and sugar together before boiling, the final product coming out a brownish syrupy substance. Instead of dissolving the sugar, a few prefer the Finnish custom of holding a sugar lump between the teeth and straining the coffee through it.

The Navy Department also has some ideas of its own on how to make a good pot of joe. While they don't tell you one method of preparation is better than another, they do think that to extract the utmost aroma and flavor from coffee the following rules will help: (1) Grind coffee just prior to use. Containers of ready ground coffee should be kept tightly sealed. (2) Keep coffee making equipment scrupulously clean. If a filter cloth, bag or sack is used, change them often. (3) Use fresh grounds and never attempt to re-use. If you are running short don't play around with the water spigot — make another run.

Coffee has been around a long time. Credit goes to the black tribes of Abyssinia for discovering that the pretty red berries had other than decorative values. According to one version, back in 875 A.D. the sheep and goat herders in the Abyssinian province of Kaffa (where coffee got its name) were having a rough time of it because their sheep and goats stayed up all night wandering restlessly around. This kept the herders awake all night too. Finally someone discovered the coffee bushes the ani-

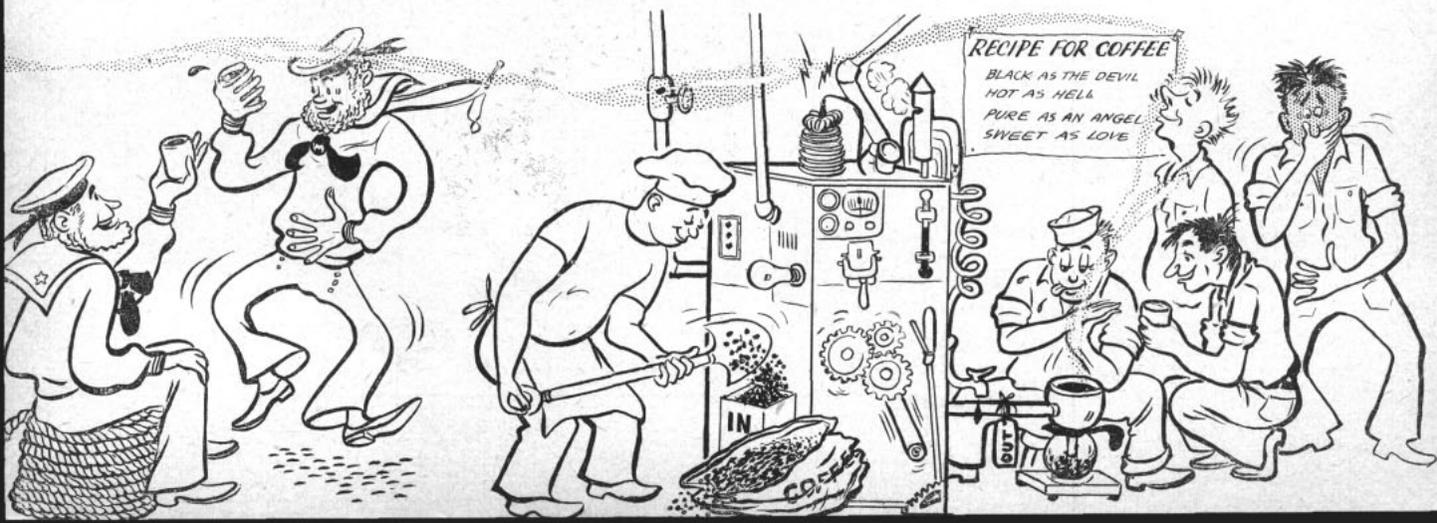
mals grazed on were responsible. The herders sampled the berries and it was a case of love at first swallow. After that the sheep slept, but the herders stayed awake all night anyway — too much coffee.

The ingenious Abyssinians not only prepared a beverage from coffee, but ate it as well. Their favorite delicacy was pulverized coffee wrapped in coffee tree leaves, rolled in grease and roasted.

Sailors have given more names to coffee than a titled nobleman acquires. Java, jamoke, sludge, silt, bilge, mud and a shot-in-the-arm are a few of these more refined appellations. Mostly, however, it is called joe — probably derived from the song, "Old Black Joe."

That the U. S. sailor dearly loves his coffee is attested by the amazing amount of the berry passionately imbibed by practically everyone in the Navy. According to BuSandA, sailors are currently gulping an average of 58,000 pounds of coffee per day, including commissary sales. Based on the popular recipe that a pound of coffee beans makes a gallon of joe, there is enough coffee drunk each day to float a 157-foot LCI — without sugar and cream.

Just how pale and insipid shore-side coffee is when compared with robust Navy joe is illustrated by an incident which occurred when a lady invited two hash-marked sailors to "tea." Having heard that Navy men like their coffee strong, she added an extra amount of coffee and allowed it to boil twice as long as normal. The visitors nodded approvingly when the beverage was served. When the time came to leave, one turned gallantly to his hostess and remarked, "Ma'am, I wanna tell you that was the finest tea I've ever tasted." — Earl Smith, JOC, usn.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CUSTOM PRIVILEGES**—A reminder has been issued to personnel on duty outside the continental United States that custom-free entry privileges on gift parcels up to \$50 have expired as of 1 July 1949.

Prior to this date, parcels mailed by military personnel overseas to addressees in the U.S. have been admitted free of duty under legislation enacted by wartime Congresses.

Under prevailing customs regulations it is no longer possible for the overseas sender to prepay customs duties at the point of purchase or mailing. Such duties must be paid by recipients in this country.

• **CORPSMAN'S HANDBOOK** — All hospital corpsmen on active duty are now receiving copies of the new

"Handbook of Hospital Corps, United States Navy, 1949."

The pocket-type handbook, designed to take the rough treatment encountered under field conditions, contains basic material on fundamental subjects that will provide a ready reference of practical information to all corpsmen.

Distribution to all naval activities is being made from the Publication Distribution Center, Norfolk, Va., and no requisition will be necessary except for additional copies should they be needed.

Being distributed at no cost to the hospital corpsmen, the book will also be on sale at the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for \$1.75 a copy.

• **FLIGHT PAY**—Additional Naval Reserve personnel can now qualify to draw flight pay. These are in addition to commissioned Naval Reserve aviators who were authorized previously to receive flight pay for drills attended.

Under Executive Order 10059, which amends the Pay Readjustment Act of 1942, flight pay for drills attended can be drawn also by qualified enlisted personnel and commissioned navigators and flight surgeons of the organized Naval Reserve. This pertains to personnel in an inactive-duty-training pay status or drill pay status who are required to participate regularly in aerial flights.

To be granted flight pay, a person must make four or more flights totaling at least 72 minutes or must be in the air a total of 96 minutes during the calendar month. Such flights, of a duty nature, may be made at ordered drills or duty of the organization to which the individual is attached, or at other times in accordance with regulations prescribed by the head of the department concerned.

Native Of China Wins Coveted Recruit Honor

A United States Navy sailor of Chinese nationality was paid the highest possible tribute by his shipmates when they named him "Honor-Man" of the company at the completion of his recruit training.

Kwoon L. Hom, ETSR, USN, born in Canton, China, was voted the honor by fellow members of Company 75, U. S. Naval Training Center, San Diego, Calif.

The honorman certificate, presented to him at a recruit parade, states:

"Kwoon L. Hom, ETSR, Co. 75.

"By virtue of the superior application manifested in assimilating the instruction given in the course of training for recruits at the Training Center, his demonstrated loyalty, attention to duty, dependability, aptitude for naval life, and the marked evidence of these qualities which are particularly characteristic of a Navy man-o-warsman, has been selected as the honorman of this company."

Still a fluent conversationalist in his native tongue, Kwoon Hom spent the first nine years of his life

in Canton, China, before joining his father in Los Angeles, Calif. He entered American schools there and graduated from Van Nuys High

School. Upon completion of his recruit training he was assigned to the Electronics Material School, Treasure Island, Calif.



HONORMAN Kwoon L. Hom, ETSR, USN, (right) shows certificate presented him by his shipmates to Richard Sanchez (left) and J. E. Wershin.

Escalators for Pilots On 3 Essex Carriers

There was a time when carrier pilots hurrying up from the ready room with 40 pounds of clothing and gear draped upon them were likely to arrive all out of breath at their planes on the flight deck. They won't any more, though — not on three carriers of the *Essex* class anyway. Beginning soon, they'll ride escalators.

Operating at the standard department-store speed, the 32-inch-wide escalators will be able to deposit an aviator on topside every two seconds. The steps will be made of a tough plastic and designed to stand military duty.

The moving stairways are being installed by Navy yards on both U. S. coasts. They are expected to put Navy flyers on the flight decks in better shape to swing into the split-second maneuvers of flight-deck operations.

• WELFARE GEAR DEPOTS —

Seven main centers for stocking welfare and recreation equipment are being established in the naval supply depots at Pearl Harbor, San Diego, Oakland, Norfolk, Newport, Seattle and Great Lakes.

At present Oakland and Norfolk are well stocked with this equipment and Pearl Harbor will be completely stocked as soon as practicable. Plans for the other centers have not been completed. Eventually all seven depots will carry complete stock of welfare and recreation equipment. All stock formerly carried at Naval Supply Depot, Bayonne, N. J., has been transferred to Norfolk.

Musical instruments, class 36, will be available on a cash sale basis similar to all welfare and recreation equipment in class 37. Musical instruments will be distributed through the Norfolk Naval Supply Center exclusively.

BuPers-BuSandA Joint Letter 49-184 (NDB, 15 Mar 1949), announced a plan whereby ordering activities do not have to forward a check with the order, but can pay after the equipment has been shipped and invoiced.

Additional information and copies of inventories and prices may be obtained by interested activities by request from the Chief of Naval Personnel (Attn: Pers-5111).

• RACE DISCRIMINATION —

The Navy has reaffirmed its policy of equal treatment of the races in a letter from SecNav to all ships and stations.

"It is the policy of the Navy Department that there shall be equality of treatment and opportunity for all persons in the Navy and Marine Corps without regard to race, color, religion or national origin," the letter states.

"In their attitude and day-to-day conduct of affairs, officers and enlisted personnel of the Navy and Marine Corps shall adhere rigidly and impartially to the Navy Regulations, in which no distinction is made between individuals wearing the uniform of these services.

"All personnel will be enlisted or appointed, trained, advanced or promoted, assigned duty and administered in all respects without regard to race, color, religion or national origin.

"In the utilization of housing, messing, berthing and other facilities, no special or unusual provisions will be made for the accommodation of any minority race," the letter concludes.

• COURSE IN DEMOCRACY—

Following the precedent set by the Navy, which has been conducting a 10-hour course in Citizenship and Democracy for the past year, plans have been made to include such a course in the training program of recruits of all branches of the armed forces.

The decision to include a course in basic citizenship in recruit training was made by the Personnel Policy Board of the National Military Establishment, in line with the belief that the mental attitude and mental compass of officers and enlisted personnel are basic for everything they seek to do.

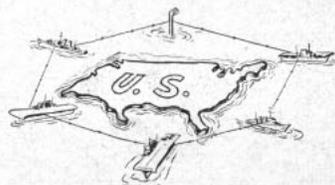
Responsibility for preparation of the course to be used by the Army, Navy and Air Force has been assigned to the Armed Forces Information and Education Division, Office of the Secretary of Defense. It is anticipated the project will be completed by 31 Aug 1949.

A series of 10 illustrated texts and booklets on the subject are being prepared by BuPers and will be used in Naval Training Centers on an experimental basis for one year, or until the course being prepared for joint use replaces these textual materials.

HERE'S YOUR NAVY



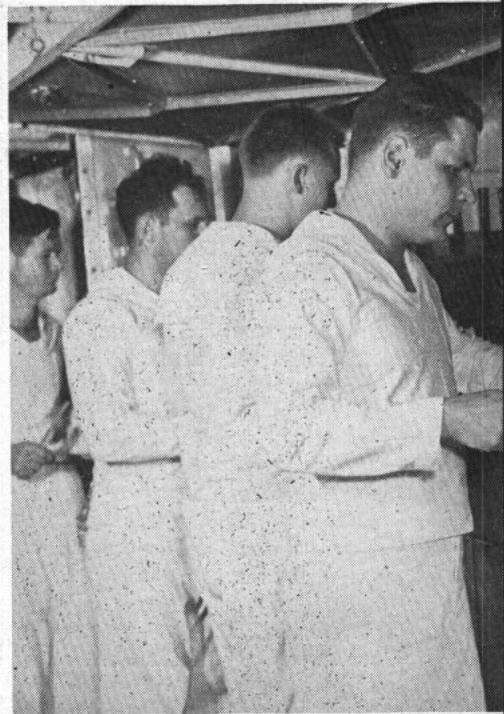
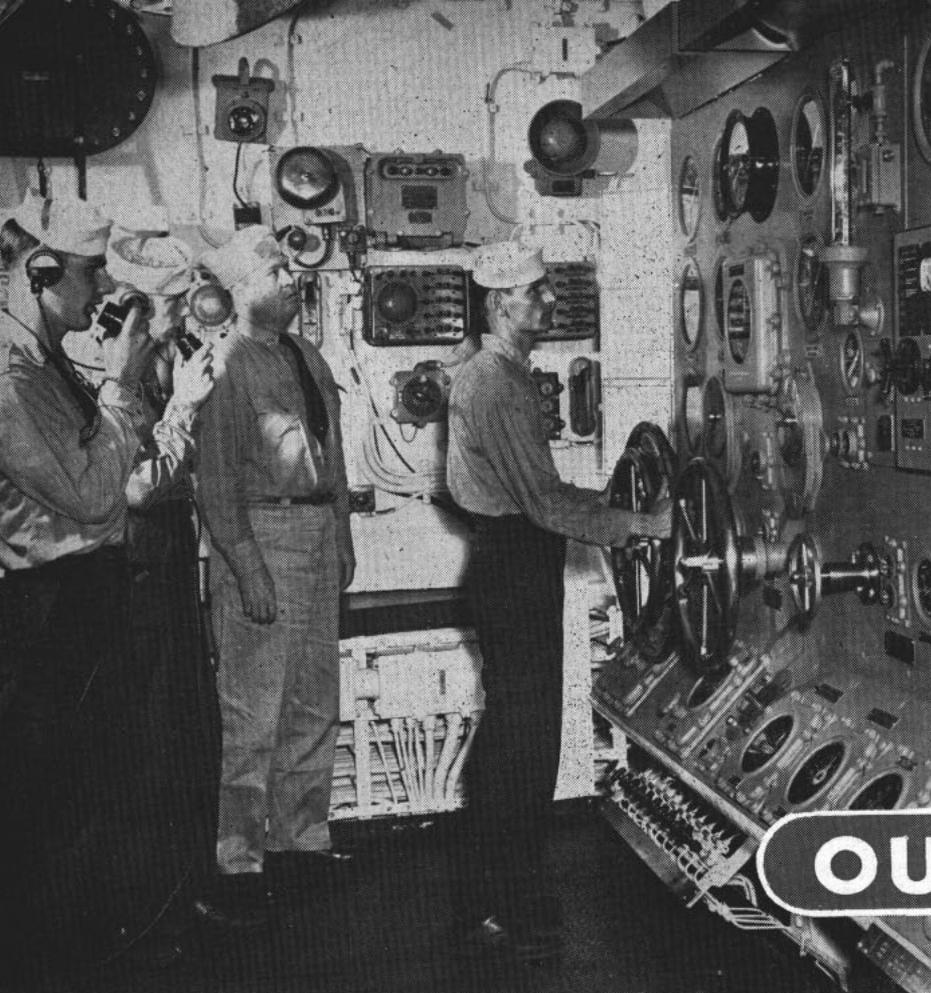
Since the lusty days of 480 B.C. when sweating oarsmen could turn up a 15-knot flank speed in potbellied *triremes*, the two-pronged need for control of the seas has remained the same: (1) The ability to deny use of the seas to an enemy, and (2) The ability to use the seas for yourself. This remains as true today as it was when ships had beaks of bronze.



WW I and II proved again that the United States is an "island" power requiring in an emergency the activation of a strong peacetime fleet to deny an enemy use of the oceans through offensive action by all elements of our sea power. This requires active naval support for our other services as they occupy important strategic areas before the enemy.



Your Navy job today is to preserve in time of peace the framework of our sea power which in the past has so decisively maintained our ocean lines of transportation and supply in wartime. Your technical know-how will assure wartime access to strategic materials to make possible other operations by our armed forces — despite enemy efforts to disrupt these sea channels.



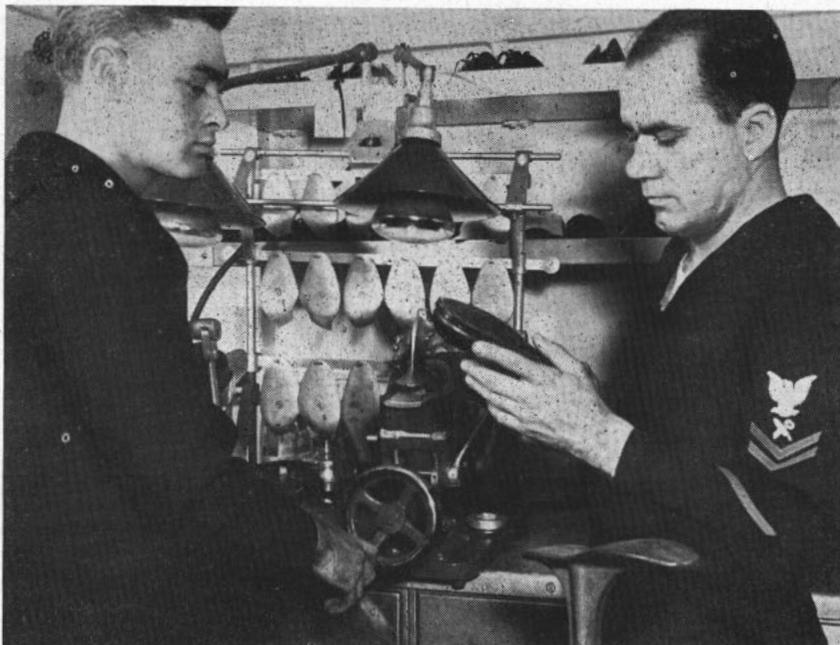
OUR NEWEST

UNUSUALLY large engine room (above) controls most modern propulsion plant aboard any Navy ship. Below: Large laundry is completely equipped.

THE MOST modern fighting ship afloat, *USS Salem* (CA 139) was commissioned at the Boston Naval Shipyard within 15 miles of the famous Massachusetts seaport for which she was named. (See *ALL HANDS*, July 1949, p. 4.)

A 17,000-ton ship, she is, along with her sister ships *Des Moines* and *Newport News*, the world's heaviest heavy cruiser. Her 53 guns have the ability to fire four times faster than our war-





SHOE SHOP uses new vulcanizing machines which eliminate the need for sewing and nailing (above). Center: The galley boasts all latest improvements.

CRUISER

time cruisers. She is 716 feet long and capable of speeds of over 30 knots.

She was accepted for service by Admiral Louis E. Denfeld, Chief of Naval Operations, as "the outward and visible sign of our determination that no would-be aggressors shall easily or lightly endanger our way of life."

Over the Fourth of July, *Salem*, resplendent in holiday bunting, visited the city for which she was named. Her crew was accorded a rousing reception.



AIR-CONDITIONED living compartments guarantee crew's comfort under all conditions (above). Left: USS Salem is most modern fighting ship afloat.



YOU'RE A CARD as far as Navy's personnel accounting system is concerned and your record nothing but holes.

Your Future Is in the Cards

THE CARD GAMES you join or watch in leisure hours aboard ship don't have much bearing on your future — as long as you observe Navy Regs concerning them, and don't waste time that could better be spent in studying your rating course.

There's a card game in the Navy that does have a bearing on your future, though — and that's the one conducted by the personnel accounting people and their machines.

Unlike the ace of spades, these cards have holes in them. It's the holes, in fact, that keep the game going. Let's take a quick look at this personnel accounting business and see what it means to you and me.

First, picture a postcard perforated with many holes like a transfer used on a cross-town streetcar or bus. Every man and woman in the Navy and Naval Reserve is represented by such a card in the Bureau of Naval Personnel and in 18 personnel accounting machine installations (PAMIs) strategically located throughout the U. S. and in Hawaii.

Everyone knows that he has either a service record or a qualification record jacket and everyone *should* know that most of the information in these documents is transferred to a personnel accounting card. These cards are used for many purposes by your personnel officer. Some of the purposes may be to determine when you're eligible for sea or shore duty,

what types of extra pay you may be entitled to, and what your latest Navy job classification is.

Now all this information is also required by commandants, force and type commanders and by the Navy Department. It would require hundreds of man-hours to sort, classify and accumulate all the varied information that those who manage the Navy's big business must have. As a result, information would be weeks and even months in gathering. The answer? Punched card accounting.

Before we get too deeply into punched card accounting, let's find out how your activity transacts its personnel business with the Navy Department. We're all familiar with checking and savings accounts — or if not, we at least know someone who has or has had a few dollars in the bank. Let's assume that the Navy Department is the main bank, the PAMIs are branch banks and individual activities are the depositors. . . .

Your ship receives a man on board for duty. His name is deposited in the appropriate PAMI — personnel accounting machine installation, that is. Another ship loses a man. That man is a withdrawal from a PAMI. Once a month the PAMIs inform the main bank (BuPers) of these transactions and it adjusts its accounts accordingly.

The personnel accounting card contains so much information and the

punched card is so small that one of the first jobs of a PAMI is to convert the information into codes. With the exception of your name and service number, just about everything on the card is coded — and ordinarily it's no easy task.

The yeomen and machine accountants in a PAMI, however, do so much coding that it's routine to them. This is as it should be because it gives a coder a better opportunity to spot errors that your own yeoman might have made. For instance, if you reported aboard your vessel on 1 Jan 1946 and if the same date were shown as your date of birth — and this sometimes happens — the coder would prepare a discrepancy letter asking your ship for verification. But if the coder didn't catch the alleged error there is no cause for worry. As we'll soon find out, one of the big jobs of a PAMI is to ascertain that its information is correct.

After the personnel accounting cards are coded, they are turned over to a machine accountant operating a key punch. The key punch is a glorified typewriter which with its stand is about the size and shape of a domestic floor-model sewing machine. It is what actually punches the holes in the cards. These holes represent the letters and figures that the coder wrote on the personnel accounting card. Simple? It certainly is, but you'll be surprised to learn what can

and will be done with the newly holed-up card.

Going back to the comparison between a branch bank and a PAMI, let's look at some of the unique problems a PAMI has in maintaining hundreds of accounts for hundreds of activities. Unlike the bank — and this is a point which many overlook — the PAMI has the problem of keeping our punched cards up to date.

If you'll stop for a moment and consider how many items have affected your official record in the past year, then multiply it by the number of people in the Navy, you will begin to realize the multitude of changes that occur. Of course, if a piece of money could get married or change its value or get sick and go to a hospital, the branch bank accounting problem would be more like a PAMI's. Your personnel office keeps the PAMI advised by means of a personnel diary of all the changes that affect your status.

The job of maintaining the hundreds of thousands of cards — each representing a man — is only half the task of a personnel accounting machine installation (a PAMI). They have the distributional commands, the fiscal people and BuPers to keep happy — with reports.

To do their personnel accounting accurately, quickly and in a form which can be understood and used, PAMIs rely on electric tabulating machine equipment.

If a person were to make a tour of a PAMI, the control section would



LISTED report compiled from data that are punched out on countless cards is checked by a machine accountant as it issues from a summarizer.

be a good place to start. There is where hundreds of letters containing personnel diaries and personnel accounting cards are received each day. Also in the control section can be found the following specialists: auditors, who check the diaries for errors and missing information; coders, whose jobs were previously explained; verifiers, who check the coders' work — and Joe Gish, seaman apprentice, who is trying very hard to understand what makes the wheels of the Navy go 'round.

Once the human verifiers' job is

finished, the machines go to work.

First, there's the key punch. It punches rectangular holes as was explained previously.

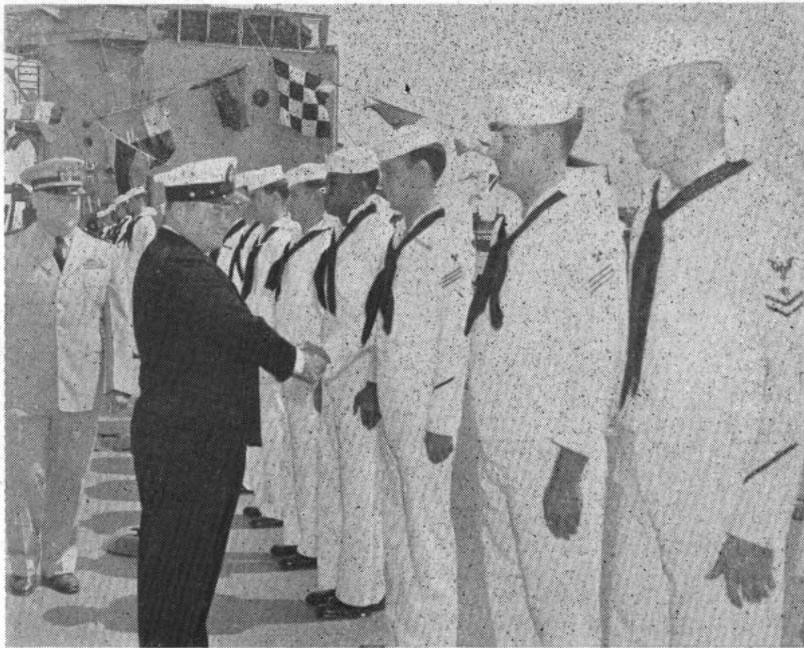
Then, there's the mechanical verifier — which has the same appearance as the key punch. This machine "looks at" a punched hole each time the operator "re-punches" the card. If a hole isn't where it should be, a red light flashes. The operator takes the offending card out, sends it back to the key puncher and receives a new, correctly punched card. This combination of man and machine is virtually foolproof in catching errors.

After the cards have been punched and checked, they are as well mixed as your division's laundry in the ship's washing machine. This is where the sorter takes over. As the sorter receives the cards it "feels" the perforations — which are arranged differently in each card — and stacks the cards in service number sequence. This it does at the rate of 4,900 cards an hour!

Throughout this tour you are moving among blocky-looking machines, each of which is attended by someone. The machines are about the size of an apartment-size refrigerator, on the average — and are largely enclosed in dark crinkly metal, like a typewriter. They make intelligent-sounding whirring and clicking noises, and if one watches closely he can see cards whisking between small wheels and rollers. The cards drop briskly into various enclosures where



MACHINES are important but even in personnel accounting men still play the indispensable part in running the big business that is the Navy.



HONOR of inspecting shipmates on LST 1153 was accorded F. M. McKenzie, QMC, USN, to commemorate his leaving naval service after 20 years.

Ceremony Attends Chief's Retirement

Chubby, well-liked Chief Quartermaster F. M. McKenzie, USN, a veteran of the sinking of the carrier *Lexington* in the early days of the war, was granted an unexpected privilege when he retired.

He was asked to accompany his commanding officer, Lieutenant Commander J. T. Godfrey, USN, on

a final inspection of his present ship, LST 1153.

As a light breeze blew across the sun-baked deck, the crew snapped smartly to attention and the Chief and CO strode down the lines. McKenzie shook hands with each man.

Retiring after 20 years service aboard carriers, transports and landing craft, Chief McKenzie is looking forward to a new life as a gentleman rancher down on the farm — in this case his old hometown, Melvin, Ala.

Following duty on *Lexington*, he helped put into commission and served aboard USS *Bexar* (APA 237). Before coming to 1153, last year, he served in LST 391 for two years.

To help him while away future hours, the Chief's many friends presented him with a full line of sports equipment including a fishing pole, tackle box and shotgun with his name engraved on it, as well as a gold watch and chain.

Two parties were thrown for the Chief before he was ushered over the side. At one, held on the tank deck of the ship, he was given a specially baked cake which carried the message in icing, "Best Wishes, Mac." — Henry F. Schlosser, QMC, USN.



RETIRING Chief McKenzie cuts special cake baked for him and served at a dinner held in his honor.

they are quickly covered by others.

At the end of each machine is the contraption that comprises the brain of the affair. Technically, it is called the wiring panel and it must be wired for different tasks. Wiring is done by sticking the ends of short electrical conductors into combinations of the multitude of small holes that cover the board. The resulting network is called "spaghetti."

We still don't have these newly punched cards in the "on-board" files of the activity that the PAMI is accounting for. So now we take the cards to the collator. This machine has two feeders. We place the newly punched cards in one feeder and the on-board cards in the other. The collator senses the sequence of cards in the two feeds as they move through, and ends up with one stack of cards — all in service number order.

The collator also will note the service number punched in a status card, find the same service number in a change-of-rate card and pull the two cards out together. A new status card can now be made, reflecting your latest change of rate. Of course, if a wrong service number was furnished the PAMI on the personnel diary — well, that's why machine accountants lose their hair. Incidentally, the collator is used to pull cards of personnel having special Navy job code numbers and for other searching jobs — all at the rate of 740 cards a minute.

To do all the printing of reports that is necessary, we find an ingenious machine called the alphabetical accounting machine. By feeling the perforations in one card, this machine can type 88 columns of information about an individual at one stroke. At the same time it can accumulate up to 80 columns of figures at the rate of 150 cards a minute.

Engineers say that altogether the machines used in PAMIs do all the recording, filing, sorting, finding and printing that can possibly be done mechanically in a modern personnel accounting system.

Surrounding each mechanical and clerical operation are machine accountants and yeomen doing the hand and mind work. Men, not machines, still play the indispensable part in running this big business which is the Navy. And one of the biggest parts is played by your personnel yeoman who prepares the personnel diary and the personnel accounting card.



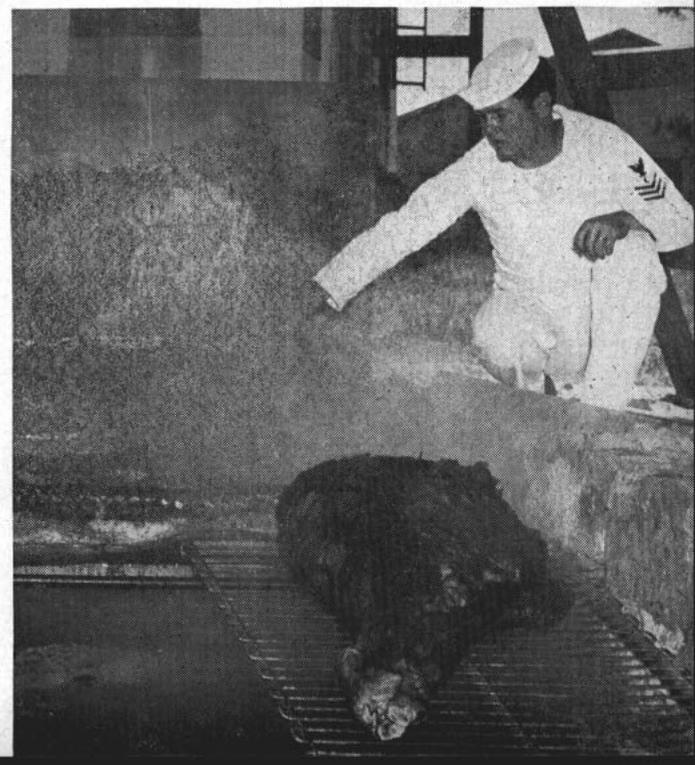
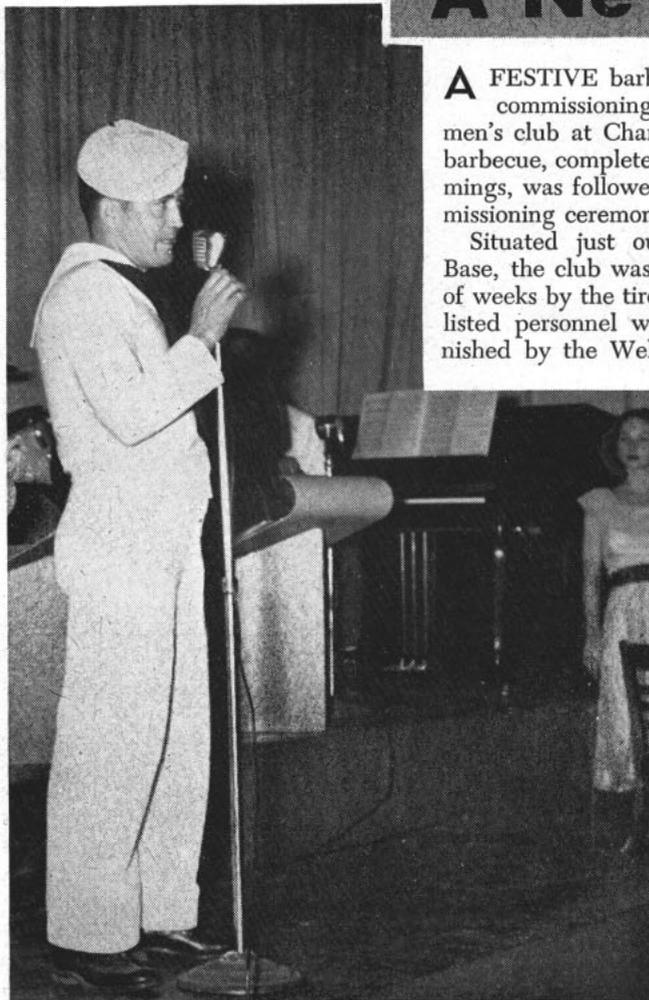
A New Club for EMs

A FESTIVE barbecue marked the commissioning of a new enlisted men's club at Charleston, S. C. The barbecue, complete with all the trimmings, was followed by a brief commissioning ceremony and a dance.

Situated just outside the Naval Base, the club was built in a matter of weeks by the tireless efforts of enlisted personnel with materials furnished by the Welfare and Recrea-

tion Department. It consists of a large dance hall, lounge, recreation room, locker club, and refreshment hall.

Above left: The chow line operates at full throttle. Above right: Waves helped as hostesses during the gala opening. Lower left: William Boyd, BM1, a leader in building the club, presides at commissioning ceremony. Lower right: A cook gives the sizzling pig a turn.



Here's a Roundup of Legislation Affecting Naval Personnel

Action by the 81st Congress on bills of interest to the naval establishment reached a new high as many were introduced, reported, passed and approved.

The Career Compensation Act—more commonly known as the “pay bill”—went under scrutiny of the Senate Armed Service Committee following its passage by the House of Representatives.

Meanwhile, other action has progressed on the following bills:

Retired Adjustments—S. 2145 and H.R. 5350: Introduced; to amend the Act of 24 July 1941, as amended, so as to provide an equitable adjustment of retired pay for certain naval officers.

Restricts A-bomb—Senate Joint Resolution 112: Introduced; to prohibit the use of the atomic bomb as a weapon of warfare except in case of attack by a nation using same.

Obsolete Laws—S. 1794: Passed by both House and Senate; to repeal certain obsolete provisions of law relating to the naval service.

Retirement Decisions—S. 1639: Passed Senate; providing that the Secretary of the Navy, instead of the President, be authorized to approve or disapprove decisions by Navy retiring boards.

Reserve Pay—Public Law 104; pay of Naval Reserve officers appointed to permanent grades.

Enlisted Pilots—Public Law 103; to remove the requirement of 20 per

cent enlisted pilots during peacetime and imposing a 20 per cent requirement of enlisted men in aviation cadet programs.

Reserve Benefits—S. 213 approved as Public Law 108; to provide benefits for members of Reserve components who suffer disability or death from injuries while engaged in training.

Officer Retention—H.R. 4516 and S. 1759 approved as Public Law 131; to provide for retention on the active list of certain captains of the Medical and Dental Corps who would otherwise be retired.

Uniform Code—H.R. 4080 passed House with amendments, S. 857 favorably reported to Senate but objected to on the floor and passed over; to provide a Uniform Code of Military Justice for the armed services.

General Ranks—S. 2102: Introduced; to abolish the commissioned officer grade of brigadier general in the Army, the Air Force and the Marine Corps; and to provide for the classification of major generals of the Army, the Air Force and the Marine Corps as major generals upper half and major generals lower half.

Admiral Ranks—S. 2103: Introduced; to abolish the classification of rear admirals of the Navy and Coast Guard as rear admirals upper half and lower half; and to establish the grade of commodore in the Navy and Coast Guard.

Housing Aid—S. 1184: reported to the House, amended; to encourage construction of rental housing at or in areas adjacent to military and naval installations.

List Adjustment—H.R. 5238: Introduced; to authorize the adjustment of the lineal positions of certain officers of the naval service.

Sea-level Canal—H.R. 5219: Introduced; to provide for the construction of an interoceanic ship canal of sea-level design connecting the waters of the Atlantic and Pacific Oceans.

Frigate Preservation—S. 2026: Introduced; to provide for the preservation of the frigate *Constellation*.

Foreign Medals—S. 1955: Reported to the Senate; to authorize certain persons to accept decorations tendered to them by the United Kingdom for services rendered the Allied cause during World War II.

Rename Pentagon—Senate Joint Resolution 96: Introduced; to change the name of the Pentagon Building to the Forrestal Building.

Insurance Administration—H.R. 5288: Introduced; to create a Veterans' Insurance Corporation to receive transfer of administration of the National Service Life Insurance fund and the United States Government Life Insurance fund.

Canal Conversion—S. 1917: Introduced; to authorize the conversion of the Panama Canal to a sea-level waterway.

New Medal—H.R. 4849: Introduced; to establish the decoration Medal of Valor for award to persons serving or acting for the United States in secret or undercover activity to aid the national defense.

Compensation Choice—S. 1507: Introduced; to amend Section 10 of the Act of 2 Aug 1946 relating to the pay, allowances, travel, or other expenses while drawing a pension, disability allowance, disability compensation, or retired pay.

Airlift Medal—H.R. 2737: Reported favorably to the House; establishing the decoration Medal for Humane Action for award to persons serving in or with the Armed Forces of the United States participating in the current military effort to supply necessities of life to the people of Berlin, Germany.

Pay Advances—S. 1536: Re-

WAY BACK WHEN

Crow's Nest



With radar in the Navy the importance of the crow's nest has dwindled, but no mechanical apparatus will ever completely take its place.

The little nest up there in the mast has, in times past, saved many a ship from collision or running aground. It has also been a good place to acquire a nice sun tan. Strangely enough the term has its origin in the fact that ravens and crows once were actually carried in nests on the mast.

Norsemen, in ye real old Navy, carried crows and ravens in a cage on the mast as navigational aids. Whenever they lost sight of land, they would release one of the birds and follow its flight shoreward. A bit crude—but it worked.

ported with amendment to the Senate; to authorize advances of pay to personnel or the armed services upon permanent change of station. (This bill extends to officer and enlisted personnel of all the armed services the privilege previously limited to Navy and Marine Corps officers of drawing up to three months' advance pay on being ordered to and from sea duty, and to and from shore duty outside the continental limits of the U. S.)

Free Imports — House Joint Resolution 242: Reported favorably to the House; to extend for two years the existing privilege of free importation of gifts from members of the armed forces of the United States abroad. (Purpose of this bill is to extend for two years the existing law which allows for the entry of gifts of up to \$50 in value without paying customs duties, charges, exactions, or internal revenue taxes when the gifts are sent from members of the armed services on duty abroad.)

Officers' Claims — S. 779: Approved as Public Law 109; relating to the pay and allowances of officers of the naval establishment appointed to permanent grades. (Purpose of the bill is to preclude claims for back pay and allowances due to readjustment in lineal precedence of officers of the Navy, Marine Corps and their reserve components as required by the Officer Personnel Act of 1947. Many of the temporary appointments obtained a date of rank — used for precedence purposes — which was earlier than the actual promotion date. In order to prevent claims for back pay based on an administrative date of rank, the Navy has not yet assigned these Reserve officers an actual date of rank in their permanent commissions. This bill will authorize the Navy to assign permanent dates of rank to its Reserve officers.)

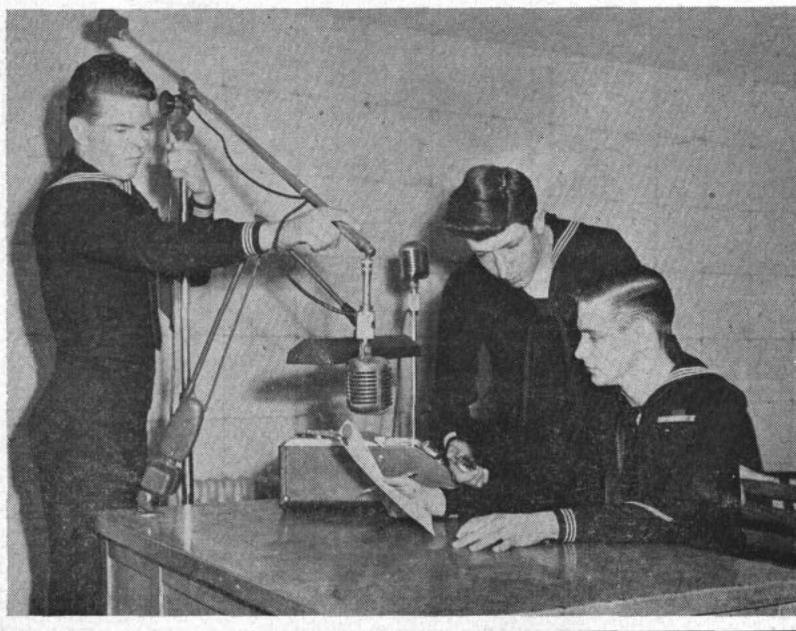
Back Pay — H.R. 4817: Introduced; to direct the Administrator of Veterans' Affairs to make certain payments to persons who served on active duty in enlisted grades of the armed forces of the U. S. during the period 16 Sept 1940 through 31 May 1942. (Provides for lump sum payment of an amount equal to the difference between the pay actually received and the pay which would have been received under provisions of the Pay Readjustment Act of 1942, as approved on 16 June 1942, had the bill become law on 16 Sept 1940.)



The Voice of Alaska

The Armed Forces Radio Service and its affiliated stations throughout the world have entered their eighth year of broadcasting. Typical AFRS station is 250 watt WVCQ at the Naval Operating Base in Kodiak, Alaska. Modern throughout, its facilities rival most small commercial stations in the U. S.

Above: Members of WVCQ's Radio Play Group run over their lines in Studio A. Right: Program is carefully checked before WVCQ disk jockey goes on the air. Below: Station personnel clock a "spot" announcement prior to broadcast time.



Hook, Line and Sinker Sailors

GETTING TIRED of acey-deucey and pinochle? Solitaire have you seeing spots in front of your eyes? Then take some good advice: Procure a hook, line and sinker and head for the fantail.

You'll probably discover company there, for all over the world sailors are fishing — ostensibly for fish — but actually for fun.

Over the sides of ships anchored at such places as Guantanamo Bay, Guam, and Panama, on vessels underway in every ocean, in boats, in the pounding surf off hundreds of beaches, in the mirror-like lakes of Florida and the crystal clear streams of Alaska, Uncle Sam's seagoing citizens are finding pleasure in their natural habitat: angling for every species of fish that get their exercise (and occasionally a snack) outwitting zealous fishermen.

With about 196,950,000 square miles of ocean on earth and a large part of this water being traversed — and fished — by sailors at one time or another, it would be impossible to cover all the places where there is good fishing, or for the matter, to cover all the types of fishing that sailors are engaged in. However, reports have reached ALL HANDS on what a fisherman's paradise such-and-such a place is, and this article will

be limited to the fish and fishing in those areas.

While in some cases sailors go after fish armed with all the finest equipment that science has devised to aid man in outsmarting a fish, more often the equipment used is limited to a plain rod and reel, obtained from the recreation department, plus bait finagled from the galley or butcher shop. The sailor fisherman is sometimes not sure what kind of fish he is fishing for, and doesn't care, so long

U. S. Sailors the World Over Find Fun and Thrills With Rod, Reel and Handline

as he lands a whopper. What he is looking for is the thrill of hearing the reel sing and feeling the rod quiver in his hands as he tussles with an angry, fighting fish.

Within the continental U. S. — in streams, rivers, lakes and along its coastlines — are some of the finest fishing grounds in the world. Trout and bass probably attract the most enthusiastic fresh-water fishermen, while swordfish, marlin and tuna give the biggest kick to deep-water rod and reel fans. However, hundreds of other types of fish are angled for eagerly. Here is what some of the sailor fishermen have to say about fishing in their various localities.

Along Florida's 600 miles of coastline and in its 33,000 fresh water lakes are about 600 varieties of fish. Sailors stationed at the Naval Air Station, Miami, can almost take their pick of fish to angle for.

In the area near the station are lakes, canals and rivers and the nearby Atlantic Ocean. These waters are swarming with sailfish, dolphin, wahoo, bonito, king mackerel, barracuda, grouper, yellowtails, snapper, amberjack, and sea trout. Largemouth and smallmouth bass are found in abundance in the lakes, and are the largest in the country, sometimes weighing 10 to 20 pounds.

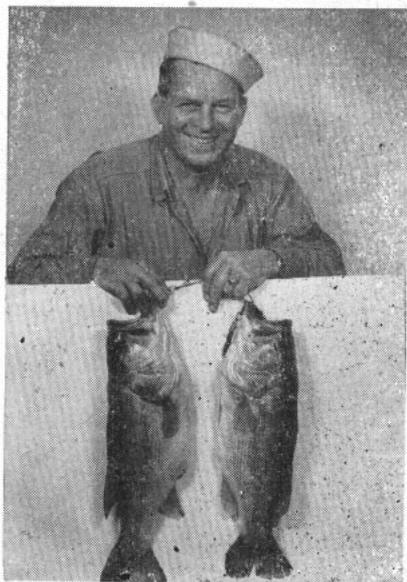
Most hair-raising fish caught in the vicinity of Florida is the swordfish, greatest fighter among game fish. The needle-pointed upper-jaw sword of these fish sometimes reach a length of six feet. The swordfish has been

known to attack the boat of the fisherman, and there are records of a ship's wooden hull being penetrated eight inches by its sword.

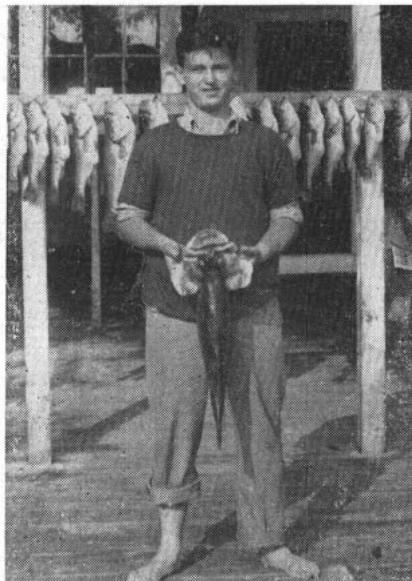
At San Diego, Calif., sailors can borrow a rod and reel from their recreation department or from the Armed Services YMCA, hire a boat for a reasonable price and spend a lively day fishing off Coronado Island, La Jolla, or in streams in the area. Trout, salmon, rocky mountain whitefish, rock cod, bonita, groupers, and yellowtail are a few of the hookable fish residing in local waters. In the waters between Anacapa and Santa Cruz Islands large tuna are frequently landed by sailors out trolling in borrowed Navy boats.

A big event in the San Diego area each year is the Annual Yellowtail Derby. One of the country's outstanding angling events, the 300 fishermen who register the heaviest yellowtail during the four-month season qualify for a chance at such prizes as a new automobile, \$750 cash prize and a variety of other inducements. A Navy chief won the grand prize automobile during the 1947 season.

Sailors stationed at NATTC Memphis, Tenn., often motor over to Horseshoe Lake in Arkansas to angle for bass and crappie. A report in the *Bluejacket*, station paper of NATTC,



SMILING sailor displays prize catch of two bigmouth bass caught in popular Horseshoe Lake, Arkansas.



BEAUTIFUL BASS — lots of them and all full of fight — were taken from lake near NATTC Memphis.

reports that a group of sailors from the base hooked 31 good-sized bass in less than an hour.

According to Marine sources, fishing is the second-ranking sport at Marine Corps Recruit Depot, Parris Island, S. C. Leathernecks fishing in the Broad River are landing some pole-bending drums. One fishing party from the Depot reports landing six drums, weighing 52 to 56 pounds each, many small blackfish and a 30-pound sea turtle.

Top game fish for PI fishermen is the cobia (the mackerel-like sergeant fish). Drop-line fisherman land sea bass, trout, spot and yellow tail from Horse Island Bridge and the Paige Field bridge. Crabbing in the area is excellent.

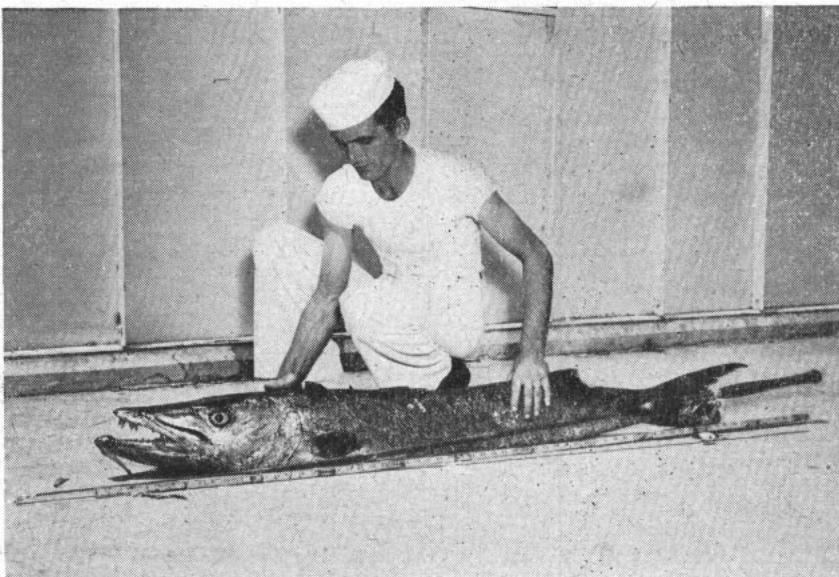
Farther south, at Guantanamo Bay, Cuba, the turnout of sailors with fishing poles increases. Fishing is one of the most popular sports at this Caribbean base, with organized fishing contests underway the year-around. Fishing is excellent from the rocky cliffs surrounding the base as well as in the fresh water river and in the bay.

In the river are snook, tarpon, skip-jack and mangrove snapper, nearly all of which are best caught with a silver spoon. In the bay (fishing from the shore) are hordes of red snapper, grouper, croaker, bonefish and parrot fish, which are usually caught on shrimp or cut bait. Barracuda and sand sharks are hooked in and around the bay. Recently a sailor trolling in a row boat with an outboard motor landed a 52-pound barracuda, measuring 61 inches. Sailors fishing with drop lines from ships anchored in the harbor hook many fish. Occasionally they have hair-raising battles with big sharks, using bloody meat as a lure and snagging them with a grapnel hook.

A favorite night-time fishing activity of "Gitmo" sailors is spearing or "gigging" langouste — a spiny lobster sometimes called a sea-crayfish. Using a bright lantern and a spear, it requires good eyesight and skill in handling the gig.

Fishing gear and a number of boats are furnished Guantanamo Bay sailors by the station recreation department. Other station boats are occasionally available.

In the warm tropical waters of the Pacific and Atlantic at each end of the Canal Zone, and in the canals and lakes that form the "big ditch."



HOOKEd by sailor trolling on Guantanamo Bay, Cuba from small outboard, this 52-pound, 61-inch barracuda was boated after a reel-scorching fight.

are a variety of fish to delight any angler. Sailors fish regularly around Taboga Island, French Canal, Galido Point, Chagres River, Gatun spillway, Perlas Islands, Piena Beach (surf fishing), Flat Top Island, Fort Randolph and from the seaplane ramp at the Naval Air Station, Coco Solo.

Sailor anglers consider south of the Perlas Islands, (about 50 miles south of Panama City), the Chagres River in the locality of Coco Solo and Gatun spillway the best fishing grounds in the area. Most fishing

done is either still fishing or trolling.

Fish most often hooked are jacks, spanish mackerel, cobia, marlin, sailfish, tarpon, grouper, snook, red snapper, amber jack and tuna. From April to August the Chagres River offers one of the best tarpon fishing grounds in the world. Last year an officer from the Naval Air Station pulled in a 114-pound tarpon after a night battle lasting nearly three hours.

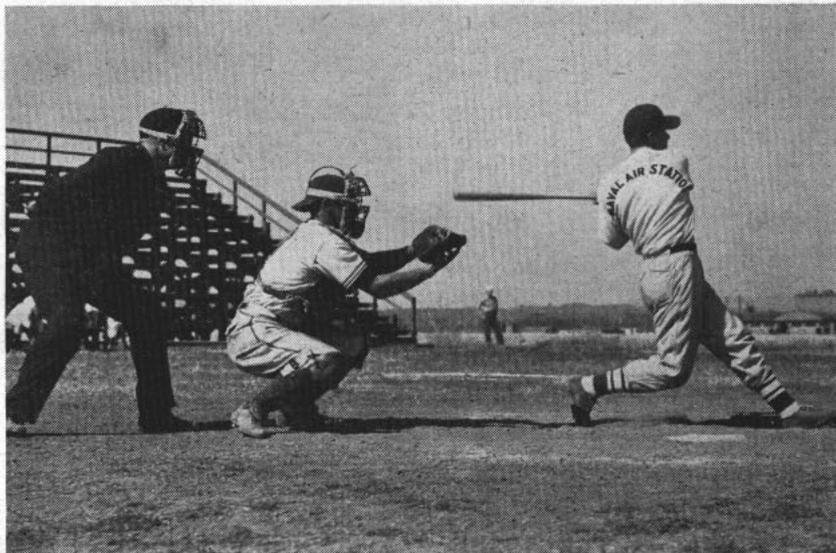
Most of the big-game fishing in Panama is done from sea-going cruisers which cruise in the Pacific and Atlantic near the Canal Zone. However, there are many prize catches taken in the vicinity of the Naval Air Station. A record catch of a 51½-pound snook was made by a sailor in the Gatun spillway. A Navy captain stationed in the area landed a 100-pound tuna and an 85-pound amber jack, both local record catches.

Snappers and jacks can be landed easily fishing from the docks at the Air Station, and at the west bank of the Naval Station on the Pacific side. Various Navy recreation activities within the 15th Naval District encourage fishing by supplying gear, and boats are made available to fishing parties by several organizations. Many fishing clubs are in operation and have large sailor memberships.

In the cold, ice-fed streams of Alaska enthusiastic sailor trout fishermen go wild with joy. Probably nowhere in the world is there a greater variety, or quantity, of trout and sal-



89-POUND TARPON was landed by sailor-fisherman after a 3-hour night battle on the Chagras River.



SLASHING OUT hit against ComAirPac, R. N. Nottle, AA, of NAAS Miramar fights for a lost cause. ComAirPac smothered the Miramar team 17 to 8.

mon. Although fishing in Alaska is strictly regulated by law, there are plenty of the voracious, fighting trout to cast for.

Alaskan streams are well-stocked with Dolly Varden, cutthroat and rainbow trout. Other creeks and rivulets are brimming with arctic grayling, chinook salmon, silver salmon and a rare game fish called the shee, which is found only along the Bering Sea coast of Alaska. Huge king crabs can be caught easily.

Surrounding hundreds of islands

in the Pacific — Hawaii, the Marianas, the Philippines — are countless varieties of fish of every shape, size and color pattern. All over the wide expanse of the Pacific sailors are spending off-duty hours catching fish that range from tuna and flying fish to spine-tingling battles with giant shark and 12-foot long, 1000-pounds whip rays, whose dangerous tail stinger can inflict death.

There are fish that can fly, fish that can crawl, fish that can walk, fish that can talk — and best of all, there are fish that can be caught. More sailors are finding a new source of fun in this fact every day.

Sharp Sharp-Shooter

Chief Gunner's Mate L. P. Yocum, USN, USS *Piedmont* (AD 17), bulls-eye-puncturing member of DesPac's pistol team, can now set his table with a complete silver service — if he can find a table large enough to hold it all.

As a member of the DesPac team participating in the second annual Desert Cavalca De International Pistol Tournament at Calexico, Calif., the sharp-shooting Chief led his team, which won three firsts, one second, one third and one fourth place in the six pistol matches they entered.

In addition to a chestful of medals, the chief won a silver bread tray, tea pot, creamer and sugar, coffee pot, compote, cigarette service and tray. The matches were fired under N.R.A. rules.

BuOrd Pistol Club Triumphs

The Bureau of Ordnance Pistol Club, Washington, D. C., concluded its third season of competition by winning first place among 32 entries in the National Gallery Pistol League championship matches.

The matches, held under National Rifle Association auspices, was won by the BuOrd team with a total of 1113 points, two points ahead of the runner-up Minneapolis, Minn., shooters and one point over the winning score of 1948.

Leonard M. Rizzolla, AF1, USN, of the BuOrd team posted a 288 for the highest individual score of the matches. The other three team members were CAPT Clarence E. Coffin, Jr., USN, Albert N. Beardslee of BuOrd, and CAPT Thurman E. Barrier, USMC.

The club also maintained its lead position in the local Washington, D. C., Gallery League, established as its first entry in the 1946-47 season. The Number 1 team members, in addition to those named above, included CDR John Burkhardt SC USN, LT Chester L. Coons, USN, CAPT Leonard T. Morse, USN, 1st Lieut Robert C. Nagel, USMCR, CDR Robert M.

All-Navy Sports Calendar

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

Golf



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

Swimming



Week of 21 Aug 1949 Navy Field, San Diego, Calif.

Softball



Week of 4 Sept 1949 Atlantic Coast

Baseball

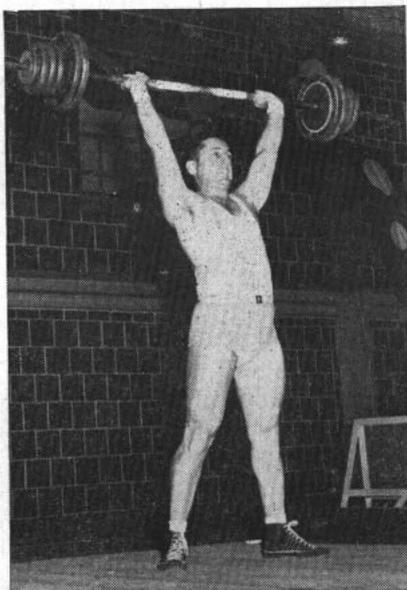


Week of 11 Sept 1949 West Coast or Hawaii

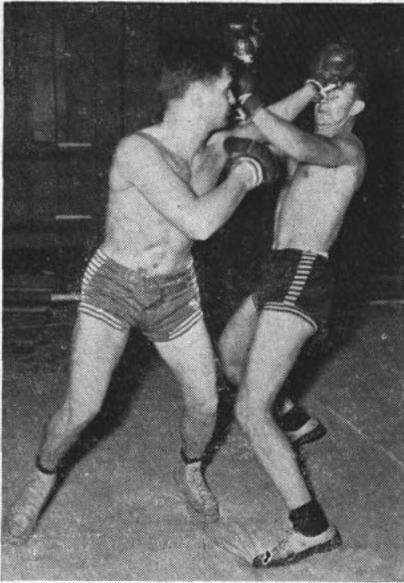
Football



Saturday, 17 Dec 1949 Los Angeles Coliseum Los Angeles, Calif.



MUSCLE ACT is put on by E. J. Wendling, Jr., YNCA, of NAS New Orleans during public benefit show.



RHUBARB between E. J. Mozur, MM2, (left) and J. L. Duvall, SA, took place on *uss Kearsarge* (CV 33).

Pray, USN, and William R. Romaine of BuOrd.

CAPT John Quinn, USN, was coach of the National Pistol Matches team and Crawford R. Buell of BuOrd was the team captain.

Rogers Wins Athletic Trophy

The Destroyers Pacific Fleet Perpetual Athletic Trophy for 1948 has been awarded to the *uss Rogers* (DD 876) for the outstanding results achieved by the ship's teams during the past year of competition.

During ceremonies held on board *Rogers* at Tsingtao, China, the Athletics Excellency Cup was presented to bowling team captain, J. J. Maroda, BTC, USN, senior team captain on board, by RADM E. E. Herrmann, USN, then Commander Task Force 71.

Other team captains present were: M. R. McGahey, SN, USN, softball; H. L. Carter, RM2, USN, basketball, and H. S. Lay, GM1, USN, baseball.

Squadron Stars in Athletics

Personnel of squadron VR-2 at NAS, Alameda, Calif., not only maintain and fly the world's largest operating seaplanes, the several Mars, but have also established an enviable athletic record during the past year in West Coast competition.

Besides contributing outstanding players to the station's varsity "Hellcat" squad, the "Martians" come up

with title-winning teams of their own in many sports.

Some of the championships won by VR-2 teams during the past year include NAS Golf Championship, Com 12 doubles bowling championship, Com 12 badminton and volleyball championships and the NAS doubles tennis championship.

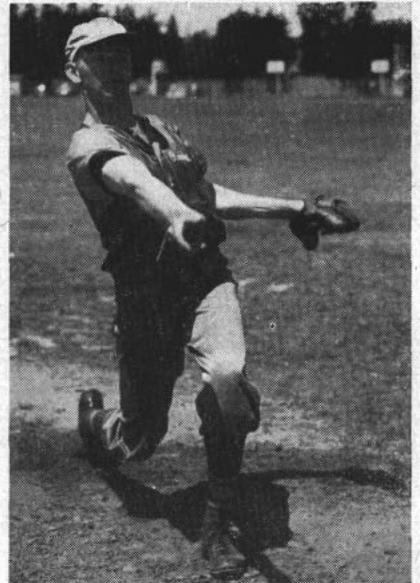
In the Com 12 softball league recently completed, the "Martians" finished only four games behind the defending All-Navy Champions, Fleet Air Alameda, who won the league race.

Red Hot Righthander

Robert "Iron Man" Biddle, AOC, USN — a tall, lanky righthander with an uncanny ability to throw softballs that cannot be hit — is one of the finest softball pitchers in the Navy.

Biddle has compiled an incredible record during the past three seasons of toiling on the mound for the Fleet Air Electronics Training Unit, Pacific. His three-year record: 68 wins, one loss.

So far this season Biddle has been better than ever. Not an opposing player has scored a run during 86 innings he has pitched thus far this year. Four of the 15 games he has hurled so far were no-hit, no-run affairs, and nine shutouts. Recently he went the route of a 16-inning game that was finally called on account of darkness, giving up only two hits.



RED HOT Robert Biddle, AOC, has compiled incredible three season record stacking 68 wins, one loss.

Arctic Supply Expedition

The Navy's annual Arctic expedition to deliver supplies to the outpost at Point Barrow, Alaska, got under way from Seattle late last month.

Ships slated for the midsummer dash into the Arctic Ocean are the following: the attack transport *uss George Clymer* (APA 27), the attack cargo ships *uss Union* (AKA 106), *uss Seminole* (AKA 104), *uss Oberon* (AKA 14) and *uss Achernar* (AKA 53), the fleet tanker *uss Neches* (AO 47), the ice breaker *uss Burton Island* (AGB 1) and the LSTs 1110, 1123, 1126 and 1146. The ships left San Diego in mid-June to pick up cargo at Port Huene, Calif., San Francisco, Calif., and Seattle, Wash.

Approximately 45,000 tons of cargo will be delivered to northern Alaska, principally to support the personnel of Navy Petroleum Reserve No. 4 in its exploration. Reserve No. 4 consists of an area approximately 35,000 square miles in size lying within the Arctic Circle. Other U. S. government agencies will receive portions of the cargoes — including the Air Force, the Coast and Geodetic Survey, and Civil Aeronautics Administration, the Weather Bureau and the Office of Indian Affairs.

The Arctic Ocean in the vicinity of Point Barrow is always frozen over except for a short period in midsummer or late summer each year. During that period supply ships must



GRINNING proudly, CWO M. W. Billing, holds Laucheimer Trophy he won for small arms excellence.

SIDELINE STRATEGY

Sports in the armed services are growing and spreading like a prolific family of shmoos.

Now limited to tennis (for the Leech Cup) and golf (for the Forrestal Trophy), Army-Navy-Air Force inter-service sports tournaments are likely to expand in the future to include such individual competitions as boxing and bowling and possibly some team sports such as basketball, baseball and others.

Backing comes from top-ranking naval and military officials, and civilian sports editors throughout the nation are enthusiastic about the possibilities of such a program.

Typical of this public reaction is an article in one of the nation's larger magazines: "With a good publicity build-up and the almost unlimited talent among 1.6 million servicemen, there is no reason why an annual Army-Navy-Air Force championship play-off could not become a major national athletic event."

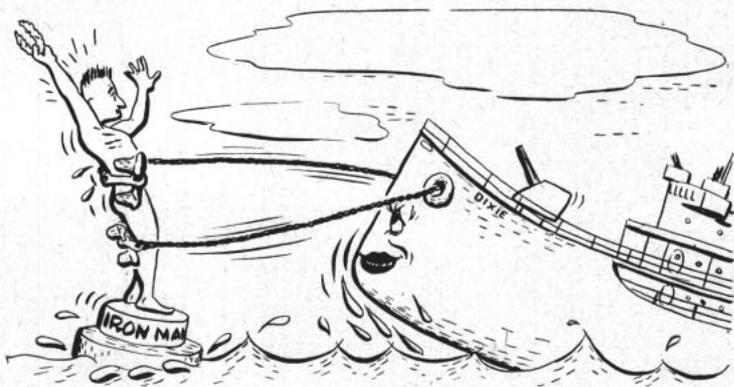
The proposal for adding more sports to the competition was voiced in the last meeting of the Inter-Service Sports Council, a committee of Army, Navy and Air Force officers headed by Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel.

At the Inter-Service Golf Tournament at the Maxwell Field, Ala., Air Force Base, ele-

vation of the service-wide sports events to national prominence will get its first kick-off. Secretary of the Air Force W. Stuart Symington will head the list of service and civilian notables who expect to attend. Extensive press and radio coverage is planned.

Said Admiral Sprague: "Inter-Service sports are designed to encourage and maintain the physical fitness of all personnel of the Armed Forces through a policy of 'sports for all.' We hope that by this high level competition not only will the morale of the individual be raised, but also all personnel will be motivated into participating in the sports program throughout the services."

The "Iron Man" — cherished pre-war trophy denoting athletic supremacy of the Fleet — is back in the news. For the first time since 1940 the beautiful three-foot trophy will get the name of a new winner engraved on its base. Placed in competition last year between ships of the Pacific Fleet on a new "point system" of evaluating athletic prowess, USS *Dixie* (AD 14) steamed through rough opposition to mass the high score. The award was presented to *Dixie* on 1 July 1949, to have and to hold during the 12-month period beginning on that date. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



hurry in, unload their cargoes and get clear of the danger area. This summer's expedition plans to complete the entire task in one week's time by working around the clock by the light of the midnight sun.

While the larger ships unload at Point Barrow, the ice breaker *Burton Island* and two LSTs will travel 300 miles farther to the eastward. Moving along the north coast of Alaska, they will arrive at McClure Island and Barter Island. There they will deliver supplies for the Air Force and the Coast and Geodetic Survey.

Throughout the operation, planes will fly observers over the floating ice fields to watch changing conditions. The ships will be prepared to leave the area on short notice should moving ice masses imperil them.

A considerable number of Naval Reservists are making the trip as part of their training duty.

The supplies will be landed amphibious style, directly onto the beaches. It will be moved across the tundra to storage areas by Marine-manned LVTs — amphibious tractors. If necessary, an underwater demolition team will clear the beach of ice.

Black Ship Festival

Several Navy personnel were among honored guests at the third post-war Black Ship Festival held at Shimoda, Japan, 30 Apr 1949, to observe the 96th anniversary of Commodore Perry's first visit to the Japanese Islands.

The town of Shimoda inaugurated the festival in 1934 as an annual fair to commemorate the "opening of the port of Shimoda" and for "the furtherance of good and cordial relations between the U.S.A. and Japan."

Held each April from 1934 to 1940, the ceremonies were forced to suspend in 1941 by the military element of the Japanese government but were resumed again at Shimoda in July of 1947.

Highlights of the festival included Shimoda folk dances, Oshima diver dances, a fancy dress parade and a luncheon served to American and Japanese guests at noon.

Climaxing activities was an excursion to the Gyokusenji Temple where Townsend Harris established the first American Consulate in Japan in 1856 and a visit to the Ryosenji Temple where Commodore Perry concluded the Shimoda Treaty with the Japanese Empire.

Let's Take a Look at the Records

HOW CAN I collect a bill the Navy has owed me—and neglected to pay—since 1942?

Can you tell me how many hours were flown in wartime by my squadron, now decommissioned?

Since the Navy took an X-ray in 1942 of my injury, how about helping me settle this disability claim?

These are only a few of the two million questions which yearly find their way to the Navy's five Records Management Centers where the answers are found in documents and papers on file for that specific purpose.

The highly important, but definitely unglamorous, task of keeping 1,000,000 cubic feet of records of all naval activities falls to five Records Management Centers located in Arlington, Va., Garden City, N.Y., Naval Supply Depot, Mechanicsburg, Pa., NavSta New Orleans, La., and San Bruno, Calif.

Data supplied at the centers have amounted to a savings of several millions of dollars to the government.

When a former civilian employee of the wartime naval hospital on Treasure Island, Calif., filed a belated claim for retirement pay, the center at San Bruno, Calif., quickly found records of the long disbanded hospital unit, verified the claim, and allowed the civilian to recover his retirement pay—all 56 cents of it.

Record management is a relatively new business and an administrative

Information Supplied by Navy Has Helped Government Save Several Million Dollars

technique that has been encouraged by the Navy. Prominent research economists think it will be particularly useful to private business.

The program was started by the Navy in 1941 with one center at Baltimore, Md., later moved to Arlington, Va. It quickly became evident that one such activity could not handle the tremendous amount of work involved and other centers came into being.

An additional one was established in Philadelphia, Pa., in 1943 and moved to its present Mechanicsburg, Pa., location early in 1946.

In June of 1944 another was set up at Los Angeles, Calif., and after the war in 1946 it was moved to its present location at San Bruno, Calif. Two others were established in 1945 at Garden City, N.Y., and New Orleans, La., to bring the total to five Record Management Centers handling Navy files.

Sometimes the contents are more than paper — suitcases, typewriters, binoculars, sets of silver, mimeograph machines and many personal effects. By the close of World War II the centers were receiving all kinds of things sent to them for disposal

by men on remote islands who had received orders back to the U.S.

Each center serves a certain geographical area but all service personnel records are kept at the Garden City, N.Y. center while all civilian personnel records go to the Mechanicsburg, Pa. center.

The Garden City establishment has files on every man serving in the Navy since 1885. These records alone total over five million "jackets." Prior to that year no records were kept on enlisted personnel. When a man signed up prior to 1885 he was put on board a ship and the only record of him was the one the ship's paymaster kept of his wages.

The huge store of files and records keep mounting at the rate of over 8,000 cubic feet a month.

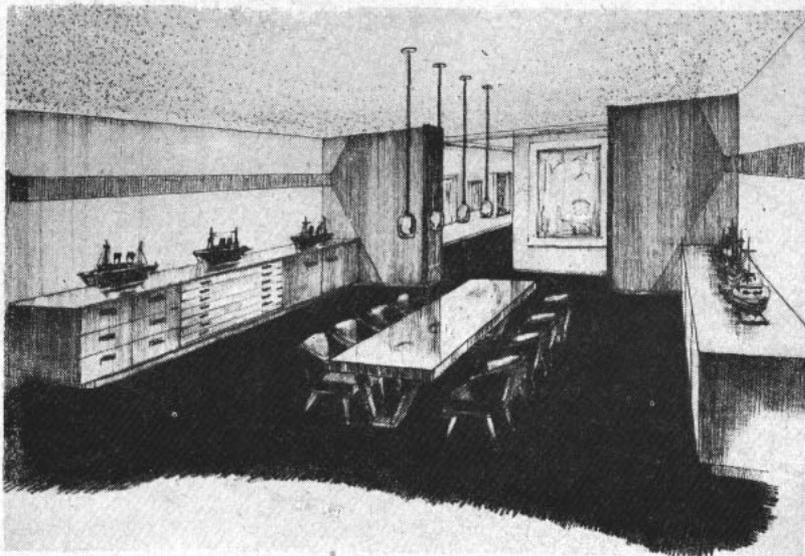
Much of the data can be destroyed when authorized disposal periods have been reached but a lot of it also becomes permanently-held information. Still other articles become part of the historical records of the nation and go to the National Archives in Washington, D.C., for preservation.

Of the two million inquiries received yearly, a majority regard enlisted personnel, and one-half of all questions come from the Veterans Administration.

One letter, from a sheepherder in Hastings, Neb., who was renting grazing land from the Navy on the



MILES OF FILES—One million cubic feet of records of naval activities are kept at five Records Management Offices.



ARCHITECT'S drawings of the remodeled carriage house show modern simplicity of design employed in the library (above) and museum (below).

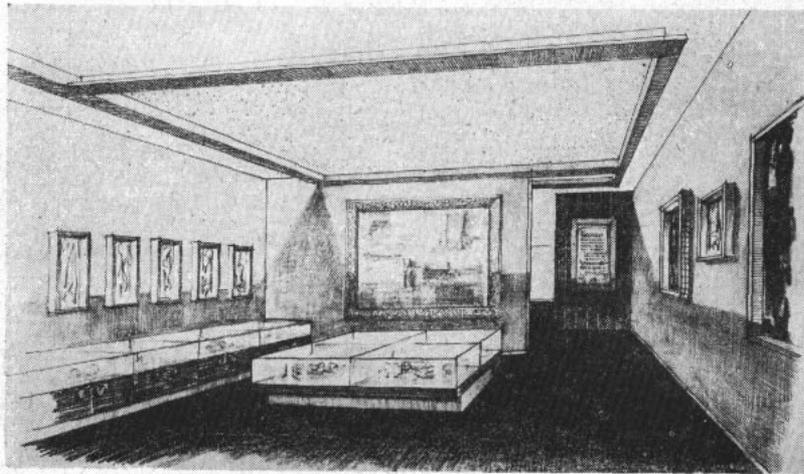
Naval Museum Will Open in 1950

The new Truxtun-Decatur Naval Museum in Washington, D. C., is scheduled to open its doors for the first time early in 1950. The museum, sponsored by the Naval Historical Foundation, will be devoted not only to naval history but also to the history of foreign trade, merchant shipping, yachting and to exhibitions of naval arts and crafts of the present.

The setting of the museum is particularly appropriate. Located at 1610 H Street, N.W., Washington, D. C., it will be housed in the converted carriage house of the residence of Commodore Stephen Decatur, now known as "Decatur House," on Lafayette Square near the White House.

Exhibitions will be changed several times each year so that the entire museum will contain new material for each show. The Foundation's collections of paintings, prints, and manuscripts will furnish material for these shows augmented by loans from other museum and private collections.

Membership in the Naval Historical Foundation is open to all interested persons and may be had in any one of three classes: Active, at five dollars annually; Sustaining, at 10 dollars annually; and Fellows, at 50 dollars annually. Applications should be addressed to the Secretary, Captain A. D. Turnbull, USNR, Naval Historical Foundation, 1224 Navy Department, Washington 25, D. C.



unused portion of its ammunition dump in that area, was addressed to the "Bureau of Yards and Flocks".

When the Philadelphia center was in operation, a young lady, noticing the sign saying "U.S. Naval Records Management Center", walked in and inquired politely if she might purchase a couple of Bing Crosby's latest releases.

Occasionally a business firm's book-keeper "discovers" an unpaid bill and promptly duns a naval activity for payment. If the claim involves inactive files stored at one of the centers, a call or letter can produce the file in an hour, or at the longest, a day.

One recovery did take two days however. A ship from a South American nation arrived to take over an old destroyer of the U.S. inactive fleet. The visiting ship's mascot was a monkey that eluded his keepers and scurried into the records center at New Orleans, La.

It took two days of chasing in-and-out-and-over rows of filing cabinets before he was returned to his keepers.

Of all the claims researched in the past, few of them involve sums of over fifty dollars. Many of the requests are from former American POW's who want assistance in recovering personal effects buried on some remote island at the time of their capture.

In these cases whenever possible, the cache is dug up by Army and Navy personnel on duty in the area and the "treasures", if recovered, are forwarded to the owners.

From all the variety of research tasks the centers are called upon to do, the most personally satisfying is the personal effects of some casualty at the request of his family.

In conducting a search of this nature, the center at San Bruno, Calif., once traced a unit to a small Pacific island. There was nothing in the records to show that the unit had left the island so an officer was dispatched from Guam to investigate. He found where the unit's headquarters had been on the island and began looking around.

On the second floor of the headquarters building he found the deceased man's personal effects — and also two rows of filing cabinets filled with orders in triplicate. When the war had ended the unit had headed home, obviously in a hurry, and had left the contents of the files to the mosquitos and the lonely wind.

Supply in Reserve

HUNGRY sailors ate 7,500,000,000 meals — not counting snacks, chocolate malts and ice cream sodas — during World War II.

Of meat alone they consumed more than 400,000 tons at Navy messes ashore and afloat.

Bluejackets and officers wore out over 20,000,000 pairs of shoes in the years of fighting against the Axis, enough shoes to form an unbroken string of leather from San Francisco to Australia.

More than 192,000,000 pounds of wool, woven into cloth, was procured by the Navy for uniforms during the period July, 1940 to December, 1945.

The men whose jobs it is to feed the Navy, as well as to clothe it, keep it in cigarettes, disburse pay checks, issue tools and spare parts that keep the ships moving and the planes flying are the officers and assigned enlisted personnel of the Navy's service agency, the Supply Corps. Enlisted men are not in the Supply Corps itself, but are associated with supply and disbursing duties.

At the height of World War II there were approximately 24,000 Supply Corps officers on active duty and upwards of a quarter of a million enlisted men in the service and supply program—storekeepers, disbursing clerks, ship's servicemen, and cook and baker commissarymen.

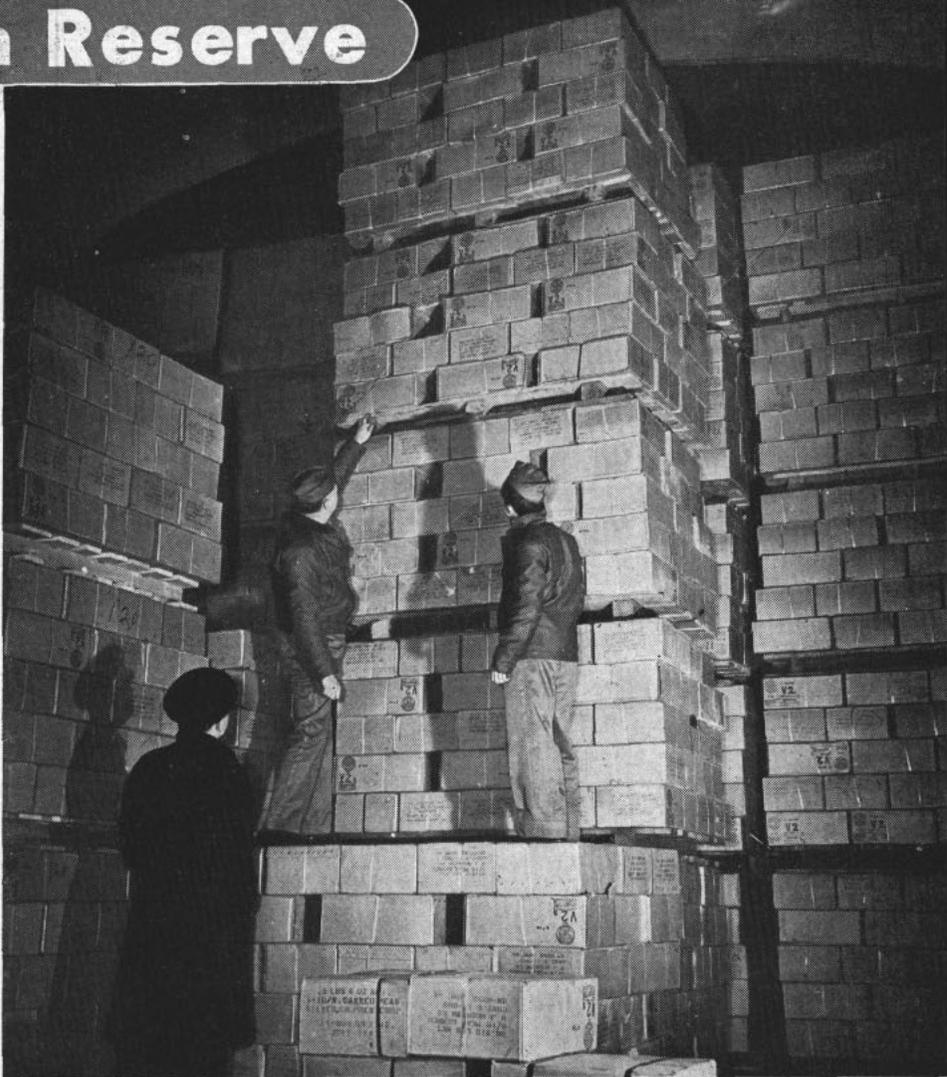
The vast proportion of these personnel are back in civilian life as purchasing agents and salesmen, in accounting offices, shipping agencies, manufacturing and retail fields, restaurants and banks.

Today on active duty there are only about 3,300 Supply Corps officers and a proportionately small fraction of rated personnel.

But in the Naval Reserve a vast program is geared to keep the supply and service personnel in training, through a four-part plan:

- An Organized Reserve component of 9,990 enlisted men in a weekly drilling status, and 1,200 Supply Corps officers Reservists to instruct them and perform logistic support functions.

- A recently activated Cargo Handling Component, also in the Organized Reserve consisting of 420 officers and 3,600 enlisted men.



MOUNTAINS of vital materials must be procured, moved and distributed under the leadership of the Supply Corps in the event of a future emergency.

- The Volunteer Supply Corps Reserve, now totaling 82 units, with an enrollment of 3,500 officers meeting twice monthly.

- To provide training for Reservists at home, correspondence courses are available for officers, and rate training manuals for enlisted men are being prepared. "Traveling schools" and two-week annual training courses for officers and men, as funds permit, complete the program.

Logistic support of the armed forces is the vital job of Supply Corps. It plays a leading role not only in procuring and issuing war materials, but also serves to increase the individual bluejacket's comfort and maintain his morale.

Take for example the wartime performance of one floating outpost of the Supply Corps in the Pacific, *uss Luna*

(AKS7). In her 18 months of war history, *Luna*, a General Stores Issue ship, served 1,121 vessels, filling a total of 53,301 requisitions for aircraft carriers, battleships, transports, cruisers, auxiliaries and amphibious craft.

From this single ship fleet personnel bought 10,000,000 packs of cigarettes (12,000,000 candy bars, 150,000 undershirts, 80,000 pairs of shoes, 400,000 packages of razor blades.

Luna issued, among other items, 300,000 gallons of paint and 1,500,000 pounds of soap.

Following invasion of the Philippines, she filled 8,617 requisitions for 337 ships at Leyte—in less than one month. Just before the Iwo Jima campaign she made her quickest discharge, servicing 49 ships for the in-



BANKERS of the fleet are the disbursing clerks. Reserve drill units train men in this and other aspects of the expanding Supply Corps field.

vasion and filling 5,000 requisitions.

But functioning as a mail order house is only part of the job. It calls for purchasing, accounting, inventory control, shipping and planning. It involves mechanized stock control, storage and preservation, supply engineering, disbursing and travel pay, and industrial mobilization.

Here's how Reservists maintain their efficiency in the constantly growing and ever changing jobs in these fields.

Enlisted Reservists in the organized

drilling units keep up with their rates by two methods. They may be assigned individually to units for administrative purposes, performing actual supply and disbursing work, handling clothing requisition and pay rolls, etc. Or they are assigned to certain divisions in groups of 25 or 50 for classroom training, if their unit has been designated to train supply or commissary rates.

Cooks and bakers join organized units on a "dummy drill" basis, also assigned in large rate-training groups.

Textbook of the commissarymen is the revised "Cook Book of the U.S. Navy", a 430-page volume containing information on vitamins, balanced meals, dehydrated and frozen foods, and menus for everything from apple pandowdy to Yorkshire pudding.

In an entirely different Supply Corps field, 60 cargo handling companies are now being trained under the sponsorship of BuSandA, along with two marine terminal groups, to operate as functional components of advanced base organizations in periods of mobilization.

Under World War II conditions, cargo handling operations suffered because different activities were responsible for stevedoring, ship handling of cargoes, beaching, trucking and unloading at supply dumps.

Now the commander of a cargo handling unit has direct control of the cargo until it reaches the custody of the officer-in-charge of the supply dump, except for the period while the cargo is actually in transit from the ship to the beach.

The 4,000 members of the Reserve cargo handling units will receive extensive training in all phases of dock work, rigging, ship loading and unloading, and stowage. Classroom and shop work is provided, with members training on working models.

Guide for the cargo handlers is a special handbook containing full information on all the operations involved in handling cargoes, such as the rigging and operation of booms and winches, maintenance of lines, warehousing and storage.

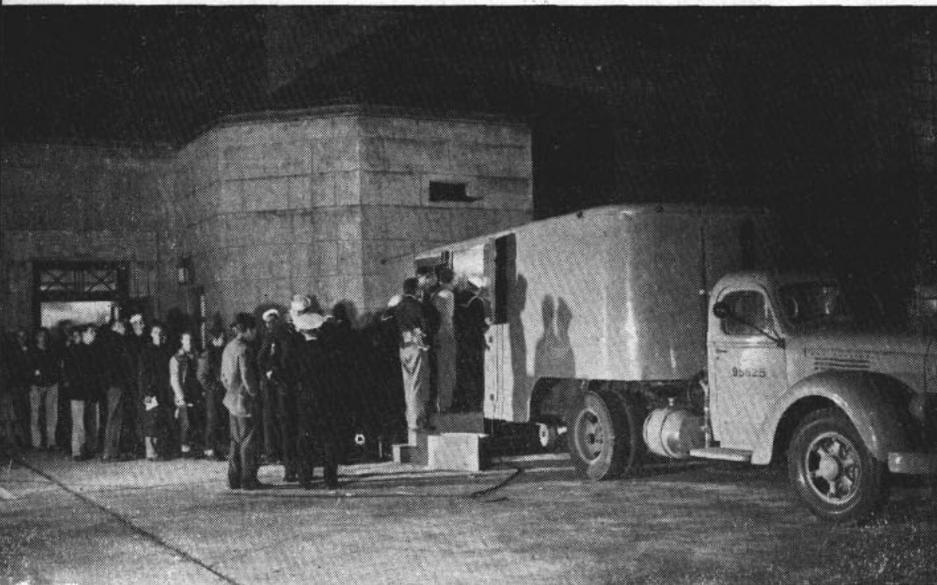
Officers with SC (Cargo Handling) classifications are eligible in addition to enlisted veterans and non-veteran personnel, both rated and non-rated.

In the 82 units of the Volunteer Supply Corps Reserve, the training material consists of a series of different programs, each complete in itself, developed around the "basic industries that serve the Navy."

The meetings consist of lectures and films, with reading material in the form of attractive illustrated brochures on such subjects as wool textiles, steel manufacture, oil production, aluminum, paper-making, meat-packing, rubber, railroad, plastics and leather.

What connection does rubber have with the Navy—or leather—and where does the Supply Corps officer come in?

These courses on basic industries



COMPLEXITY of the Supply Corps' major problem — logistic support of the armed forces, necessitates the maintenance of a highly trained Reserve.

not only cut across the Reservist's civilian employment but his Navy job as well.

Take steel. After being purchased by the Navy (a Supply Corps job) each steel rod must be marked for tensile strength and alloy content, which the supply officer must be able to recognize. He is also responsible for inspecting, cataloguing, storing, shipping and issuing individual items of steel.

Rubber is another important item to the Navy. *USS Missouri* (BB63) for example, contains over 150,000 pounds of rubber. The weight of rubber in a fighter plane equals more than that of the pilot.

The Volunteer Reserve series, now covering semi-finished products such as leather, will continue into the field of finished products, such as shoes. The significance of the procurement of shoes can be appreciated by the fact that each year the average Navy man uses approximately two and one-half pairs of low black shoes, three-fourths of a pair of general purpose shoes, and half a pair of field shoes. Multiply this by the number of men in the naval service in a period of mobilization and you're likely to get a procurement headache.

Membership goal in the drilling units of the Volunteer Reserve is 17,500 — the total number of Reserve Supply Corps officers now on inactive duty. But many Reservists do not have the time to become members of units. For this reason a program has been set up for home study and periodic training of both enlisted and officer personnel.

Bringing the mountain to Mohammed, the Supply Corps has set up a "traveling school" to provide training to those Reserve officers who live too far away to participate in the regular refresher course given by the Navy Supply Corps Schools at Bayonne, N.J.

Going on the road nationally, the traveling school went into operation last March. The itinerant teaching program has the assets of economy for the Navy and convenience for personnel desiring training. The course, lasting for two weeks and providing active duty pay, is the same as that given at the SC school.

The first circuit made by the "traveling school" included Philadelphia, Norfolk, New Orleans, San Diego, San Francisco, Seattle and Chicago.

Naval Schools for enlisted personnel provide two weeks' annual train-



MATERIALS HANDLING and packaging — important elements in Supply Corps work, are included among variety of 2 week courses offered Reserves.

ing classes at Bayonne, N.J. and San Diego, Calif., for second and third class men and strikers in the ratings of commissaryman, disbursing clerk and storekeeper. In addition the Supply Corps conducts classes for stewards and ship's servicemen (laundrymen) at the Bayonne, N.J., naval schools.

The variety and type of two-week courses provided for the annual training of Reserve officers suggests the scope of the Supply Corps and its complexity:

Economic Mobilization—Designed to give officers serving in the Navy's business arm training in the elements of economic mobilization, including economic intelligence, technological progress, finance and supply systems of the armed forces, and economic potential of foreign nations. (At Navy SC School, Bayonne, N.J.)

Management—Set up for relatively senior officers training for management billets at large supply activities; covers principles of personnel administration and management, National



CLOTHING, small stores, ice cream or cigarettes, in peace and in war, the Supply Corps works to increase the bluejacket's comfort and morale.



DANCES are held regularly in White Hat Club's air-cooled ballroom. The modernistic stage is large enough to accommodate a 15-piece orchestra.

White Hat Club Is Tough to Top

Immediately after passing through the main gate at NAS Alameda, Calif., one sees on the right a large white concrete building which houses the station's famous White Hat Club. The club is so new and unusual that almost every passer-by stops for a look-see before passing on his way.

The entrance consists of large plate glass doors. Just inside, there is a two-way entrance to the main floor. At that point there is a curving built-in floral display, backgrounded by a mass of evergreen plants rising along the wall of walnut-stained "combed" plywood.

Green carpeting covers the entrance floor, and on the walls there are a number of oil paintings. Beneath the paintings are located pea-green and rose-colored love seats. Adjoining the seats are large, elaborate table lamps which have been described as works of art.

The main room of the club is 60 by 90 feet in size, with a stage at one end and a refreshment counter at the other. On one wall of the room are hung three large murals constructed of manila line — rope, to the land-lubber. These unique illustrations depict two sailors and a young lady, each in a jaunty pose. The compartment is equipped with modern indirect-lighting fixtures.

The stage is large enough to accommodate a 15-piece orchestra. The refreshment bar at the opposite

end is set off by pleasantly-flowered wall paper. Directly above it hangs a drapery which extends completely across the room, falling in even ruffles from the ceiling, 20 feet above.

Located in a subordinate wing of the building is the reading and writing room. This is spacious also, and has unusual 90-degree couches in all four corners. Writing desks are located at equal intervals, with small unique table lamps included.

The ladies' powder room is in keeping with the rest of club in regard to modern and luxurious styling. Mirrors have been installed all the way around the four walls. In addition, the back wall carries large mirror-framed paintings. Where visible, the walls are papered in a foliage design. Above, the room is covered with a false ceiling of white lattice. Underfoot is a carpet of a soft green color.

The White Hat Club, considered the best in the Navy by its patrons, was only a plan back in the early part of 1948. The naval air station's CO, executive officer and recreation officer constituted the original planning committee. Funds were obtained from the station recreation fund, plus additional assistance from the CPO club and the old Enlisted Club and Locker Club. The three original officers were relieved by three others, but the work went on — with results satisfactory to all. — D. Burnett Mauldin, AM2, USN.

Security Act of 1947; provides field trips. (At Navy SC School, Bayonne, N.J. and NSC, Oakland, Calif.)

Stock Control—Provides training in inventory, stock control procedures, use of tabulating machines, aspects of supply replenishment, and the Navy distribution system. (At NSC, Norfolk, Va.)

Subsistence—Covers dietetics, food technology, including purchasing preparation and service of food, menu planning; lectures and laboratory work. (At Food and Container Institute of the Armed Forces, Chicago, Ill.)

Ship's Stores and Ship's Service Stores—Covers organization, administration, operation, procurement, merchandising for commissary and ship's stores. (At Navy Ship's Store Office, Brooklyn, N.Y.)

Packaging and Materials Handling—Provides instruction in the latest developments in packaging, preservation and the handling of materials, in both the Navy and civilian industry. (At Naval Station, New Orleans, La.; Wright-Patterson Air Force Base, Dayton, Ohio; and Third Naval District Headquarters, New York, N.Y.)

Cargo Handling—Instruction in the factors of cargo handling, including physics of ship loading, pre-planning cargo, loading, stowage, pier and water front labor operations. (At Naval Cargo Handling School, NSC Oakland, Calif.)

Petroleum — Specialist from the Navy and civilian oil companies provide coordinated training in general management and distribution, tank operations, the technical end of the petroleum industry, and terminal and pipeline operations. (At New York, N.Y., and Point Molate, Calif.)

Fuel Operation — Offers practical training in the operation of a fuel plant on a model two-acre tank farm built specifically for training. (At Naval Fuel Annex, Point Molate, Calif.)

The broad training program of the Supply Corps Reserve for both officers and assigned enlisted personnel is developing the nucleus of an important service component in the event of a period of mobilization.

To help established volunteer units in new localities, BuSandA has a Supply Corps Program officer on active duty in every naval district. Information on billets in the Organized Reserve may be obtained at recruiting offices and Naval Reserve Training Centers or from district commandants.

Strong Navy Is Vital to Our Security

(Editor's note — Of major importance in regard to inter-service relationships, a policy speech by Secretary of Defense Louis Johnson outlined his views for officers graduating from the National War College at Fort Lesley J. McNair, Washington, D. C. The entire speech follows.)

WHEN the United States declared — first in the Truman Doctrine, then in the Marshall Plan, thereafter in the Atlantic Pact — that it would not, and indeed could not, abide the conquest of Western Europe, this government for the first time joined its economic, political, and military power in a barricade against aggression by treachery or by force.

Thus in company with free nations we have labored diligently to immunize them against the economic paralysis that invites political conquest. And by identifying the security interests of the United States with the integrity of free peoples, we have forewarned any aggressor that he cannot trespass upon Western Europe without also trampling upon our toes.

With the produce of our farms and the substance of our cities, we have resisted the communist virus that feeds on economic despair, the conspiracy that prowls in political chaos. We have challenged the strategy of intimidation.

In linking our security interests to those of the Atlantic community, we have lessened the likelihood of resort to armed defense against aggression. For where an aggressor is forewarned that his lawlessness must reckon with the judgment of the American people, he will not lightly challenge the combined resources of our free world.

On the other hand, this diminished possibility of armed aggression does not nullify — or even reduce — the need for powerful military forces in the United States. Rather it multiplies the long-term importance of ready combat forces in the Army, the Navy, the Air Force. And it magnifies the need for superior personnel, modern equipment, and continuing weapon research.

For only if American armed strength stands constantly on the political horizon, can we hope to derive maximum value from our armed forces as a long-term deterrent to war. And only so long as constancy in American military policy reassures free peoples that our moral persuasions in behalf of peace are backed by military muscle, can we expect to hold the free world's front against armed intimidation.

This long-term requirement for American armed strength is not an admission that war is inevitable. Nor is it a denial of United Nations as a forum for negotiation. Instead, long-range military readiness is dictated by Soviet Russia's intransigent opposition to peaceful relationships with the free world.

We have no recourse but to provide for our self-preservation just so long as the attitudes of Soviet Russia are animated by concepts which assert:

- that sovereign and independent governments cannot live peaceably as neighbors;
- that peoples who do not concede the supremacy of the collectivist state are enemies of human progress;
- that collaboration cannot serve the interests of both the communist and non-communist worlds.

While our free world lies within the shadow of a power addicted to these incorrigible myths — a power hostile to its world environment, conspiratorial in its international conduct, despotic in its internal affairs — we have no choice but to maintain for an indeterminate part of our lifetimes military strength as a deterrent to armed aggression.

As a result the military has become a major factor in the fiscal life of our nation. It must continue in each successive Federal budget to compete for tax revenues with measures dedicated to the health, progress, and social welfare of the American people. Planes, ships, and tanks cannot be purchased on pay-as-you-go plan without substantial impact on our economy. This is part of the price we pay for self-preservation — part of the cost we must bear for the freedom we prize.

Because of the weighty tax burden we represent to the American people, we in the armed forces must exert ourselves to provide honest value for the dollars we spend. The alternative to efficient and unified management of our armed forces is sacrifice by the American people of a share of their standard of living for waste, duplication, and competition among the services themselves.

Eight Carriers Modernized

"Modernization" of two more *Essex* class carriers to permit launching of heavy, long-range P2V2 Neptunes has received an okay from the Secretary of Defense.

The project includes strengthening of flight decks, increasing load capacities of catapults and elevators, and installing escalators to the hangar deck for personnel use. Cost of the program, to be undertaken in the 1950 fiscal year, will come to \$80,000,000.

Undesignated as yet, the two modernized carriers will join five others with similar fittings already installed. USS *Essex* and USS *Wasp* are in the process of conversion now, and three others — *Franklin D. Roosevelt*, *Midway* and *Coral Sea* — have had similar alterations. In addition, USS *Oriskany*, now building at New York naval shipyard for completion in June 1950, will have the new features.

The eight carriers will be able to launch planes of the type which holds the world's distance record of 11,236 miles as set by a P2V named the "Truculent Turtle" in 1946. Tests indicate the P2V2 can carry a bomb load of about 10,000 pounds.

The memorandum from the Secretary of Defense stated that following review of a decision from the Joint Chiefs of Staff and a meeting with the War Council for the purpose of discussing the conversion proposal, the President had been consulted.

"You are hereby advised," the memo stated, "that the President has given his approval to my decision on the matter — which is that the Navy go forward with the necessary arrangements looking to the submission to Congress of budget requests for the modernization of two additional carriers of the *Essex* class, as proposed by the Chief of Naval Operations."



CONTROL of vital sea areas is duty of Navy in war. 'The Navy air arm is a critical weapon in modern sea warfare.'

This, I submit, they cannot afford in the years that lie ahead.

Prior to enactment of the National Security Act of 1947, each of the armed services was responsible for but a functional share of the nation's defense. That there was inadequate correlation and some duplication was to be expected.

Today, responsibility for the nation's armed security has been joined with authority in the National Military Establishment.

And it is here, under the roof of this Establishment, that the military chiefs of all three services — as members of the Joint Chiefs of Staff — have been invested with indivisible responsibility for the nation's security — a responsibility greatly in excess of that devolving upon them as ranking officers of their respective forces.

Thus in determining the forces that can be supported with funds available to the National Military Establishment, the Joint Chiefs incur responsibility not only for the combat competence of their separate services. But more important — individually and jointly — they become accountable for the sum total armed defense of the United States. For it is upon the considered military judgment of the Joint Chiefs of Staff that the Secretary of Defense must rely for guidance.

It can no longer be claimed that each service is entitled to exclusive judgment and autonomous control of the funds allocated for its role. Since the Joint Chiefs are mutually responsible for the nation's whole defense, it is their duty to consider the major decisions of any service.

To those who contend that each service must be the sole arbiter of its own needs, I would reply that this nation can no longer tolerate the autonomous conduct of any single service. The unaudited conduct of its affairs by any single service is an open invitation to spendthrift defense. And the waste of our resources in spendthrift defense is an invitation to disaster.

The problem of resolving conflicts within the armed forces is not a simple task of knocking heads together. Its complexities extend into the intricate and technical operations of highly specialized endeavors. With the exception of a few unregenerate warriors of the old-school tie, the separate services have searched diligently to resolve their differences. These differences exist not so much in the acrimonious criticism of one service by another as they do in honest disagreement among earnest men formidably equipped with expert opinion. These

men have been done a sad disservice by critics who ascribe to them service loyalties in excess of their duty to country.

Despite the severely contested service disagreements that have handicapped the work of our Establishment, there exists today a readiness and defense potential superior to that of any previous period in our nation's peacetime history. Joint planners of the three services have fashioned strategic plans for the nation's defense far advanced beyond those of any previous peacetime year. I can truthfully report to you, Mr. President, and to the American people that their defenses have never been in as competent and promising a condition. Let these accomplishments be a monument to my predecessor — Jim Forrestal.

It has become our task to speed this unification of the armed forces into a military establishment that will not impair their separate capabilities — but one that will enlarge their constant opportunities for development. By freeing them from the burden of dispersal and duplication in effort, the National Military Establishment can help the several services better to concentrate on their primary roles, missions, and functions.

These tasks were defined first at Key West and thereafter at Newport where the Joint Chiefs of Staff met to delineate their service responsibilities in the united defense of the nation.

Those agreements exist today as a charter for the guidance of each service in its long-range planning. It is a charter sufficiently stable in its definition of roles, missions, and functions to curb uncertainty in our armed forces. At the same time it is a charter so flexible that it can be modified to acknowledge significant changes in world conditions or revolutionary developments in science and research.

As Secretary of Defense, I subscribe to that military charter of service roles and missions. I gladly defer to the professional military knowledge of our Joint Chiefs of Staff, and I shall not knowingly repudiate their judgment unless convinced their views are in conflict with other considerations beyond their province. For to exercise civilian control of our military institutions is not to abrogate military command but to guide it conscientiously in accord with the economic and political policies of this nation.

There exists in our present strategic concept of national defense an essential and honorable role for each of the armed forces. For security is a cooperative venture to be gained with cooperative effort by the Army,

the Navy, and Air Force. It is not a competitive enterprise where one service can profit at the expense of another. It admits of neither preeminence nor first emphasis. To provide effectively for security, the National Military Establishment must adjudge impartially the representations of our armed forces in weighing the priorities of their needs.

The cancellation of construction plans for a naval supercarrier has been twisted into a charge of persecution against the Navy. Some partisans of that service have exaggerated this action and have represented it as part of a conspiracy either to sink the Navy's air arm or to reduce the Navy to a second-class role.

In their campaign of terror against further unification of the armed forces, they have roused false issues without the substance of truth.

With the extension of American commitments overseas — both in Europe and in the Pacific — a strong Navy is absolutely vital to the security of the United States. Because the naval air arm is a critical weapon in modern sea warfare, we could no more deny the fleet its carrier aircraft than we could deny ships their radar.

That we may put an end to this charge of conspiracy, let me assure you that I am convinced of our continuing need for carrier aircraft.

At the same time I reaffirm the birthright of the United States Marine Corps and its air arm. The Marine Corps' role in the future is guaranteed not by sympathy for its historical tradition but by the proven necessity for equipping fleets with assault forces for the seizure or defense of naval bases essential to the conduct of naval campaigns.

It will be the duty of the Navy by prompt and sustained combat operations at sea to control vital sea areas, to deny ocean highways to an enemy, to guarantee the uninterrupted flow of vital strategic and war materials to ourselves and our allies, to transport overseas Army and Air Forces.

Air warfare has passed through a period of adolescence to find maturity in a new concept of strategic air bombardment. Thus the threat of instant retaliation through an air offensive has become one of the greatest deterrents to war today.

Strategic air bombing has been chartered by the Joint Chiefs of Staff as the primary mission of the Air Force.

At the same time, the Air Force is held responsible for air defense of the United States. And it is enjoined to provide tactical air support for the Army and for the Navy when required in sea actions.

Tactical air support has become especially crucial to land operations of the Army. For today no army can operate effectively in the field until tactical air operations are coupled with the maneuver of infantry and tanks on the ground.

Even in the combined employment of air, naval, and ground arms — modern war presents a problem of priority and sequence in mounting an offensive against the aggressor's forces and the sources of his strength. In the event of war, the United States has no choice but to join the conflict with an attack of increasing violence, growing intensity, and widening global dimensions.

Since Hiroshima, to a great extent, the fortunes of air power have been linked to the fortunes of the atom bomb. For while the atom bomb may eventually admit of alternative delivery through pilotless rockets or submarines, the strategic bomber today derives its enormous

security value from its prospective ability to deliver the bomb on distant land-mass targets.

The long-term American advantage in atomic warfare lies not in exclusive possession of the atom bomb but in the quantity of its bomb production and in the speed and accuracy with which we might deliver these bombs on enemy objectives.

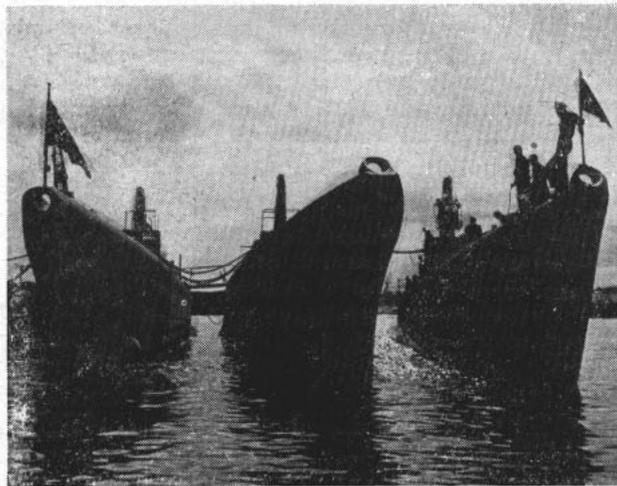
For within a few short years we may witness the end of this era of atomic secrecy — an era whose end will be signalled by the explosion of some other nation's bomb. From that day on, our advantage in strategic bombing will rest not in monopoly possession of the atom bomb but in our superior stockpile, our production capacity, and in the effectiveness and quantity of aircraft required to deliver those bombs.

While the atom bomb has greatly multiplied the destructive force of air power, its effect upon war strategy and the length of war has not yet been completely explored. Certainly the atom bomb is not the absolute weapon. But neither is it just another piece of ordnance which has modified only slightly the strategy of war. The great significance of the atom bomb lies in the destructive and denial power that may be carried in a single aircraft.

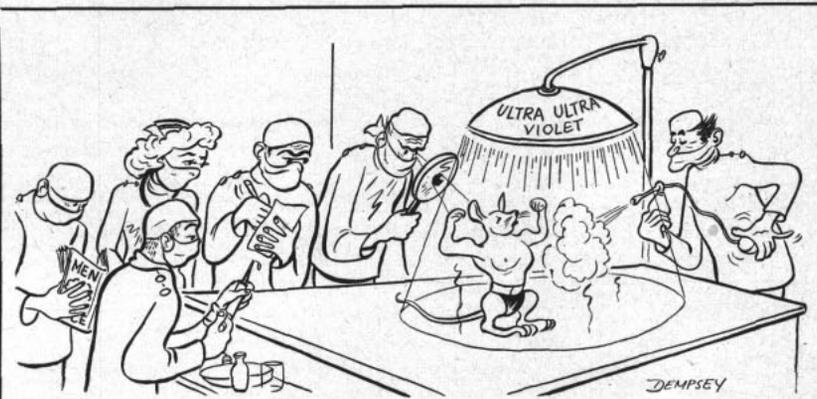
Though air power has given promise of a speedier end to conflict, it has not supplanted the soldier who must finally defeat the enemy land forces. For ultimately war between nations is reduced to one man defending his land while another attempts to invade it.

Unlike the Air Force with its bombers on the ready line, unlike the Navy with its ships at sea, the Army must devote a greater share of its strength to nourish a later war potential rather than a large-scale force for instant combat. Nevertheless, it is essential to the security of this nation, vital to the conduct of war that the Army have a mobile striking force, combat trained and available for urgent dispatch anywhere in the world.

Because the United States could not — without grave distress to the civilized world — abandon Western Europe to enemy occupation with the later promise of liberation, our long-term strategy — in the event of war — must rest in the containment and thereafter in the defeat of an aggressor's land-army strength. To live in preparation for so onerous a wartime task, the Army must plan



SUPERIOR submarine types in modern fleets have made essential development of improved ASW techniques.



Super-Healthy Mice Mean Healthier Navy

Among the many unusual things the Navy owns, there exist a few thousand healthy mice. These mice are undoubtedly the healthiest in the entire world. As a matter of fact, they probably never have been exposed to a germ in their lives.

Birthplace and childhood home of all these germ-free rodents is the Oak Knoll Naval Hospital, Oakland, Calif. The hospital furnishes approximately 4,000 of them each month to the University of California at Berkeley. There they take part in research conducted under auspices of the Office of Naval Research — and often become very germ-y indeed.

Today's research program at UC had its beginning in a World War II project that the Navy conducted at the University. This was a study of bacteriological warfare. At its completion many of the same scientists swung into a study of means for controlling epidemics. ONR provides funds and personnel.

The UC laboratory goes to great lengths to keep germ-free mice germ free until such time as it is expedient to have them become germ-laden. Then it goes to great

lengths to keep the laboratory personnel from becoming germ-laden too. The dangerous organisms are turned loose only in airtight chambers. A partial vacuum is maintained in these chambers so that air will pass into them — not out of them — should a leak occur. Cages are surrounded with ultra-violet rays so that germs will be killed if they do escape.

To protect the public, all air leaving the laboratory is strained through ultra-violet rays and white-hot fire bricks.

As many "shady" human characters have done through the history of man, the mice often become quite colorful after losing their youthful purity. Scientists stain them with various colors to show which mouse has been exposed to which virus.

The UC scientists state that theirs is the first instance of having bacteria, animals, equipment, techniques, environments and procedures all standardized. It all adds up to a healthier Navy and healthier country, although most of the super-healthy mice become indisposed in the process.

for the rapid mobilization of its mechanized manpower. And it must compensate for our numerical disadvantage both by the destructiveness of its firepower and the mobility of its maneuver.

The postwar military strength of Eurasia has been centered in a land-mass, land-oriented power. To prevent this power from spilling over the borders of free nations, we have made it our policy to help those free peoples maintain their free nations, we have made it our policy to help those free peoples maintain their integrity and independence. By pledging our resources to their aid, we have identified our security with the security of a free and stable world. We have declared that freedom when threatened anywhere is freedom threatened everywhere. For it is the intent of the American people that we prevent war by constructing such formidable barriers to the likelihood of success in war that no aggressor will chance the adventure.

Thus the primary test of our American military institution lies in its ability to exist indefinitely in peacetime as a forcible deterrent to war without militarizing the nation or bankrupting it in the ordeal. This we have sought to do by enlisting the resources of science. For in the increased destructiveness of new weapons lies our most promising prospect of achieving adequate defense without dislocation of our economy and waste of personnel in the non-productive pursuits of war.

You gentlemen who graduate this day from the National War College have studied our security problems not from the abridged viewpoint of the service whose uniform you wear but from the wider range of our national interests. For this institution has fused into a unified concept of national security the most advanced thought of the Army, the Navy, the Air Force and the civilian agencies of our Federal government.

More than weapons national defense is essentially a business of people. In the last analysis the security of this nation rests upon the wisdom, the judgment, the integrity, and the professional ability of people like you. If you will lift up your eyes to contemplate the monumental tasks which you as officers of the National Military Establishment share in this nation's defense, and that of our allies, I am confident the American people can vest their good faith in you.



LETTERS TO THE EDITOR

Gold 'Hashmark' Argument

SIR: Can you help clear up an argument? Here is the case — Joe Blow has 12 years continuous service in the Regular Navy. First year conduct 4.0, second year conduct 4.0, third year conduct 2.5 and the rest of his 12 years conduct marks are 4.0. He was awarded three conduct medals for the last nine years and has 12 years consecutive service, so I say he rates gold hashmarks. I maintain that the reason the Uniform Regs on gold hashmarks were written as they are is to include those men who were formerly Reserves and transferred to the USN thereby keeping continuous active service, USNR and USN combined. Am I correct? — H.T.E. — USN.

• Yes, Joe Blow would rate gold "hashmarks." Your interpretation of the 12-year rule is essentially correct, although the actual reason for its inclusion in the regulations is not known. — Ed.

Concerning GCT Retest

SIR: If I ship over in the Navy can I have permission to receive a retest of my general classification score. I have spent considerable time studying since I last took the test and I feel that I could do better now. — M.L.V., BM3, USN.

• Permission to have a retest on GCT is a matter for the Chief of Naval Personnel to decide. However, a retest is probably not the most appropriate answer to your problem.

Like the other three tests of the basic test battery, the general classification test is designed to give an equal opportunity to all enlisted men to show their ability to think efficiently. The test is a measure of aptitude for learning, not an index of past achievement. It, therefore, requires no more training than the average person receives in grammar school. Retest records show that scores on GCT do not increase appreciably with further training. In fact, experiment has demonstrated that successive scores on an examination of this type are likely to decrease as a person becomes older. Thus, it may actually be unfair to an individual to retest him periodically with an aptitude test rather than with a measure of achievement. The latter type of examination is provided by the tests for advancement in rate. In view of the above considerations, permission for retest on the basic test battery is usually refused as being unlikely to benefit the individual requesting the retest. — 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, D. C.

A Pretty Wave's Face

SIR: That's a mighty pretty Wave whose face is cut in half on your April front cover. What I'd like to see is a full size portrait of the same gal. — R.R., SKSN, USN.

• Here she is, the pretty Wave with the bisected physiognomy, ALL HANDS congratulates you on your sharp eyes and your excellent judgment of pulchritude. But don't write in for her name and address. We don't have that information and if we did we wouldn't be foolish enough to pass it around. — Ed.



Pretty Wave

Advancement After Reenlistment

SIR: I enlisted 20 Nov 1940, advanced to the rating of chief commissary steward and was discharged in that rating 30 Nov 1946. I reenlisted 13 Oct 1943 as a seaman. I was told that I might be able to reinstate myself as CS1 or CS2. Is this so? — E. L. T., SN, USN.

• No, inasmuch as you reenlisted under broken service, you were properly enlisted in pay grade 5. You are eligible for progressive advancement to pay grades as are all other personnel in the Navy. — Ed.

Lighter-than-Air Duty

SIR: (1) Are there any openings in lighter-than-air duty for seamen and are there any special requirements?

(2) How can a seaman get that kind of duty? — R. N. Y., SA, USN.

• (1) There are a limited number of both sea and shore duty billets for SAs in LTA activities. There are no special requirements.

(2) If a man desiring that duty is now on shore or desires a shore duty billet, he should submit a request via official channels to the Chief of Naval Personnel (Attn: Pers-630A), Navy Department, Washington 25, D. C. If he is now on sea duty and desires a sea duty billet, he should submit an official request to his fleet commander. — Ed.

Ribbons and Service Stripes

SIR: (1) I entered the Navy 7 June 1942. I served on board USS *Pinkney* (APH2) from December 1942 to 7 June 1945. My time aboard *Pinkney* was spent in the Pacific. Could you tell me what campaign ribbons I'm entitled to?

(2) When I enlisted in the Navy I was 17 years old, and signed up for a minority cruise. Am I eligible for a hashmark? I was 22 years old when discharged. — T. C., BMC2, USNR.

• (1) Personnel serving aboard USS *Pinkney* during the period you mention are eligible for the Asiatic-Pacific Campaign Medal with four stars. No NUC or PUC is included.

(2) Naval personnel who have completed minority cruises are permitted to wear hashmarks. They are the only persons entitled to wear hashmarks for a period of less than four years. — Ed.

Straight Stuff on Fleet Reserve

SIR: Scuttlebutt has it that requests for transfer to the Fleet Reserve may be submitted as much as a year ahead of time and that a man transferring to the Fleet Reserve may request duty in his home naval district for his last six months of active duty. Is it just scuttlebutt or straight stuff? — J.F.S., TMC, USN.

• That is "straight stuff." — Ed.

Date Shore Duty Starts

SIR: I have a question that I think you can answer for me. It concerns the wording of a circular letter on shore duty assignments. The letter says that the date of a man's reporting to a shore activity is the date he commences that tour of shore duty. My question is this: Is an intermediate reporting to an activity within the continental U. S. construed as the date when a tour of shore duty begins, or is the date of reporting to the ultimate destination and duty the date on which the tour of shore duty begins? — D. B. H. Jr., EMC, USN.

• The date of commencement of shore duty is the date of reporting to any shore activity in continental U. S. Thus, an intermediate reporting to a naval activity with CLUSA would establish the date when shore duty commenced unless some sea duty is served between the intermediate reporting and the final reporting to the place of duty. The authority for this information is BuPers Circ. Ltr. 101-48 (AS&SL, January-June 1949). Paragraphs 1 (c) and 1 (d), part 1, are especially pertinent. — Ed.

Advancement to Warrant Grade

SIR: I would like some information as to the Bureau's plans regarding competitive examinations of qualified CPOs for appointment to the permanent grade of warrant officer. Does the Bureau contemplate holding such examinations in the near future? — E.C.K., USN.

• The subject of advancement to warrant grade is receiving much thought in the Bureau of Naval Personnel. Unfortunately, the subject is complicated by several unpredictable factors. In addition, the Bureau is in the process of developing means of evaluating candidates for limited duty and warrant status. Until this project is completed and some of the uncertainties resolved, it is considered that any additional announcements regarding advancement to warrant grade would be unwise. — Ed.

Duty for Which Trained

SIR: I am a graduate of a Class "A" fire control school. Recently I was transferred to the gunnery department of the ordnance division because there is an excess of fire control strikers aboard this ship. Is there something I could do to get back into fire control aboard this ship or get transferred to a ship that does need fire control strikers?—R. E. O., USN.

• Paragraph 9, BuPers Circ. Ltr.

PN and YN Training Manuals

SIR: Is BuPers going to publish separate training courses for PN and YN so that men desiring to advance in these ratings will have applicable manuals to study? — N.R.O., YN2, USN.

• It is the policy of the Bureau of Naval Personnel to have a Navy Training Course for every rate and rating. At present there are training manuals available for all YN rates. Manuals for the PN rates are now under preparation. BuPers will announce the date they will be available. — Ed.

153-48 (NDB, 15 Aug 1949) states: "Restrictions imposed on the removal of identifying rate symbols are necessary in order to prevent diversion of qualified strikers to other duties because of local shortages or excesses in certain ratings, and to insure that personnel are utilized in duties for which they have received special training. Care should be taken by distribution commands and commanding officers to insure that strikers are not assigned to vessels or activities where they cannot be utilized in duties of the rating for which trained."

It is suggested that you discuss your case with your personnel officer and bring the above quotation to his attention.—Ed.

The Word on Reserve Medal

SIR: What's the scoop on the Reservist Ribbon? Who's eligible? How long does one have to be in the Organized Reserve? — R.W.T., YNT3, USNR.

• The Naval Reserve Medal may be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who completes, or has completed, 10 years honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status; and for each additional 10 years of such honorable service a bronze star may be worn on the ribbon. In time of war or national emergency, members of the Naval Reserve shall not become eligible for award of a Naval Reserve Medal until they report for active duty. — Ed.

Ordered to Travel by Air

SIR: I would appreciate it if you would settle a local difference of opinion by answering the following questions: Under what circumstances may a general service (non aviation rating) enlisted man be ordered to travel by air against his wishes. What are the references involved?—J. B. W. W., SKC, USN.

• It is presumed that you are making reference to regular and frequent participation in flights.

All persons in the Navy are required to obey readily and strictly, and to execute promptly, the lawful orders of their superiors.

It is a long settled rule of judicial construction that Navy Regulations issued by the Secretary of the Navy with the approval of the President, in conformity with section 1547 of the Revised Statutes (34 U.S.C.A. 591), are valid and have the force of law when they are not inconsistent with the statute under which they are issued by the Secretary of the Navy.

The office of the Judge Advocate General has reasoned that "any person in the naval service refusing to take passage in aircraft when ordered by his commanding officer to do so would be guilty of violating the lawful order of his superior officer and could be punished accordingly."

In view of the foregoing, and in the absence of any law or regulation prohibiting the issuance of orders to naval personnel which would require them to participate in aerial flight as crew members, it is the opinion of JAG that such orders, issued by competent authority, constitute lawful orders, the disobedience of which would make the offender subject to appropriate disciplinary action.

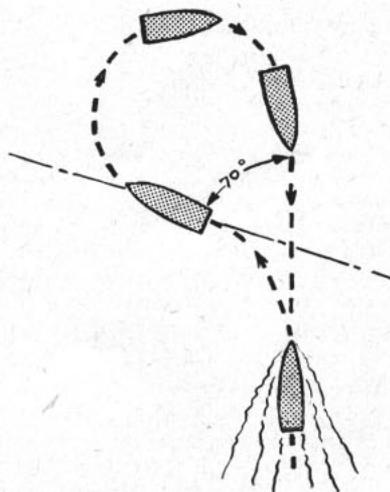
In view of this it would seem obvious that no enlisted man can refuse to participate in aerial flights, on a permanent or temporary basis. However, if given orders to duty involving flying on a regular and frequent basis then extra compensation is involved.—Ed.

Williamson Turn Facilitates Rescue of Personnel Who Fall Overboard

SIR: Can you tell me how the "Williamson" got into the term "Williamson Turn" now used in recovering a man overboard? I find no reference in any publication and although many men have heard and used the term, no one seems to know how "Williamson" became connected with it. — LTJG A. G. H., USN.

• The Williamson Turn was originated by Lieutenant John A. Williamson, a member of the staff at Submarine Chaser Training Center, Miami, Fla., in 1942.

The turn is a tactic which ensures turning a ship through 180 degrees and heading her back through her own wake. Its purpose is to facilitate recovery of personnel who might have fallen overboard. The procedure is this: If a man fell overboard on the port side, the helm would be thrown over to turn the ship to port—thus eliminating the possibility of catching the man in the screws. The helm would be held at "left standard" until the ship was approaching a heading of 70 degrees relative to its original course, then the order of right standard rudder ("Shift your rudder!") would be given, and the ship would, at the 70-degree relative mark, start to the right. The ship would be steadied up on the reciprocal of the original course. If carried out



correctly, the ship would pass back down its own original wake.

Naturally, if a man fell overboard on the starboard side, the same procedure starting to the right would be followed.

In this connection it might be worthy of mention that Lieutenant Williamson later became executive officer and sonar officer of the destroyer escort USS England, which sank six submarines in less than two weeks in May 1944. For his part in the sinkings, he received the Legion of Merit.—Ed.

Fate of Duluth

SIR: Could you tell me what happened to USS *Duluth* (CL 87)?—A.F.S., Pfc, USMC.

• *Duluth* was ordered to the Pacific Reserve Fleet, San Francisco, Calif., on 25 Feb 1949. Prior to this date, the vessel was in the active Pacific Fleet as assigned in March 1946.—Ed.

Questions on Disa and Data

SIR: (1) I am on a minority cruise in the Navy, having enlisted 3 Oct 1945 until 14 Aug 1949. I extended the minority cruise for a period of one year from the original date of enlistment so I would have two years obligated service for shore duty purposes. Is it possible before my extension takes effect on 15 Aug 1949 to cancel it and reenlist for three years?

(2) On completion of my minority cruise I will have served three years, 10 months and 13 days with no loss of time. The BuSandA Manual states that reenlistment allowance shall be made at \$50 per year for full years only. Is there any provision whereby I can collect for the 10 months service? There is no way I can complete four full years, and if I continuously reenlisted I could never make it up either. The manual states that a Regular Navy man can be discharged 90 days prior to expiration of his

Ship Reunions

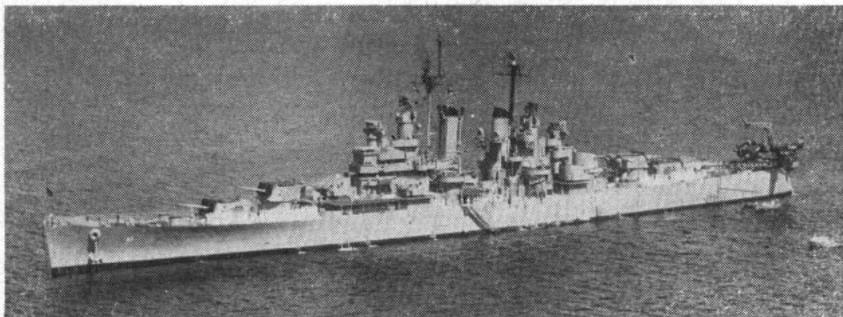
News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS *Kidd* (DD 661): A reunion of all personnel who have served in this ship will be held in New York City, N.Y., on 6-7 Aug 1949. Write Anthony Valenza, 236 E. 96th St., New York City, N.Y. Any shipmate who has not received his membership card in the USS *Kidd* Association may obtain one by writing Harold Morning, Association Secretary, 310 E. Eighth St., Kewanee, Ill.

• Rouen Naval Port Party, France: Annual reunion of all Army, Navy and Coast Guard personnel who participated under the command of Commander E. B. Morris to be held 28 Aug 1949 at Jones Beach, Long Island, N. Y. Write Martin Gen, 129 Bragaw Ave., Newark, 8, N. J.

• 302nd Construction Battalion: Second annual reunion to be held 19, 20 and 21 Aug 1949 at Hotel New Yorker, New York City, N. Y. Write Harry W. Price, Jr., 135 West Third Street, Lewistown, Pa.

• 571 Seabees: Third annual reunion to be held 13 and 14 Aug 1949 in Detroit, Mich. Write John H. Neumann, 1915 South 16th Street, Omaha 9, Neb.



USS *Duluth* (CL 87) — Ordered to Pacific Reserve Fleet, she is now in San Francisco, Calif.

enlistment and collect for a full year—why can't this be done for minority cruises which expire three months short of a full year, as many of them do?

(3) When will the new course book for disbursing clerks be distributed to the field?

(4) Was USS *Brush* (DD 745) the first ship to enter Tokyo Bay?—T. J. D.

• (1) If, as you state, your enlistment will have expired on 14 Aug 1949 (a Sunday) you may be discharged and reenlisted on Friday and Saturday, respectively, under the provisions of Article C-10317 BuPers Manual for any authorized period of enlistment but not less than the term of the extension agreement. The extension agreement shall then be cancelled as of the date of reenlistment. See Article C-1406 (9) (c) BuPers Manual.

(2) There is no provision of law which would authorize credit of the fractional part of the last year of a minority enlistment as a full year for purposes of crediting reenlistment allowance.

(3) The date is not as yet known. The BuPers Training Bulletin will carry an announcement when the book is ready for distribution.

(4) No. USS *Revenge*, fleet minesweeper, led the way for allied fleets entering Tokyo Bay on 27 Aug 1945. *Brush* was among the destroyers in the group.—Ed.

Rotation Tour Date

SIR: I enlisted in the Navy on 12 July 1946. On 8 Oct 1946, I was transferred, at the completion of recruit training, to Aviation Fundamentals School, Jacksonville, Fla. I was again transferred 9 Jan 1947 to NATTC Memphis, Tenn., for 16 weeks temporary duty under instruction in Naval School (AM) Class "A." On 16 May 1947, I reported to NAS Corpus Christi, Texas, for duty. What is my rotation tour date and is my recruit training included in my normal tour of shore duty?—R. T. N., PN3, USN.

• You have been eligible for transfer to sea since 12 July 1948, as having completed a normal tour of shore duty (see Part II, BuPers Circ. Ltr. 101-48, AS&SL, January-June 1949). In your particular case, as you have not had any sea duty, recruit training is included in your tour of shore duty.—Ed.

Paid to Nearest Lower Dollar

SIR: What is the Navy's policy regarding payday? Are you supposed to draw pay to the nearest dollar or nearest five dollars?—H.L.S., YN2, USN.

• Pay of naval personnel is computed to the nearest lower dollar except in cases where pay records are closed out, in which cases, the total amount due is paid in dollars and cents. Current regulations prescribe that issues of money will be made only in such sums and at such times as directed by the commanding officer in writing.—Ed.

Last Word on Precedence

SIR: Your answer to the letter on the top inboard corner of page 27 in the May 1949 issue of ALL HANDS indicates that a BMCA with a date of appointment to pay grade 1A of 1 July 1942 would be senior to a MMCA whose date of appointment to pay grade 1A was 1 July 1940.

May I quote the second sentence of subparagraph (1) of the article to which you referred in the BuPers Manual? That sentence reads: "In the cases of personnel in pay grades 1 and 1A the determining date of precedence is that of the advancement to pay grade 1A." Your move, Ed.—C. S. F., YN1, USN.

• Nope, it's still your move. You overlooked the first sentence of your reference (BuPers Manual, 1948, Art. C-2102, subparagraph 1), and quoted the second sentence only. The whole paragraph reads:

"Enlisted personnel take precedence among themselves according to rates or ratings, pay grades within ratings, and date of advancement to pay grade held. In the cases of personnel in pay grades 1 and 1A the determining date of precedence is that of the advancement to pay grade 1A."

For an example of what is meant by the second sentence, see ALL HANDS, July 1949, p. 25. See subparagraph (4) of Art. C-2102, BuPers Manual, for the military and command precedence of ratings.—Ed.



TODAY'S NAVY



2 Navy Air Transport Squadrons Fly Record Loads into Berlin Via Airlift

Through fog, rain, sleet and air traffic as heavy as the avalanche of Sunday cars on the Pennsylvania Turnpike, two Navy air transport squadrons — VR-6 and VR-8 — have been steadily winging record loads of food and fuel into Berlin since last November.

Despite the fact the land blockade has been lifted and supplies are moving overland again into the beleaguered city, the famed Berlin Airlift — "Operation Vittles" — continues. Navy and Air Force planes are still pouring supplies into the German capitol via the air lanes.

Five months after the Air Force began the mammoth task of supplying Berlin by air (in June 1948) it asked the Navy to provide two squadrons of four-engine planes to assist in hauling supplies over the corridor. The Navy moved fast. Squadron VR-6

gathered its men, tools and spare parts and hastily took off from Guam for cooler climates. Squadron VR-8 bade a hurried aloha to Honolulu. Several days later the 24 R5Ds of the two squadrons landed in the mud of Rhein Main airfield, located in the northwest sector of Germany near Frankfort am-Main. The next day their flour and coal laden planes were struggling off the ground, headed for Berlin. For the next few months practically all flying was done by instrument and most landings were "talked in" by GCA.

To boost the tonnage of supplies hauled into the German Capitol, an "efficiency rating" system was set up. Figures were established for what was considered 100 per cent efficiency, based on hours of flying time, load carried, etc. The 15 Navy and Air Force squadrons raced each other to gain top efficiency ratings.

The first month after it joined the airlift red-hot Navy VR-8 squadron climbed into the top slot with an efficiency rating of over 100 per cent. Once on top it stayed there, showing the highest monthly efficiency of any squadron in the airlift from December through May. VR-6 was not far behind, placing second several months in succession.

Top squadrons in efficiency for the crucial December to April period:

- Dec: 1st — VR-8 USN, efficiency rating: 120.2 per cent; 2nd — 15 TC USAF, 97.3 per cent; 3rd — TC USAF, 90.9 per cent; 4th — VR-6

← The Navy in Pictures

PERCHED PRETTILY on raft, SGT Charlotte Foltze occupies the attention of other Reservists in Fifth Marine Corps Battalion following their combat swimming class (above right). Top left: T. L. Anderson, PNI, greets his wife and sons on their arrival in Pearl Harbor aboard *uss General Breckinridge*. Center left: Navy *Constellation*, modified for electronic experimentation, passes its initial flight tests. Lower left: Italian children visit USS *Juneau* in Cagliari, Sardinia. Lower right: Clyde M. Prickett, GM1, established a new open sea deep diving record of 500 feet during diver training operations in Panama Bay.

YESTERDAY'S NAVY

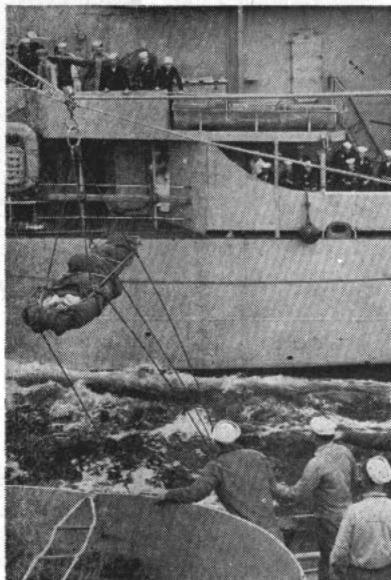


Wasp torpedoed 15 Sept 1942 covering reinforcements for Guadalcanal. A Revolution in sub salvage instituted after sinking of S-51 on 26 Sept 1925. Schooner *Hanna* "Mother" of Navy made first run on 5 Sept 1775.

SEPTEMBER 1949

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Emergency Operation Proves That Navy Takes Care of Its Own



When a sailor's stricken on land or at sea, the Navy takes care of him — but fast.

Aboard *uss Thomas E. Fraser* (DM 24) Lester T. O'Brien, SA, USN, suffered an acute attack of appendicitis. Bundled in blankets and strapped to a stretcher, O'Brien was transferred quickly via the "highline" to *uss Missouri* while underway in the North Atlantic (see at left).

He was brought aboard *Missouri* at 1730. Waiting hospitalmen carried him to sickbay where he was prepared for the operation. Simultaneously, blood tests were being run to confirm the diagnosis.

At 1920, less than two hours after he was brought aboard, Seaman Apprentice O'Brien was resting comfortably in a bed in the *Mighty Mo's* sickbay ward (see at right).



USN, 87.5 per cent.

• *Jan:* 1st — VR-8 USN, efficiency rating: 133.7 per cent; 2nd — 15 TC USAF, 124.7 per cent; 3rd — 331 TC USAF, 121.0 per cent; 4th — VR-6 USN, 106.2 per cent.

• *Feb:* 1st — VR-8 USN, efficiency rating: 120.6 per cent; 2nd — VR-6 USN, 118.8 per cent; 3rd — 15 TC SQ USAF, 114.6 per cent; 4th — 331 TC USAF, 111.8 per cent.

• *March:* 1st — VR-8 USN, efficiency rating: 149.3 per cent; 2nd — VR-6 USN, 135.5 per cent; 3rd — 331 TC USAF, 119.9 per cent; 4th — 15 TC USAF, 117.4 per cent.

• *April:* 1st — VR-8 USN, efficiency rating: 153.1 per cent; 2nd — VR-6 USN, 148.6 per cent; 3rd — 15 TC USAF, 126.4 per cent; 4th — 331 TC USAF, 123.2 per cent.

(These figures were obtained from the "Airlift Times," published in Germany for airlift personnel.)

Altogether, from 9 Nov 1948 to 31 May 1949, the two Navy squadrons flew 41,613 hours and moved 118,206 tons of supplies. On a comparative basis of men and planes, no other squadrons involved in the airlift came close of equalling this record.

Meanwhile the behind-the-headlines work of other Navy units provide their invaluable support to the airlift by flying supplies across the Atlantic and in transporting via Navy tankers the millions of gallons of gasoline necessary to keep 'em flying.

Middie Air Cruises

Over 200 midshipmen from the Naval Academy, Annapolis, Md., made air cruises around continental United States during the month of June. The air cruises were introduced this year for the first time into the summer training schedules of second classmen (juniors) to supplement the usual cruise aboard an aircraft carrier.

Stops in the country-wide tours were made at Glenview, Ill.; Denver, Col.; Corpus Christi, Texas, Pensacola, Fla. There was also a three day visit to naval installations in the San Francisco Bay area.

Bilingual Newspaper on Majuro

The "Shipwreck," a monthly mimeographed newspaper published by the Majuro Intermediate School at Majuro in the Marshall Islands, is written in two languages — English and Marshallese. Laid out in two columns, one in each language, the translation is done by a native instructor at the school.

Local island news and items of births, weddings and deaths are gathered during scheduled field trips throughout the District by Navy personnel who thus perform a good part of the paper's "leg work."

Through the newspaper, the Navy's Civil Administration officers have an opportunity to explain the United Nations organization to the

Marshallese people. Short articles and excerpts from the Trusteeship Agreement appear in each issue.

The "Shipwreck" serves to bring the Marshallese more closely together as one people as well as to acquaint them more with the "outside" world and explain their active part in that world.

Strange Vessel Launched

One of the Navy's strangest ships has been launched with hardly a splash to mark the occasion.

This new-style vessel will never be bothered with barnacles, will never pitch and roll in a stormy sea and will never lose her way in a fog — as a matter of fact she will never even see salt water.

She is a mock-up, built by the Navy prisoners at Mare Island naval shipyard and aptly named "Old Wooden Sides" by her builders. To add a bit of realism to her christening, a bottle of brine was carried from Mare Island Strait and cracked over her bow.

On board the model ship, with no worries of seasickness to plague them, dry-land sailors will get practical lessons in the ways of the sea.

"Old Wooden Sides" was built by the retrainees of scrap lumber, and consists of a bow and wheel house with replicas of ground tackle, wheel, engine order telegraph, running lights and communication equipment.

Barracks Research

The Navy is experimenting with ultra-violet irradiation of barracks, combined with dust prevention, to keep down respiratory ailments.

A research project at the U. S. Naval Training Center, Great Lakes, Ill., includes treatment of air in various barracks by ultra-violet irradiation and diffusion of glycol vapor. Previous experience has shown that the hospital admission rate of men living in barracks so treated will be considerably less than of those living in unprotected barracks. Air samples show the number of airborne bacteria to be reduced 60 to 65 percent.

Respiratory research is a long-range task of Medical Research Unit No. 4, which is now operating at the Great Lakes Naval Training Center. The research unit was founded originally on 1 June 1946, at the U. S. Naval Hospital, Dublin, Ga. When in full operation at Great Lakes, it will have 27 military personnel and 23 civilian researchers.

An object of the respiratory research is to learn the connection between acute respiratory diseases and rheumatic fever. The unit plans to work out and test various methods for preventing these diseases and to compare courses of treatment. The Navy's system of recruit training is well adapted to such research, as all the people involved are approximately the same age, living under identical conditions and are largely isolated from the public.

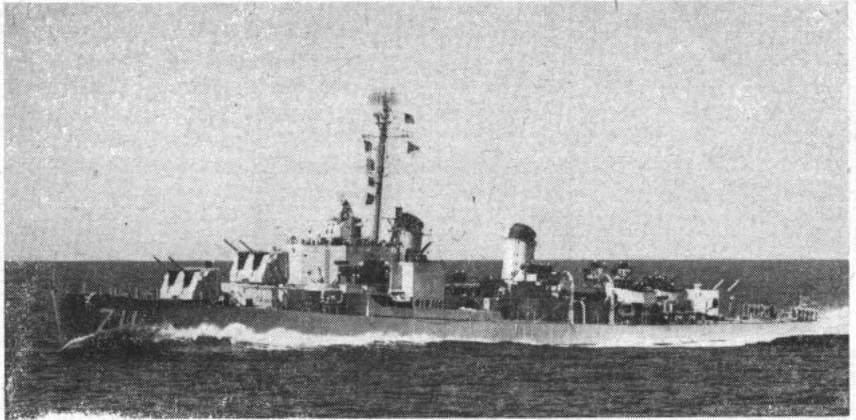
The main research laboratory is a two-story H-type building with a full basement, offering a total of 25,000 square feet of space. Several fully equipped laboratory rooms are contained in the building, as well as a medical library and a conference room.

Science Seminar for Reservists

Approximately 100 scientists who hold commissions in the Naval Reserve served two weeks' training duty this summer at a scientific seminar in the Office of Naval Research, Washington, D. C.

The reserve officers who attended the seminar are men whose civilian occupations fall in scientific fields. Many are professors or research specialists in the nation's universities and colleges. The 102 who were selected for the seminar were chosen from approximately 500 applicants.

Field trips during the 10 working



SPEED TRIAL is run by USS *Eugene A. Greene* (DD 711) in Mediterranean. A Gearing-class destroyer, she is on her second tour of duty in the area.

days took the reserve officers to many scientific installations in the Washington area. Among the activities visited were the following: the Naval Research Laboratory, Naval Ordnance Laboratory, Applied Physics Laboratory, David Taylor Model Basin and U. S. National Naval Medical Center.

Many of the leading figures in naval research lectured, including both Navy officers and civilians connected with ONR. In addition, other civilian scientists spoke, as well as scientific members of the other armed services.

Specialists of the reserve scientists cover more than 25 fields, embracing almost every phase of scientific thought.



SECNAV Francis P. Matthews observes carrier task force exercises from aboard *Franklin D. Roosevelt*.

Foreign Languages

Qualified officers of the Regular Navy (including women officers) of lieutenant (junior grade) rank or above may now apply for foreign language classes to convene 1 Oct 1949 and 1 Jan 1950 at the U. S. Naval School, Naval Intelligence, Naval Receiving Station, Anacostia, D. C.

Billets are readily available in Russian, German and Swedish classes, according to BuPers Circ. Ltr. 103-49 (NDB, 30 June 1949). For a complete list of courses and necessary qualifications, see BuPers Circ. Ltr. 30-49 (NDB, 28 Feb 1949).

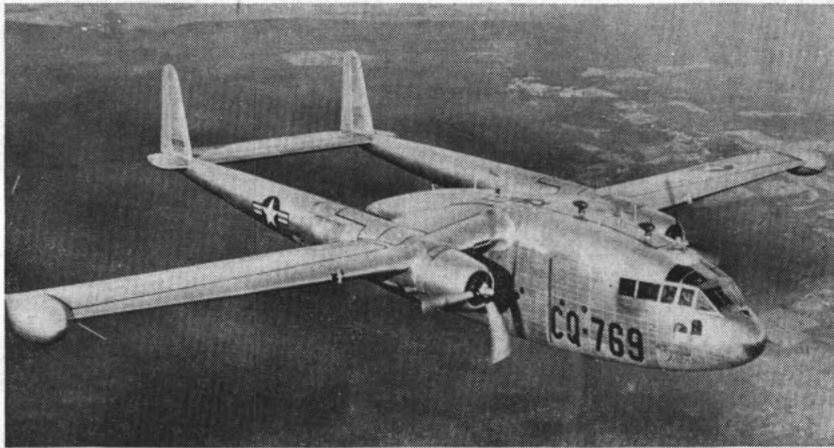
Applications should be submitted via official channels to reach the Chief of Naval Personnel (Attn: Pers 4222) prior to 20 Aug 1949 for the 1 Oct 1949 class. Applications for the 1 Jan 1950 class must arrive prior to 1 Nov 1949. Language qualification forms must accompany all applications and may be obtained by submitting an official request to the Chief of Naval Personnel (Attn: Pers 4222).

Academy Leaders Both Ex-EMs

The men who graduated first in their class at both the Naval Academy and the Military Academy this year are former Navy enlisted men.

Ensign Lionel M. Noel, USN, and Second Lieutenant Richard T. Carvolth 3rd, USA, were each members of Navy college training units as seaman recruits (then apprentice seamen) before receiving appointments to Annapolis and West Point respectively.

Ensign Noel, the No. 1 man in his class at the Naval Academy, is from Kenmore, N. Y., and spent a year in the NCTP units at Cornell University before entering the Academy in 1945.



FLYING BOXCAR, a giant transport aircraft designed to haul cargo, paratroops and serve as an ambulance plane, is being evaluated by Marine Corps.

Upon graduation, he was assigned to *uss Mindoro* (CVE 120).

Lieutenant Carvolth, top man at West Point, is from Peckville in central Pennsylvania and was an apprentice seaman in the NROTC unit, Brown University, before being appointed to the Military Academy. He has been awarded a three-year Rhodes Scholarship to Oxford University.

Ensign Noel gained top honors upon graduation among a class of 790. Lieutenant Carvolth was tops in a class of 572.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral John L. McCrea, USN, reported as Director of the Staff, Personnel Policy Board, National Military Establishment.

Rear Admiral Allan R. McCann, USN, member General Board, Washington, D. C., reported as Naval Inspector General.

Rear Admiral Richard F. Whitehead, USN, Chief, Naval Air Reserve Training, Glenview, Ill., ordered to OpNav for duty with Shore Establishment Survey Board.

Rear Admiral Ernest E. Herrmann, USN, ComCruDiv 5, ordered to OpNav.

Rear Admiral Charles C. Hartman, USN, Assistant Chief of Naval Personnel, for Personnel Control, ordered as ComCruDiv 3.

Rear Admiral George C. Crawford, USN, ComPhibGrp 3, ordered as Commander, Naval Base, Los Angeles, Calif.

Rear Admiral Edward C. Ewen, USN, Chief of Public Relations, Navy

Department, ordered as ComFair Guam.

Rear Admiral Robert P. McConnell, USN, ComFair Guam, ordered as member, General Board, Washington, D. C.

Rear Admiral Francis X. McInerney, USN, ComCruDiv 3, ordered as ComCruDiv 5.

Connie Gets That New Look

A sleek, streamlined Navy *Constellation* has been changed into a hump-backed, long-snouted experimental plane, bristling with spiny antennae along the top and bottom of its fuselage.

The modified four-engine plane is being used by the Navy to test air-

bourne electronic devices and has successfully passed its initial flight test.

Two large humps, called radomes, were installed midway along the top and bottom of the *Constellation's* fuselage to house the electronic equipment. The plane's familiar droop nose has been made slightly longer. New designation for the modified plane is PO-1W (patrol search plane).

In testing flights the plane will carry a normal crew, including pilot, co-pilot, flight engineer and radio operator. It also has facilities within the cabin for technicians and electronic equipment operators, and is equipped with bunks for relief of crew members on long flights.

Engineers state that the *Constellation's* performance will not be materially reduced by the bulky external radomes. The new electronics equipment is still in a stage of development.

Naval Research in SoPac

The islands of the Trust Territory of the Pacific, administered by the Navy, are under study by a group of American scientists.

Included in the group of 10 scientists are experts in the following fields: anthropology, public health, nutrition, linguistics, botany and zoology. The Marianas, Marshalls, Eastern Caroline and Western Caroline groups will be visited.

Purpose of the research program is

Naval Reserve Aviation Personnel Train by Television

Telecasts are now being sent out each Saturday and Sunday from New York, Philadelphia and Washington as instruction for Naval Reserve aviation personnel on week-end training duty.

Originating in the Special Devices Center, Long Island, N. Y., the telecasts are sent by micro-wave to New York City. From there, they are relayed to Philadelphia and Washington — also by micro-wave. Commercial telecasting stations in the three cities put the programs on the air from 0900 to 1030, Saturdays and Sundays.

Although the programs of instruction can be received by any television-set owner in the area, they are intended primarily for three air stations — Floyd Bennett Field, Willow Grove and Anacostia. The three activities

lie near New York, Philadelphia and Washington, D. C., respectively. The television stations airing the programs are as follows: New York — WNBZ; Philadelphia — WPTZ; Washington — WNBW.

The programs are written and produced by naval personnel. Each Saturday's program is created by officers, for officers. Sundays' programs are produced by enlisted men, and are slanted for enlisted audiences.

Three midwest air stations are giving the same instruction as is being telecast in the east — but are using "live" instruction instead of televised. A leading university plans to provide audience evaluation, with a comparison of the two methods.

Plans call for continuing the telecasts through the second week-end in September.

to supply basic scientific data required in the administration of the islands. The program is supported largely by the Office of Naval Research, assisted by various civilian funds and institutions. The program is identified by the title, "SIM," standing for Scientific Investigations in Micronesia.

Naval transportation and shore facilities will be utilized by the scientists while they are away from the U. S. The program as a whole will last a year. The "SIM" program follows an earlier undertaking called "CIMA" — Coordinated Investigation of Micronesian Anthropology. CIMA covered a period of two years — April 1947 to April 1949. The SIM program will cover a broader field than the CIMA.

Administration of the Trust Territory of the Pacific by the Navy began in July 1947. The Trust Territory consists of former Japanese mandated islands.

They Like Their Water Hard

For hundreds of years Eskimos in the arctic regions have worked hard getting their drinking water by sawing out blocks of ice with crude hand saws and leather thongs. Stored, it provided a potable year-around drinking supply.

Recently Navy SeaBees stationed at Point Barrow, Alaska decided to show the Eskimos how to improve upon their slow manual method of cutting ice. Mounting a circular-blade, power-driven timber saw on wheels, the SeaBees proceeded to chop out blocks of ice like hot butter. Result: 40 tons of ice cut in eight hours — the equivalent of 280 commercial-size, 300-pound blocks of ice, or more than an energetic Eskimo could cut in 80 days.

To prevent the separate ice cakes from freezing together before being removed from the water the SeaBees used a thick saw blade fitted with adjustment levers that permits it to cut to predetermined depths up to 16 inches. An adjustable shield was added to protect the operator from flying ice and snow.

The SeaBees also brought up a weasel (snow tractor) to pull the sawed cakes from the water and slid the ice blocks ashore on bent-pipe skids.

Ice is an important source of water supply in the Arctic because it is easier to store and requires less processing to provide drinking water. It



RESCUER P. F. Strader, SA, displays the vast wingspread of the injured eagle on which he and R. F. McDonal, SA, practiced emergency first aid.

Sailors Repair Slightly Damaged Eagle

The care and feeding of eagles is a little out of a sailor's line but then most sailors are versatile chaps.

If you don't believe it go around and ask P. F. Strader, SA, and R. F. McDonal, SA, about the time they caught the eagle.

Strader and McDonal, both at the Little Creek, Va., amphib base, know a good bit about the proud, feathered birds — one of their best friends is one.

The two sailors, both members of Beach Group Two, stumbled upon the eagle while walking through a wooded section.

Hearing a thrashing around in

the underbrush, they took a look and found the bird floundering around aimlessly, its left leg broken below the joint.

Strader and McDonal know their first aid. They fixed up a jury-rig splint, bound up the bird's leg and carried it to the base where they nursed it back to health.

The majestic bird, which has a wingspread as wide as a man's outstretched arms, was turned over to the Norfolk City Park Zoo.

Now he haughtily struts around his cage on his two healthy legs — thanks to two versatile and kindly sailors.

loses its salt and organic impurities through crystallization. Water from glacial streams must be filtered to remove indigestible silt. Pools and streams are polluted in summer by algae growth and snow is too bulky.

Arctic Research Laboratory

"The northern lights have seen strange sights," a certain lusty poet wrote a few years ago — and that was before the U. S. Navy settled down north of the Arctic Circle with ONR's Arctic Research Laboratory.

One can't help wondering what Robert Service, the poet, would say about the northern lights and sights if he were alive today. For today the

northern lights look down upon a group of scientists who are "conducting investigations of biological and physical phenomena as related to the arctic environment." Their research is planned "particularly for studying the influence of physical and biological factors upon the functions of man and machine." — And that involves a great deal of mysterious-looking activity both inside the big quonset-type buildings at Point Barrow, Alaska, and out in the snow.

The story of the Navy's Arctic Research Laboratory begins on 13 Aug 1946. On that day the Chief of the Office of Naval Research addressed a letter to all bureaus and offices in the Navy Department. His letter in-

TODAY'S NAVY

vited comment regarding setting up a research laboratory at Point Barrow, Alaska. The suggested laboratory would enable civilian scientists from universities, research institutions and government departments to study arctic problems.

All answers to the letter of inquiry contained enthusiastic support of the proposal.

A Navy camp already existed at Point Barrow, built by the SeaBees during World War II. During February 1947 a scientist representing the Chief of Naval Research went to the site to study possibilities for the new laboratory. On 6 Aug 1947, seven men from two important universities arrived at Point Barrow to begin a one-year study of metabolism in arctic climates. Metabolism, by the way, is a four-bit word to which Webster gives a great deal of

space in his big dictionary. Briefly, it can be described as "the process of living."

Part of the purpose of that first group was to set up scientific facilities. A 20 by 40-foot quonset hut was remodeled as a physiological laboratory. Equipment, supplies, animal quarters and temperature control chambers were added, and the result was a small but satisfactory establishment. Work got underway in a very short time.

In the autumn of 1947, plans were made to enlarge the activity. The following spring the plans were put into action, and by July 1948 a new building was ready. This was a two-story 40 by 100-foot quonset hut. On the ground floor were installed laboratories and a workshop, while a library, a storeroom, a seminar room and an office filled out the second

floor. The original small building was kept in use. By mid-summer, approximately 30 scientists and technicians were busy at the Arctic Research Laboratory.

The work at ARL is carried on under contract between the Office of Naval Research and various universities. Included in such work are the following: study of the metabolic activity of arctic life, the physiology of bird navigation and migration, a study of marine fauna of the Point Barrow area and investigation of tissue metabolism in arctic animals.

A subdivision of the ARL group is assaying the vitamin content of arctic flora and fauna and studying the health of the Point Barrow natives. A thorough dental study of the local inhabitants is part of this task, and denture casts of several hundred Eskimos have been made. Several

Navy Chief Bags Kodiak Bear on Week-End Hunting Trip

A Navy chief aviation structural mechanic became a member of the legendary big-game fraternity when he bagged a large Kodiak bear on a week-end hunting trip near Kodiak, Alaska. The Kodiak bear is said to be the largest carnivorous animal on the face of the earth.

Charles L. Kruger, the CPO, is attached to Fleet Air Squadron 114 at NOB Kodiak. He killed his prized trophy in Little Monaska Valley, a few miles north of Kodiak.

Kruger sighted the bear playing with a female bear and her small cub on a distant slope. After closing the distance to about 500 yards, he fired and hit the giant male in the left front paw. The bear scrambled into a heavy alder thicket and attempted to hide.

As Kruger moved to within 400 yards of the bear, it left its sanctuary and hurried off up a steep ravine. Kruger fired again and hit the bear in the back. This shot sent the bear tumbling down into the ravine. It arose again, however, and charged the hunter who was about 300 yards away.

When the bear had covered about a third of the distance, the chief fired once more. This bullet struck the bear in the left shoulder but failed to stop him. The following and last shot hit a vital spot. The bear dropped dead in its tracks.

According to the young Navy chief, the most exciting part of the

adventure was seeing the bear turn and charge after receiving two bullets from the 30.06 Mauser rifle. The ejector clip on the rifle broke with the first shot, and thereafter each cartridge had to be inserted by hand.

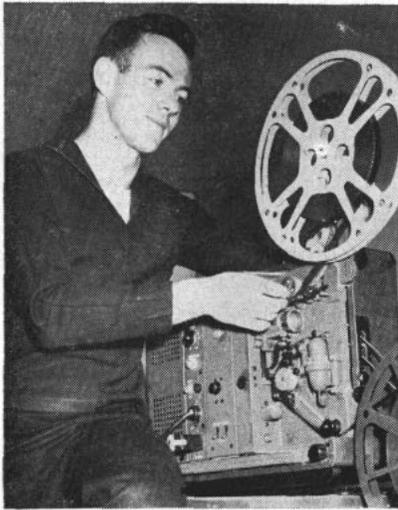
The bear's skin measured more than 10 feet in length. Kruger plans to have it cured to keep as a re-

minder of the days he spent at Kodiak. The animal was estimated to have weighed almost 1,600 pounds.

According to old-timers at Kodiak, it is a rarity to see a bear charge. However, when one is badly wounded, cornered, or convinced that its cubs are in danger, it will attack defiantly, hunters say. — Don Collett, JO1, USN.



HUGE PELT of Kodiak bear shot by Chief Kruger measures more than 10 feet in length. The chief dropped the bear at close range as it charged.



MOTION picture operator for the former Secretary of State George C. Marshall was Jack Walsh, Jr., FN.

scientists have been analyzing the blood and tissues of arctic animals for fat content, while another is making a study of tiny arctic insects. Still another is devoting his attention to a form of cold-climate plant life called lichens.

Plans are underway for greater research in physical and geophysical fields. Oceanography and meteorology may be added, along with research in magnetic and cosmic radiation. Approximately two-thirds of the program is expected to concern physical research, and one-third, biology.

The scientists at the Navy's northern outpost are finding out a lot of things that are extremely interesting to them. These things may prove to be extremely interesting to every U. S. sailor who in the future is required to visit the polar regions. If the men of science can find out how sea gulls stand around on the ice all day bare-footed, maybe they can design you and me some overshoes just as cold resistant. They have, in fact, designed some new boots for arctic wear — but they weigh six pounds and cannot be used with skis or snowshoes. So the work goes on.

In their studies on human adaptation to low temperature, the Point Barrow professors are employing three broad groups of people. One group consists of the native Eskimos who have lived there all their lives, another is a group of "outsiders" who are now seasoned arctic hands and the third is a group of comparative newcomers to the frigid zone. Cir-

ulation in exposed hands and faces is studied, as well as nutrition and metabolism. Certain native groups, it has been found, live almost entirely on meat. Perhaps a full-time diet of mutton would make American Navymen as at home as a musk-ox in the far north. While this isn't likely, the Point Barrow professors will soon find out.

Point Barrow itself has become increasingly known as a Navy outpost in the last six years. In 1943, pioneering SeaBees founded an exclusive brotherhood called The Order of the Top of the World (see ALL HANDS, April 1949, p. 34) while building the installation there. The brotherhood still exists, with its membership steadily growing, although few Navymen are stationed there for any length of time.

Surrounding Point Barrow is Naval Petroleum Reserve No. 4, a 35,000-square-mile area set aside by President Harding in 1923. The Bureau of Yards and Docks has an arctic test station there, and is studying fuel oils, lubricants and the problems of arctic transportation.

The village of Barrow has been one of the most important Eskimo villages in northern Alaska for a long time, but the arrival of the Navy's activities has brought about some changes. There are now two movie theaters, and church-going clothes for the women now include calico. Planes fly between Point Barrow and Fairbanks four or five times a week, keeping open a quick link with the outside world.

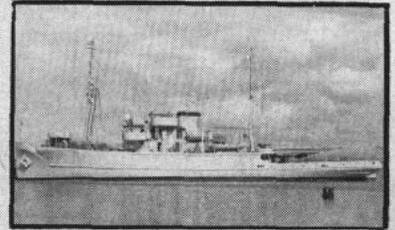
Sports as well as fashions have been influenced by the Navy's presence at Barrow. A variation of football that the local boys now play is ruggeder, if possible, than the variety imported by the sailors. In this, the goal posts are often the horizon and the only limit on time is that determined by the players' endurance.

Population of the village is increasing as Eskimos immigrate from the surrounding country, and is being augmented by the more than 400 personnel in the Navy's activities. Of the 116 civilian houses in the village, almost all are of frame construction. A few are of traditional sod construction; none are igloos.

Adventure in the far north didn't die with Robert Service's "Sam McGee," and the Navy is where the adventure is — even if most of the action this time takes place in test tubes.

QUIZ AWEIGH

This month's Quiz has a wide variety of subjects on which you can test your naval knowledge. Take a swing at it and find out just how salty you really are . . . or aren't.



- (1) This ship is an (a) ARSD (b) ARS (c) ARST.
- (2) Her name is *Opportune* and her primary job is (a) general salvage work (b) submarine rescue work (c) diver training.



- (3) Under the new rating structure a lot of changes have been made. A man wearing the rating badge on the left is (a) jack of the dust (b) storekeeper (c) commissaryman.
- (4) Personnel wearing the rating badge on the right are (a) cooks (b) stewards (c) bakers.



- (5) Reported to be the most powerful carrier-based fighter, this is the (a) F2H-1 (b) FR-1 (c) XFD-1.
- (6) The nickname of this flying powerhouse is (a) Phantom (b) Banshee (c) Panther.

ANSWERS TO QUIZ ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE ARMY SIGNAL CORPS Engineering Laboratories at Fort Monmouth, N. J., are now using a new device known as a "hypsoneter" to measure altitude. It is described as a scientific cousin to Mom's teakettle.

The hypsoneter works on the principle that the boiling point of liquids decreases as atmospheric pressure decreases. And atmospheric pressure decreases as altitude increases. The Army's hypsoneter is good for altitudes up to 30 miles — where atmospheric pressure and the boiling point of liquids are both extremely low, unlike the hypsoneter itself.

★ ★ ★

THERE WON'T BE any more walking into the jail with a file inside a loaf of bread for your old buddy.

"In response to many requests," says the Army Signal Corps, their surplus of some 3,000 mine detectors will be sold to county clerks and other local law enforcement agencies.

On occasion, the mine detectors have been loaned out to find hidden firearms.

That's using the equipment to only half its ability. "This electronic device," the Signal Corps announcement said, "will detect not only metal but any foreign substance buried or otherwise hidden from sight. Even buried clothing can be discovered with the equipment."

★ ★ ★

A NEW AIR FORCE penetration fighter, the Lockheed XF-90, has undergone taxi tests in Burbank, Calif.

The new fighter is powered by two turbo-jet engines and is distinguished by sharply back-swept wings. It is designed as a penetration fighter for use against enemy planes and ground installations deep in hostile territory.

Wing-span of the new plane is approximately 40 feet, and length is about 55 feet. Resting upon its conventional landing gear, the plane's highest point is approximately 15 feet from the ground. A pressurized cabin and air



ROARING low over a column of tanks, an F-47 makes a simulated straffing run during exercises in Europe.

conditioning are used. There is also a pilot ejection seat.

Early development of the XF-90 involved the use of models constructed of steel and plastic. These were launched from high-flying planes and their descent was studied by radar and radio recording.

★ ★ ★

THE NEW JET engine which enabled an Air Force fighter plane to set a world's speed record will be installed, four to a plane, in B-45 bombers.

Arranged in pairs in single nacelles on each wing, the new jets enable performance of the B-45 at a service ceiling of more than 40,000 feet and combat radius of over 800 miles. Top speed of the light bombers—which compare in size and range to World War II heavy bombers—is in the 550-mile-an-hour range.

The jet engine (J-47) made possible a world's speed record of 670.981 miles an hour set by the F-86 *Sabre* fighter.

With the new engine installation, the bomber has a total of 20,000 pounds of thrust, an increase of 25 per cent over earlier models of the same plane utilizing other jet engines.

★ ★ ★

ALL THE WORST conditions a jungle can offer in the way of climate variations are possible in an Army Signal Corps test chamber in the engineering laboratories at Fort Monmouth, N. J.

Called a "tropical rainforest" by Signal Corps meteorologists, the chamber can produce conditions ranging from a fine fog mist to rainfall of two inches an hour. Temperatures can go up to 190° Fahrenheit at 100 per cent humidity with heavy condensation.

The chamber will be used for tests of corrosion, moisture and fungus on exposed equipment in the same manner as if it were deteriorating under actual jungle climatic conditions.

Effects of climate in the Pacific and the China-Burma-India theatres made useless more equipment than enemy action, Army records reveal. The tropical section of the laboratory is comprised of six heavily insulated rooms, the largest of which will admit a General Sherman tank or other large motive equipment.

So realistic are the simulated conditions that research workers receive special attention as to health and safety precautions. Some operators spend so much time in the chamber that for all practical purposes they are living in a jungle.

★ ★ ★

YOU PROBABLY never thought about it before, but in many ways it's harder to bring instruments down from the atmosphere than to take them up.

At the Army's White Sands proving grounds, Alamogordo, N. M., Air Force scientists have been firing V-2 rockets to test parachute descents of vital instruments.

The problem is to bring a 14-foot, 3,600-pound package of scientific gadgets down from a height of 100 miles above the earth, where it first detaches from the rocket.

At that height a parachute 30 feet in diameter opens and slows the capsule until it reaches an altitude of only 50 miles, where the more dense air exerts enough pull to bring a 100-foot diameter chute out of its housing.

Even this fails to substantially stop the plummeting

capsule, which slows down only upon reaching "thicker" air near the earth's surface.

The bullet-shaped capsule contains about 45 different instruments — cameras, thermometers, and other meteorological devices — which transmit by radio 23 continuous readings to recording equipment on the ground.

You can be sure that the intricate gadgets are also delicate, and a bump too hard on the ground means finis. So far, three out of four tests have been unsuccessful.

★ ★ ★

STANDARD METHODS of offsetting the body freezing effects of cold weather are being tested at an Air Force aero-medical laboratory near Fairbanks, Alaska.

Instead of rubbing frozen or frost-bitten portions of the body with snow, a popular misconception, they should be treated with warm water according to soldiers' experience at the base. And a slug of liquor is no longer considered to have warming qualities, since the experiments are reputed to have proved that alcohol opens facial pores, thereby bringing on a cooling process.

The study in Arctic survival, called "Operation Frigid," evaluates cold weather reactions on troops.

In an experiment on the effects of inadequate food and shelter, four groups of volunteers lived in 35-degrees-below-zero weather for six days with varied amounts of nourishment. The first was allocated 3,500 calories of food per man every day, while the last group received only two glasses of water daily per person. By the end of the test, personnel of the fourth group indicated they were considerably weaker but might have gone longer if necessary.

★ ★ ★

AFTER TWO YEARS, the phenomena of flying saucers is still under serious investigation by the Air Force's Air Material Command at Wright Field, Dayton, Ohio.

AMC's Technical Intelligence Division is charged with investigating and interpreting information on "unidentified flying objects" and has looked into more than 240 domestic and 30 foreign incidents.

About 30 per cent of the sightings have been identified as conventional aerial objects and scientists expect a like



RECOILLESS 75-mm. rifle is set up by a heavy weapons crew to command a roadway at Camp Mackall, N. C.



SPATTERED from helmets to boots, student and teacher play foam on blaze at Shaw AFB fire fighting school.

number of incidents will be proved commonplace in the near future.

But there are still a number of questions which investigators have not been able to answer. "No definite and conclusive evidence is yet available to prove or disprove the existence of at least some of the remaining unidentified objects as real aircraft of unknown or unconventional configuration," the group reports.

The exhaustive search has considered all possibilities, but the contention seriously held in some quarters that the flying discs were maneuvered by "Men from Mars" is thoroughly discredited.

"The problems involved in the creation of the long idealized 'Buck Rogers' space ship are myriad. . . . A high performance space ship would be large and unwieldy and could hardly be designed to maneuver frivolously in the earth's atmosphere as the reported discs have done. Also, such an aircraft could not carry sufficient extra fuel to make repeated descents into the earth's atmosphere."

This conception dates from the first sighting of the saucer phenomena on 24 June 1947 when a Boise, Idaho businessman named Kenneth Arnold looked from his private plane and spotted a chain of nine saucer-like objects playing tag around Mt. Rainier at "fantastic speed."

★ ★ ★

"TRACK TREADS" similar to those used on tanks have been fitted on an Air Force B-50 medium bomber, enabling it to land on rough, unimproved ground.

By tripling the imprint area of the bomber's double tire landing gear, designers of the track treads believe their gear will lift operational restrictions which made necessary landing of large planes on smoothly paved runways.

Rubber belt treads on the main landing gear are each 20 inches wide with a ground contact of 46 inches in length. In addition to the two forming the main unit, the nose gear has a smaller tread which can be turned for steering the plane on the ground.

The system retracts while the plane is in flight, enabling it to maintain its streamlining.

THE BULLETIN BOARD

Absentee Ballots Available To New York Servicemen For Election in November

Servicemen from New York State may apply for absentee ballots for that state's general election to be held on 8 Nov 1949. Several matters of importance to service personnel and veterans will be voted on.

Two of eight proposed constitutional amendments affect veterans and their benefits. One has to do with the payment of the serviceman's state bonus to members of the armed forces who were residents of the state at the time of their enlistment but who have taken up residence outside the state.

Servicemen who are residents of the state and who desire to vote in the general election must file application for a war ballot. The procedures apply to personnel serving both within and outside the continental limits of the U. S.

Personnel desiring a war ballot must make a written application in one of these ways:

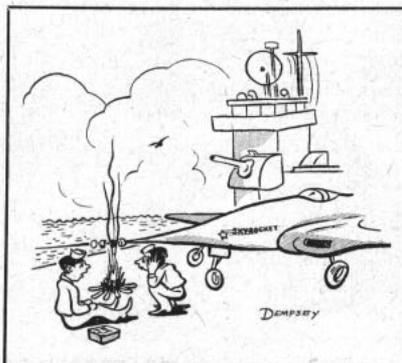
Free Courses in New York Open to Naval Personnel

Naval personnel in the New York City area will get a chance to brush up on their astronomy, navigation and meteorology in a free series of courses being sponsored by the Hayden Planetarium.

The following introductory courses are being offered:

- Why the Weather — 22 Sept, at 1900.
- Modern Celestial Navigation—28 Sept, at 1915.
- Descriptive Astronomy for Teachers — 28 Sept, at 1700.
- Applied Navigation — 3 Oct, at 1915.
- Star Identification — 3 Oct, at 1915.
- Astronomy Without Mathematics — 18 Oct, at 1915.
- Young People's Astronomy — 29 Oct, at 2145.

For further information on the courses, write The Hayden Planetarium, 81st Street at Central Park West, New York 24, N. Y.



'I just love toasted marshmallows.'

• On a post card form issued by the Division for Servicemen's Voting, Albany 1, N. Y. (Available by writing that address.)

• On the form provided under the Federal Voting Law (USWBC Form 1 and Standard Form No. 76. Available on most ships and stations. See your voting officer or commanding officer).

• On any other form of post card or letter, provided the serviceman states his name, rank and military and home addresses. This application must be signed by the serviceman.

Applications may be filed with the Division for Servicemen's Voting, Albany 1, N. Y., or with the Board of Elections of the home county of the residence of the serviceman on or before 18 Oct 1949.

War ballots will be sent to every serviceman who has filed an application and will be in the same form as the ballot used if he were in his polling place on election day. These ballots will be mailed after 30 Sept 1949.

After being voted, the ballot must be inserted in an oath envelope provided for that purpose. The oath on the outside of the envelope must be completely filled in and signed by the serviceman. His signature must be attested or sworn to before an officer not below the rank of Sergeant or Petty Officer or any other official authorized to take oaths.

War ballots sealed in the oath envelope must be returned in the self-addressed envelope provided (air mail, free of postage) to the Division for Servicemen's Voting, Albany 1, N. Y., to be received not later than 7 Nov 1949.

Change Issued to Manual Of Rate Qualifications Will Be Effective 1 Dec 1949

Change I to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068), as outlined in BuPers Circ. Ltr. 95-49, (NDB, 15 June 1949) has been distributed to holders of the basic manual in fleet and shore based establishments.

The change will become effective upon receipt in the case of seven rates and ratings but will not be effective for all purposes in all rates and ratings until 1 Dec 1949. For the purposes of planning and classification, Change I will be effective upon receipt.

New qualifications for advancement in rating — that will be effective immediately are those for minemen, torpedoman's mates, aviation photographer's mates, dental technicians, dentalmen and construction men. This change is also being used in the preparation of the next examinations for advancement to chief petty officer, acting appointment, and to chief steward, acting appointment.

Change I consists primarily of:

• Addition of qualifications for minemen, aviation photographer's mates, dental technicians, construction men and dentalmen. (These enlisted rates and ratings were established by BuPers Circ. Ltr. 106-48 (NDB, 15 June 1948).)

• Revisions in the qualifications for sonarmen, torpedoman's mates, communications technicians, personnel men, storekeepers, photographer's mates, machinist's mates, machinery repairmen, seamen, other rates and ratings, and in "Military Requirements for all Enlisted Personnel in the Navy."

• Addition of test requirements for welders in the metalsmith rating and other ratings requiring a knowledge of welding.

A limited number of additional copies of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) are available for distribution and requests should be submitted to the Chief of Naval Personnel (Attention Pers-415).

Changes in Procedures Listed for Future Exams For Advancement to CPO

Certain changes in procedure will be used in future service-wide competitive examinations for advancement to CPO, acting appointment.

Principal among the new instructions for conducting examinations for advancement to acting appointment chief is this: Upon receipt of examination questions, senior members of examining boards are requested to insure checking of individual examination envelopes. After opening, these are to be checked for completeness of contents and assembly. BuPers Circ. Ltr. 106-49 (NDB, 30 June 1949) points out the following items in particular to be checked:

- Identical serial numbers on envelopes and on individual parts of the complete examination.
- All required parts of the examination accounted for.
- Examination booklets assembled properly — no blank or duplicate pages; question numbers and pages in proper sequence, and all pages of examination booklets applicable to the subject.

Contents of the individual envelopes should then be resealed until used on the date set for service-wide examinations. In case of incomplete or incorrect parts of individual examinations, examining boards should request missing or misprinted parts from the Naval Examining Center, South Annex, Naval Receiving Station, Naval Base, Norfolk 11, Va.

According to previous directives, individual examination envelopes were not to be opened, except in the presence of candidates and then only on the date set for examinations. Also, until recently, examinations for advancement to CPO were handled directly by BuPers.

Circular letter 106-49 with its enclosure contains comprehensive instructions for examining boards in conducting CPO examinations. In addition, there is the following information of interest to personnel planning to take such examinations:

Operational or practical tests are included in the following examinations, to meet the requirements of the Manual of Qualifications for Advancement in Rating:

- ALCA — radio code transmis-

Exams for Advancement to CPO to Be 1 Dec

Date of the next competitive examination for advancement to CPO, acting appointment, will be Thursday, 1 Dec 1949.

BuPers Circ. Ltr. 107-49 (NDB, 30 June 1949) announces the date of the next chiefs' exams and urges that all eligible personnel be informed of the date. Examinations will be held only on that date, with the following exception: The convening authority may, if necessary, authorize a delay up to 10 days in length, if candidates whose examinations are delayed have no means of communication with personnel who have taken the examination. No candidate will have an opportunity to gain an advantage over other candidates. Any delay must be reported in detail to the Chief of Naval Personnel, Navy Department, Washington 25, D. C.

Personnel who may take the examination are those who are in all respects eligible for advancement to

pay grade 1A as of 1 Dec 1949 and those who may normally be expected to become eligible by 1 June 1950. The letter calls on COs to insure that all POs, first class, who are recommended for advancement and are eligible in all respects are nominated to the appropriate convening authority. It includes instructions for determining eligibility. Nominations should reach the appropriate convening authority by 6 Sept 1949, using mails when possible.

All previous waiting lists for CPO, acting appointment, will be cancelled as of 1 Dec 1949.

This letter contains instructions for convening authorities and examining boards, as does BuPers Circ. Ltr. 106-49, outlined elsewhere in this issue. Candidates should become familiar with the Manual of Qualifications for Advancement in Rating, and Change One thereto — which is announced in BuPers Circ. Ltr. 95-49 (NDB, 15 June 1949).

sion, radio code receiving, flashing light transmission, flashing light receiving, semaphore transmission, semaphore receiving.

- RMCA — radio code transmission, radio code receiving, typewriting (telegraphic keyboard).
- TECA — typewriting (telegraphic keyboard).
- PNCA, SKCA, DKCA, AGCA, AKCA, HMCA, DTCA — typewriting.

The letter directs that the greatest care be taken in handling examinations, to avoid possible compromise or loss.

35 Navy Doctors Given Tour of Duty with Air Force

Thirty-five Navy doctors have been assigned to a duty tour of two years or less with the Air Force as a result of a Sec-Defense directive.

In addition to this number being made available in mid-July or before, another 65 will report for Air Force duty at a date to be set by the Director of Medical Services of the National Military Establishment after a person has been appointed to that office.

The 100 Navy doctors will be equalled by a like number from the Army until the Air Force can staff its own medical department.

These assignments, the Bureau of Medicine and Surgery points out, "should not be construed as an indication that the Navy medical department is in excess or has obtained its quota of medical officers as a result of the current procurement program for doctors."

Appointees will be volunteers who applied before the deadline date of 15 June 1949. They will not be commissioned in the Air Force but will serve as Navy medical officers and will continue to wear the Navy uniform.

Plans call for doctors not already qualified as flight surgeons or aviation medical examiners to be ordered to Randolph Field, Tex., for a four week course in conducting aviation examinations.

After this instruction, they will be assigned to Air Force facilities within the continental U. S. if they have not already indicated preference for overseas duty.

The applications were open to both inactive and active duty doctors.

Unusual Paper Supplements Letters

A novel means of keeping the folks back home informed about their sons in the Navy was used by the attack transport *uss Winston* (AKA 94) during a trip to the Mediterranean. A mimeographed "letter" was turned out regularly and mailed to 500 families associated with members of *Winston's* crew.

The "Winston News" was not a usual-type ship's newspaper, giving an account of world events in brief news stories. Instead, it was something more in the "travelogue" field, giving the reader an account of the cruise from the sailor's salty viewpoint.

Creators of the "Winston News" did not intend that their paper should take the place of individual letters home. Instead, it was planned to give relatives a more colorful and detailed description of the cruise than they might get from individual letters. The mimeographed sheet was published

once every two or three weeks — as a rule, sometimes much more frequently.

The first issue of the "Winston News" was written while the ship was crossing the Atlantic, and described the trip. It concluded: "We are scheduled to reach Gibraltar the day after tomorrow. We are very much interested in getting ashore to see what the "Big Rock" is like. You will hear from us again very soon, when we will tell you all about what we are doing."

The following issue made good on that promise. Its opening lines are typical of the graphic prose found throughout the series:

"We reached Gibraltar Friday morning after having spent eleven days on the trip from Norfolk, Va. Due to the many details involved in anchoring in the area, we were up two hours before dawn. When we had finished breakfast, we went top-

side to get our first glimpse of Gibraltar.

"It would have taken the most eloquent poet to describe the picture we saw. The moon was quite full and held a high and prominent position in the sky. Its reflection on the water gave the impression of a great shimmering carpet of silver which someone had spread over this quiet, peaceful inlet. There was a wonderful refreshing breeze sweeping across the bay. And then as our eyes became accustomed to the darkness, we saw the tremendous Rock of Gibraltar!

"Later in the day the first liberty party went ashore. The uniform for the sailors was the familiar dress blues with white hat. Our Marine complement also wore the colorful dress blue uniform. The picture made by both groups as they left the fleet landing was one of which the American people could be extremely proud."

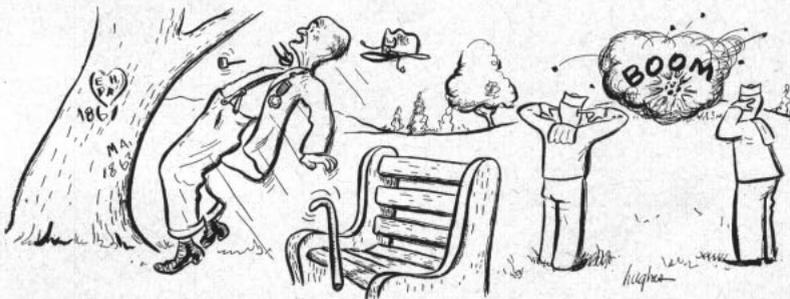
Subsequent issues tell of stopping at Piraeus, Greece, and at Augusta Bay, in Sicily. Of Augusta Bay, the "Winston News" said, "It was a very pleasant area. The weather was mild and the scenery very pleasant to observe. The most prominent, as well as the most famous landmark was Mt. Aetna. It was covered with snow and at regular intervals clouds of steam could be observed coming from the peak. Having looked down on this island since time began, this wonderful mountain must have been the object of thought for one of the world's greatest thinkers and scholars — Archimedes."

From the island of Mytilini, Greece, "Winston News" wrote: "The inhabitants' lives are simple, and because of that we found them easy to know and friendly to meet. There was no complexity in the manner in which they regarded our visit. They recognized us as friends and treated us as such. For that reason we liked them." That issue closed with, "Our next stop is Izmir, Turkey. We expect mail there for the first time since 10 days ago. That fact alone will make our visit a big success."

From Izmir: "Our recreation ashore was quite varied. Just about everyone but the duty section went on liberty our first afternoon in port.

"One of the most popular sports for the marines and sailors was to climb to the highest part of the town where one could hire a two-seated

Navy Personnel Explode Civil War Shells



After 87 years of peace and quiet, shells are exploding again on the grass-covered slopes near Rapidan, Va., scene of the bloody Civil War battle of Cedar Hill.

On this former battleground of the Second Manassas campaign, Navy ordnance disposal experts from the Naval Explosive Ordnance Disposal Unit, Indian Head, Md., unearthed and exploded several "dud" shells fired during the Civil War. Assisted by Army experts, the Navy explosive disposal unit attached small detonating charges in the noses of the dirt-and-rust-covered missiles. The explosions, set off electrically, rocked the farmlands surrounding the area.

Before a group of Treasury officials, newspapermen and curious on-

lookers, the Navy group located the 12-pound shells by use of modern mine detecting equipment. It is estimated that nearly 70 per cent of the cannon shells fired during the Civil War failed to go off when they hit the ground, and that thousands of the potentially dangerous missiles are scattered over the historic battle area. A Navy officer assigned to the disposal unit said the Civil War missiles were the most dangerous of all shells since they contain "unpredictable" black gunpowder.

Navy personnel located and demolished the shells at the request of the Treasury Department, which is conducting a campaign to encourage people to turn in war souvenirs for safety investigation, regardless of age.

motor bike. The owner of the bike would climb on the rear seat and the marine or sailor would get on the operator's seat. At this point the owner would sound his horn at which time everyone in hearing distance would clear the street. The operator then would start the motor and go wheeling down the winding streets until the bottom was reached. This sport is accepted by the local inhabitants in much the same way as we regard skiing."

So it went for four months — the well written "Winston News" taking up where personal letters were likely to leave off, keeping the people at home posted in a way that only the most skilled and ambitious letter-writers would be likely to do on their own.

HOW DID IT START



Portholes

The word porthole originated during the reign of Henry VI of England (1485).

It seems, the good King Henry insisted in having guns on his ships which were too large to be mounted in the conventional fashion on the forecastle and aftercastle. A French shipbuilder named J. Baker (James Baker, that is) was commissioned to solve the ponderous problem.

He did it by piercing the sides of the ships with openings through which the cannon muzzles could be thrust for firing. Covers were fitted for heavy weather and for when the batteries were not in use. The French word "porte" was used to designate the then-revolutionary opening.

"Porte" was soon Anglicized to "port," the openings then becoming known as ports or portholes. Porthole was at first applied specifically to embrasures through which cannon were discharged and eventually to openings in a ship's side for any purpose.

New Tank to Test Underwater Ordnance

A new development in naval research will soon permit Navy scientists to put the newest undersea weapons through their paces without taking them near the ocean.

A gigantic steel tank, capable of testing pieces of underwater ordnance the size of a Jap one-man submarine, is well on its way to completion at the Naval Ordnance Laboratory near Washington, D. C.

The largest one of its kind anywhere in the world, the Navy "pressure vessel" as it is called is strong enough to withstand 1,000 pounds of pressure per square inch — that's the equivalent of the pressure a half mile under the surface of the ocean.

Into this big, steel vessel will go torpedoes, new types of mines, depth charges, rockets and other pieces of underwater ordnance which must be fully evaluated before they are sent to the fleet.

Once inside the stop-cocks will be turned on, water will rush into the chamber, pressure will quickly mount and the underwater equipment will be put through vigorous pressure tests under the watchful eyes of the evaluators.

As the 15,000 gallons of water in the tank bear down on the piece of equipment, special high-speed cameras will record changes in its appearance and precise instruments will register additional facts.

Not only ordnance but also salvage and diving equipment will get the daylight's squeezed out of it in the Navy's new tank. To test a new style diving suit, for example, a Navy diver will don his underwater togs, stroll through the open door into the mammoth tank and watch while the door closes tightly behind him.

The next thing he knows, water will come splashing into the tank and climb up to the top. Finally immersed and with the pressure pounding ever more heavily in his ears, he will be asked to give a running account of his suit and of his own condition to the evaluators outside over a special underwater telephone hook-up.

Thus, scientists will be able not only to look through portholes into the tank and observe the man as he stands in his scientific fishbowl but will be able also to supplement these

observations with exact measurements and the verbal reaction of the man himself.

The test tank is of ingenious design. So big that it required several railroad cars and a couple of king-sized trailers to transport it from the mill to the laboratory, yet it is so built that the addition of only 75 gallons of water forced into it will raise the pressure from near-zero to 1,000 pounds per square inch.

Its huge door weighs 40 tons alone and can withstand 4,000 tons of pressure pushing on it. It is so closely fitted to the shell of the vessel that it permits no more leakage than a fast-dripping water faucet.

The new tank holds several advantages over the present method of testing ordnance in a lake or in the ocean:

- It provides a wide range of controlled changes in pressure such as are encountered by pieces of ordnance sinking either rapidly or slowly into the sea.

- It allows operation of the ordnance under ideal laboratory conditions providing full opportunity for observation, photography and measurement.

- It saves ordnance from being completely crushed and therefore allows scientists to see which parts failed first under pressure.

- It saves plenty of time, since NOL experts can work in their laboratory rain or shine.

Women Commissioned; Four From Enlisted Ranks

Thirty women have been selected for commissioning as ensigns in the Regular Navy, including four Regular Navy enlisted women. The stamp of approval was given the list of successful candidates by the Chief of Naval Personnel.

The four Regular Navy enlisted women selected for commissioning are the first to qualify as officers from enlisted status.

The group will be commissioned and ordered to the General Line School, Newport, R. I., for a five months indoctrination course.

Here's Word on Marks for Proficiency in Rate and Conduct

If you are interested in advancement in rating, choice duty assignments, an honorable discharge, reenlistment eligibility, good conduct medals and building a good service reputation — then you are interested in proficiency in rate and conduct marks.

The marks you earn are the most important factor in determining whether an official "yes" or "no" answer is given in practically all important decisions affecting your naval career.

Suppose you decide it would be nice to spend a tour of duty in Argentina on the staff of the naval attache.

You submit your request to BuPers, where your duplicate service record is broken out and scrutinized. If your record is pock-marked with low marks, the answer will be a flat no, even if you can rattle off Spanish like a native. Another man who can barely utter a recognizable "buenos noches" but who has a string of 4.0s in his record will be picked over you for the job.

When your enlistment expires an average is made of the periodic marks you received during the period of your enlistment. The character of your discharge and a recommendation for reenlistment (if made) are based upon this average of marks. High marks in both proficiency in rate and conduct are a prerequisite for a good conduct medal.

Marks are assigned enlisted personnel each quarter (at the end of

Stuffed Namesake Given The Submarine Medregal

The submarine *Medregal* (SS 480) has acquired a novel good luck piece.

It is a medregal fish, beautifully stuffed and mounted on a panel of burnished wood, and presented to the ship with the compliments of the Cuban government.

The sleek, underwater namesake of the submarine was given to the ship during a visit by a party of Cuban officials including the Minister of State, Minister of War and Chief of the General Staff of the Cuban Navy while the submarine was in Havana.

The medregal is a species of amber fish that is common in waters surrounding the West Indies.

each month in March, June, September and December). Marks are also assigned on the following occasions:

- Upon transfer — If a man being transferred has been on board less than a month, marks are assigned only in conduct unless unusual circumstances have occurred that warrant the assignment of a mark in proficiency in rate and leadership, mechanical ability or seamanship, as appropriate. If a man has been on board longer than a month, marks are assigned in all applicable categories.

- For offenses which a court-martial, deck court or punishment by the

CO is awarded — On the date the offense is committed marks will be assigned in conduct and proficiency in rate, regardless of the time elapsed since marks were previously assigned. Marks may be assigned in other categories if deemed desirable. In any case where a man is acquitted or the court proceedings are set aside the marks assigned as a result thereof will be cancelled. If a man is transferred to another station prior to completion of disciplinary action an entry will be made on page 9Y of the service record that marks have been held in abeyance pending results of disciplinary action.

- Upon discharge or when the service record is closed out for any reason — Marks are assigned as of the date of discharge, death, desertion or other separation from the service. These entries will not necessarily be dated as of the date of actual closure of the service record. These are in addition to the final average marks entered in the record. All marks are entered on pages 5A-5B of the service record, duplicating when necessary those entered on page nine of the record.

- Other occasions — Marks may be assigned at any time when it is considered desirable to indicate outstanding or unsatisfactory performance of duty.

Enlisted personnel are assigned marks in:

- Conduct — All enlisted personnel of all pay grades are regularly assigned marks in conduct. Whenever a mark of less than 4.0 is given a man, an entry must be made on page nine of the service record explaining the reason for the imperfect mark.

- Proficiency in rate — Proficiency marks are assigned all enlisted personnel *except* the following: recruits undergoing recruit training; students undergoing instruction; personnel in transit; patients in naval hospitals. Men assigned to duty as recruiters who fail to measure up to the standards required are not to be assigned low marks in proficiency in rate, but an entry should be made on page nine of the service record showing the reason for transfer from this type duty. In cases where a tour of recruiting duty extends through an en-

'Pleasure Cruise' Program Boosts Navy

Ever hear of the "Pleasure Cruise" of the "Home Town Navy"? Chances are if you're a Texan, you have.

If you're not, you should know the reason why Navy stock has been jacked up high — higher than usual, that is — in the Austin, Tex., vicinity during the past half year.

"Pleasure Cruise" is a series of 15-minute radio shows produced by Naval Reservists and students of the University of Texas. Recordings are made of each "cruise" and sent to nearby radio stations, where the

programs are beamed out on free time.

Personnel of Naval Reserve division 8-69, Austin, Tex., work side by side with the radio guild of the University of Texas in turning out programs about once a week.

In addition to a "skipper" and other regular staff members, the program has guest stars each time, with pretty Texas coeds and western ballad singers the most popular.

Prescription for the program is always the same — Navy publicity in pleasant doses.

Atlantic City Celebrates Big Events in Bunches

NAS Atlantic City, N. J., combined observances of several historic dates when the station celebrated its sixth anniversary.

Besides the station's own sixth birthday, the celebration commemorated the following events: The 30th anniversary of the first air crossing of the Atlantic, the seventh anniversary of the Battle of the Coral Sea, the dedication of Crommelin Field — a new athletic field on the station, and the Navy Relief Society drive. The program began with open house at 1300 and ended with an all-station dance that began at 2100.

tire enlistment, however, and no proficiency marks are assigned, then an average of the marks received in "recruiting ability" will be used to determine the type of discharge to which entitled.

• Mechanical ability — All enlisted

personnel *except* those in the following rating groups are marked in mechanical ability: Group I, Deck (BM, QM, SO, RD); Group V, Administrative and Clerical (TE, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO); Group VI, Miscellaneous (LI, PI, MU, DM); Group X, Medical (HM); Group XI, Dental (DT); Group XII, Steward (SD).

• Seamanship — Marks are assigned in seamanship to personnel in the following occupational groups, including seamen and seamen apprentices: Group I, Deck (BM, QM, SO, RD); Group II, Ordnance (TM, GM, FC, FT). Seamanship marks will be assigned to personnel of other rating groups when appropriate. For example, if a YNSA on board a small ship is actually spending part of his time engaged in deck work, then he will be marked accordingly.

• Leadership — Marks in leadership are given all personnel except those in pay grade 5 (SN) and below. Where personnel in these lower pay grades, such as "leading" seamen or firemen are performing duties requir-



'Don't you love the zest of that tangy salt air?'

ing leadership ability, marks in this category will be assigned.

BuPers has published instructions (see tables pp. 47, 49 this issue) for a uniform system of assigning enlisted personnel marks. Although full discretion is left to commanding officers to make exceptions from this guide in unusual individual cases, *where such exceptions are made an entry must be made on page nine of the*

These Standards Are Used in Assigning Marks to POs

The following standards will be used as a guide in assigning marks to petty officers:

Marks	Proficiency in rate	Seamanship	Mechanical ability	Leadership	Conduct
4.0	Competent, thoroughly reliable, attentive, energetic, forceful. Not less than 3.5 in conduct.	Well educated in nautical knowledge of the practical school; always prepared for eventualities.	Definitely superior in understanding of mechanical matters; facile in making mechanical repairs.	Forceful and commanding; sets good example rather than drives; 4.0 conduct; gets jobs done.	No offenses; exemplary in conduct, bearing, and uniform; good influence on the ship.
3.5	Competent and qualified in all duties of rate; has qualities sufficient to justify advancement. Not less than 3.5 in conduct.	Well qualified in nautical matters; resourceful in taking corrective action in matters pertaining to seamanship.	Very good in working on mechanical equipment in overhaul and repair work.	Very good in knowledge of leadership; performs leadership duties in highly satisfactory manner.	Conduct positively good; no leave-breaking offense; not more than one minor offense in sobriety or of other nature.
3.0	Competent and reliable in duties of billet of appropriate rate. Not less than 3.0 in conduct.	Adequately qualified in nautical matters; dependable in matters pertaining to seamanship.	Adequate and competent in working on mechanical equipment in overhaul and repair work.	Adequate as a leader; performs leadership duties in satisfactory manner.	Minor offenses only, including one leave-breaking of less than 3 hours.
2.5	Barely satisfactory to perform duties of rate. Not less than 2.5 in conduct.	Only satisfactory in practical knowledge of nautical matters.	Only passing in mechanical knowledge and in working with mechanical apparatus.	Barely satisfactory in leadership duties.	Minor offenses only, including repeated minor leave-breaking or leave-breaking of not more than 3 hours (total).
2.0	Not fully reliable; sufficiently good to retain in rate only if immediate and decided improvement is shown and has 3.0 or better in conduct.	Inadequate in practical nautical knowledge.	Inadequate in working with tools on machinery.	Inadequate in duties required of a leader.	Unsatisfactory, more serious offenses either in sobriety or of other nature.
1.5	Unfit for further retention in present petty officer rate.	Definitely unsatisfactory in practical nautical duties.	Definitely unsatisfactory in working with tools on machinery or in mechanical knowledge.	Unreliable as a leader and petty officer.	Unreliable as petty officer on account of nature of offenses.
1.0	Unfit for any petty officer rate or rating.	Has practically no knowledge of nautical duties; if known, cannot perform such duties.	Has practically no knowledge of mechanics; if known, cannot perform such duties.	Distinctly unreliable as a leader and petty officer.	Distinctly unreliable as petty officer on account of nature of offenses.

NOTE.—Intermediate marks should be given, where practicable, in order to reflect a more accurate estimate of the individual's ability.

record explaining why. A copy of this page nine is then forwarded immediately to BuPers.

Because of the great influence marks have upon the careers of enlisted personnel, the job of assigning them is an important duty of officers. Those officers responsible for marking enlisted men should study carefully all instructions relating to the matter, and never allow this duty to become perfunctory in the slightest degree. The practice of assigning a CPO a mark of 4.0, a PO1 3.9, etc., in proficiency without careful analysis of the work performed by the individual is in gross violation of the spirit of regulations governing the assignment of marks. Each individual should be marked on the basis of his value to the service in that particular rate, regardless of length of service or time served in rating. The mark given for proficiency is intended to be sufficient, in itself, to denote a person's ability, habits and character.

Good or bad behavior during the

Fifth Marine Division Reunion in Philadelphia

A reunion of the Fifth Marine Division, which took part in the battle for Iwo Jima and the Occupation of Japan, will be held in Philadelphia on 5-7 August.

The convention of the Fifth Marine Division Association to be held is its first. The Bellevue-Stratford Hotel will be the home of the convention.

The Marines in the famous photograph of the flag raising on Mt. Suribachi were members of the Fifth Division. Lieutenant General Keller E. Rockey, USMC, now CO of Fleet Marine Force, Atlantic, commanded the division during the war.

period for which a man is being marked, or previous to this period, should not be allowed to influence the officer in assigning marks in seamanship or mechanical ability. How-

ever, insobriety or other evidence of unreliability during the period should be indicated in the marks in proficiency in rate and leadership.

Marks (other than conduct) are assigned by division officers or heads of departments after consultation with junior officers, warrant officers, chief petty officers and petty officers under whom the individual works. For personnel who are under the continual observation of several officers or petty officers, the marks assigned by division officers should be combined with others recommended by those officers and petty officers. All marks are subject to approval by the executive officer, acting for the commanding officer.

Marks in conduct are assigned by the executive officer, and are based upon the individual's behavior during the period for which he is being marked. When a man commits an offense, marks are assigned as of the date the offense took place in both proficiency in rate and conduct. Listed below is a table of marks which cannot be exceeded under the conditions described. By the term "cannot be exceeded" it is meant that in each case listed the mark shown is the highest mark that can be given:

• Sentence by summary or general court-martial for:

Pro-
ficiency
in Con-
duct

- 1. Disciplinary reasons 1.0
- 2. Incompetency 1.5

• Sentence by deck court for:

- 1. Disciplinary reasons 1.5
- 2. Incompetency 1.5

• Punishment by commanding officer involving confinement 2.0

• Reduction in rate or rating by commanding officer for:

- 1. Disciplinary reasons 2.0
- 2. Incompetency 1.5

In cases where a man has been assigned marks during the regular marking period (quarterly) the mark which he is assigned at the end of the quarter must be the representative mark for the quarter. To arrive at this mark, all marks assigned during the quarter are averaged, and this average mark entered as the regular quarterly mark. Example: Man receives a mark of 2.0 in conduct as of the date of an offense committed

Two Receive Medals for Heroic Action

Two men — a Naval Reserve flier and a Regular Navy disbursing clerk — are the latest to receive the Navy and Marine Corps Medal.

Both actions took place during fire-and-explosion dangers, rescuing personnel who otherwise might have perished.

Lieutenant (junior grade) John R. Cooper, USNR, of Southgate, Calif., pulled an Army pilot from a crashed and burning plane. His citation reads:

"For heroic conduct in rescuing an Army pilot from a burning aircraft at Van Nuys, Calif., on February 6, 1949. Observing a fighter plane cartwheel during a landing and flip over on its back, pinning the pilot in the cockpit, Lieutenant (junior grade) Cooper leaped from his vehicle and ran about 100 yards to the disabled aircraft whose ruptured fuselage tank was leaking gasoline which had ignited and was burning quite freely. Undeterred by the heat of the flames which had already started burning in the cockpit, he crawled to the plane and, directing the pilot to unfasten his safety belt, pulled him bodily from

the wreckage, thereby saving him from being fatally wounded by the subsequent explosion. By his initiative in voluntarily risking his life to save another, Lieutenant (junior grade) Cooper upheld the highest traditions of the United States Naval Service."

James Reed Hickam, DK1, USN, whose home is in Dexter, Mo., was driver of an ambulance appearing early on the scene of the Texas City dock fires and explosions of 1947. His citation reads:

"For heroic conduct in connection with the explosions and fire and Texas City, Tex., April 16, 1947. Driving one of the first ambulances to reach the scene of the disaster shortly after the initial blast, Hickam penetrated directly into the fire area and, despite the imminent danger from continuous small explosions, effected numerous rescues, thereby saving many lives. His initiative and courage in risking his life to save the lives of others were contributing factors to restoring the morale of the citizenry and upheld the highest traditions of the United States Naval Service."

Standards for Marking Personnel Other than POs

The following standards will be used as a guide in assigning marks to personnel other than petty officers:

Marks	Proficiency in rate	Seamanship	Mechanical ability	Leadership	Conduct
4.0	Competent and reliable in rate. Not less than 3.5 in conduct.	Competent and reliable in knowledge of nautical duties and in carrying out such duties.	Competent and reliable in knowledge of mechanical duties and in practical application.	Shows excellent qualities of performing leadership duties.	No offenses; exemplary in conduct, bearing and uniform.
3.5	Competent and qualified in all duties of rate; has qualities sufficient to justify advancement. Not less than 3.5 in conduct.	Well qualified in the knowledge and performance of nautical duties.	Very good in working on mechanical equipment in overhaul and repair work.	Shows very good qualities in performing leadership duties.	No leave breaking; minor offenses only; not more than one offense in sobriety.
3.0	Competent in rate. Satisfactory in conduct.	Adequately qualified in the knowledge and performance of nautical duties.	Adequate and competent in working on mechanical equipment in overhaul and repair work.	Shows adequate qualities in performing leadership duties.	Satisfactory; no repeated leave breaking; not more than one offense in sobriety.
2.5	Barely satisfactory to perform duties of rate.	Satisfactory in the knowledge and performance of nautical duties.	Only satisfactory in mechanical knowledge and in working with mechanical apparatus.	Shows only satisfactory qualities in performing leadership duties.	Satisfactory only.
2.0	Sufficiently good to retain in rate only if immediate improvement is shown.	Inadequate in the knowledge and performance of nautical duties.	Inadequate in working with tools on machinery.	Shows inadequate qualities in performing leadership duties.	Repeated minor offenses showing general unreliability.
1.5	Unfit for retention in present rate.	Definitely unsatisfactory in the knowledge and performance of nautical duties.	Definitely unsatisfactory in working with tools on machinery or in mechanical knowledge.	Shows unreliable qualities in performing leadership duties.	Unreliable by any standards.
1.0	Definitely unfit for duties of rate.	Has practically no knowledge of nautical duties; if known, cannot perform such duties.	Has practically no knowledge of mechanics; if known, cannot perform such duties.	Shows distinctly unreliable qualities in performing leadership duties.	Serious offenses.

NOTE.—Intermediate marks should be given, where practicable, in order to reflect a more accurate estimate of the individual's ability.

in the middle of the quarter. His normal mark at the end of the quarter if no offense had been committed would be 4.0. These two marks are averaged and he is assigned a quarterly mark in conduct of 3.0. Regulations state this representative quarterly mark cannot exceed (be higher than) the lowest mark assigned during the quarter.

As previously stated, all marks, periodic or occurrence, must be entered on pages 5A-5B of the service record. Periodic or representative periodic marks will be identified with an asterisk. Only these asterisked marks will be considered in arriving at the final average upon discharge or separation.

When a man is being discharged for reason of expiration of enlistment, the marks received during the first year of a first enlistment are disregarded when compiling the final average of marks. However, when discharged for any reason other than expiration of enlistment (such as convenience of the government) all periodic marks including those earned the first year of a first enlistment are considered in compiling the final

average of marks. Where Reservists have less than four years of active duty all active duty marks will be considered in compiling the final average.

In cases where semi-annual marks were assigned instead of quarterly marks, these semi-annual marks must be given twice the weight of each quarterly mark in compiling a final average of marks.

The table below shows the minimum final average marks necessary for an honorable discharge, recommendation for reenlistment and eligibility for a good conduct medal:

	Pro- ficiency	in Con- duct
• To be recommended for honorable discharge	2.75	3.25
• To be recommended for reenlistment	2.50	2.75
• To be recommended for a good-conduct medal for active service terminating on or after 15 Aug 1945 (BuPers Manual Art. C-8122)	3.50	3.80

New Diesel Service School Established at Great Lakes

A new service school, called U. S. Naval School, Enginemen, Class C-1, is now conducting classes at U. S. Naval Training Center, Great Lakes, Ill.

The new school provides special training for enginemen, any rate, in the theory, operation, maintenance and repair of large propulsion type diesel engines to meet the needs of the fleet.

It is planned that courses on the available diesel engines will be offered on a schedule consistent with Fleet requirements and other considerations.

Engines installed at the school are one each of the following: GM, Model 8-268A; GM, Model 16-278A; GM, Model 12-567A; Cooper-Bessmer, Model GSB-8; Alco, Model 539; Fairbanks-Morse, Model 38D8 1/8. Commands sending men to the school must indicate in candidates' orders the specific engine or engines on which training is required, allowing four weeks for training per engine. The school is under the administrative control of BuPers.

Applications for NSLI Dividends Planned

Service personnel will have the same opportunity as civilians to send off prompt applications for their share of the \$2,800,000,000 to be divvied up between National Service Life Insurance policyholders in 1950.

Application forms will be passed out to servicemen on shore and sea commands on the same day veterans will be able to pick up theirs at post offices, veterans service organizations and offices of the Veterans Administration.

Before the D-day for the passing out of application blanks, the Navy will have distributed adequate supplies of forms to all commands.

The \$2,800,000,000 has accumulated since 1940, when NSLI first went into effect, and will be apportioned out to policyholders in the form of a special dividend.

About 16,000,000 servicemen and veterans who held NSLI for three months or more will be eligible.

More than half of the applicants will be personnel who allowed their policies to lapse or are beneficiaries of policies of deceased personnel.

The Administrator of Veterans Affairs stated he "hoped distribution of the checks could be started sometime in January 1950, and be substantially completed during the first half of 1950."

Do not write to either naval activities or the Veterans Administration about your dividend, since this

will only cause delay in the final date of payment, VA pointed out.

Special application blanks now being prepared will be available possibly in August, but adequate publicity will announce the date when the time comes.

The form is a three-fold card on which the applicant for dividend writes his full name, service number, insurance policy numbers and his address.

The applicant will retain one-third containing the instructions, mailing the other two parts to the VA, where the application part of the card will be separated and the remaining third will be mailed back to the individual as an acknowledgment that VA has received the application.

This simple process is specifically designed to eliminate letter writing, and any correspondence other than mailing of the application form will only serve to delay its processing.

In cases where policy holders have died, the beneficiary of the policy, if the insurance was in force, or to those shown to be entitled in case the insurance was lapsed, will receive the dividend payment.

Nearly 20,000,000 policies were issued to more than 16,500,000 service personnel, some of whom had two or more policies.

Of that number, some 7,215,000 are still in force. Their face value is \$41,552,000,000.

Increase in Allowances For Meals Is Given EMs Traveling Under Orders

Enlisted personnel traveling under orders on trains and steamers have been granted an increase in allowances for meals.

Effective as of 1 June 1949, enlisted men were granted — while traveling on trains and steamers — an allowance of \$1.25 for breakfast, \$1.50 for lunch and \$1.75 for dinner. This allowance is for meals taken in the dining cars of trains and the dining rooms of steamers while actually traveling.

For meals taken elsewhere while traveling under orders an allowance is granted of \$1.00 for breakfast, \$1.25 for lunch and \$1.50 for dinner.

When quarters are not furnished while traveling, an allowance of \$3.00 per day is granted, provided that on that specific day the allowance granted for meals has not exceeded \$2.00. When the allowance expended for meals is more than \$2.00, then the \$3.00 allowance for quarters will be reduced by the amount in excess of \$2.00 expended for meals.

In other words, a total of \$5.00 per day is allowed for both quarters and meals. The revised rules regarding how this allowance may be used is designed to provide personnel with sufficient funds to cover the cost of meals while traveling, yet not exceed the maximum \$5.00 allowance for both quarters and subsistence granted by law. It has been pointed out that the greater number of enlisted personnel traveling under orders are moving from one duty station to another and that government quarters are usually available at the end of the trip; and that in most cases they are ineligible for any allowance for quarters.

It should be noted that the higher quoted allowances for meals (\$1.75; \$1.50; \$1.25) are for personnel traveling under orders *on transportation requests with cash or meal tickets*. Personnel traveling under orders at own expense subject to reimbursement are eligible to receive only the lower allowance of \$1.00 for breakfast, \$1.25 for lunch and \$1.50 for dinner, plus such allowances for quarters as they may be entitled to in each individual case.

WHAT'S IN A NAME

Lucky Bag

There is a wealth of grim sailor-irony behind the term lucky bag.

Over a century ago when the term was younger but no less salty, a man whose gear was found in the lucky bag might well be considered anything but lucky. Then as now, all articles found adrift in the living compartments were placed in a bag called the lucky bag. A narrative of a cruise of the old *USS Columbia* back in 1838 tells us that once a month the bag was brought to mainmast and the owners whose names appeared on the articles would get them back — with interest (ah, there's the rub).

Along with his property, each owner would receive several lashes in the bargain as a not-so-gentle reminder of his carelessness.



The Latest Word on State Bonuses for Service in World War II

Two more states, Indiana and Minnesota, have passed bonus legislation and three other states, Connecticut, Michigan and Rhode Island, have extended their deadlines since the last veterans bonus round-up (ALL HANDS, May 1949).

In addition, bonus proposals will be put before the voters in three more states — New Jersey, Pennsylvania and West Virginia — in general elections this year and in 1950.

The passage of the Indiana and Minnesota bonuses brings to 18 the number of states and territories which have authorized bonuses for veterans. In Washington, however, the original bonus legislation was declared unconstitutional by the state supreme court and a new act passed there will probably also go before the court.

Extending their original deadlines for filing for bonuses, Connecticut, Michigan and Rhode Island set their new deadlines at 1 July 1951, 9 Mar 1951 and 31 Oct 1949 respectively.

Meanwhile, there were several other changes in the bonus picture. Iowa veterans were told to obtain their forms from the Executive Secretary, World War II Service Compensation Board, 124 Des Moines Street, Des Moines 16, Iowa. The Iowa deadline is 31 Dec 1950.

A Louisiana veteran on active duty applying for his state's bonus should request his commanding officer to complete his application form according to instructions in Alnav 33-49 NDB, 31 Mar 1949 to be sure it is acceptable to that state.

Active duty personnel applying for bonuses are urged to obtain the necessary substantiating documents from their CO to minimize correspondence with BuPers.

Listed below are the provisions for Indiana, Michigan, Minnesota and Rhode Island which were not carried in the ALL HANDS May round-up. Further details will be presented as they become available.

Indiana

Amount — \$10 per month for domestic service. \$15 per month for foreign service. \$600 total maximum payment. \$600 will go to the next-of-kin of a serviceman who died in line of duty between 7 Dec 1941 and 2 Sept 1945. \$600 will also go to a 100% disabled veteran and \$100 to a

Alumni of San Jacinto Hold St. Louis Reunion

The *uss San Jacinto* (CVL 30) Alumni Association held its fourth annual reunion at the Chase Hotel, St. Louis, Mo., on 22-23 July 1949.

Made up of former officers who served aboard *uss San Jacinto*, the association decided to hold the 1950 reunion at Houston, Tex.

partly disabled veteran. Veterans granted bonuses will receive an "order-to-pay" which can be converted to cash at a later date.

Service—90 days minimum, served between 7 Dec 1941 and 2 Sept 1945. Honorable discharge or separation or honorable continuation on active duty.

Residence — Legal residence for six months prior to entry into service.

Deadline — 1 Jan 1951.

Address inquiries to Bonus Division, Department of Veterans Affairs, 431 N. Meridian Street, Indianapolis, Ind.

Michigan

Amount — \$10 per month for domestic service. \$15 per month for foreign service. Maximum \$500. Survivors are entitled to amount veteran would receive if alive.

Residence — Minimum of six months prior to entry into service.

Address inquiries to Administrator of Veterans Affairs, Shubert Bldg., St. Paul, Minn.

Rhode Island

Amount — \$200 flat payment.

Service — Some service between 16 Sept 1940 and 2 Sept 1945.

Residence — Minimum of six months prior to entry into service.

Deadline — 31 Oct 1949.

Address — Veterans Bonus Board, State House, Providence, R. I.

Service — More than 60 days between 16 Sept 1940 and 30 June 1946. Honorable discharge or separation or honorable active duty.

Residence — Six months prior to entry into service.

Deadline — 9 Mar 1951.

Address Adjutant General's Office, Bonus Division, Lansing 1, Mich.

Minnesota

Amount — 10 per month for domestic service up to \$270 maximum. \$15 per month foreign service up to \$400 maximum. Total maximum \$400. Maximum payment will be made to unremarried widows, children or parents if serviceman deceased.

Service — Active duty between 7 Dec 1941 and 2 Sept 1945. No payment to men who were in service the full five years prior to 7 Dec 1941.

Art in Crew's Rec and Reading Rooms

Since last August the crew's recreation and reading rooms of many ships have been brightened up with pictures and etchings of naval subjects. These pictures were furnished and distributed by the Combat Art Section of the Office of Public Relations with the cooperation of the Special Services Branch of BuPers.

The original offer, announced in BuPers Circ. Ltr. 151-48, (NDB, 15 Aug 1948), applied only to vessels in active duty status. Approximately 80 per cent of the requests for pictures from these vessels have been filled. Later an invitation to shore stations to request pictures was announced. These stations are being supplied pictures on an availability basis, after the ship program is completed. Regular Navy activi-

ties receive preference. The project is designed primarily for the benefit of enlisted personnel.

Matted pictures, ready for framing, are furnished ships. Shore stations and Reserve units will be furnished only unmatted pictures.

In addition to hundreds of requests for the portfolios, the Combat Art Section is getting many inquiries such as shipping dates, number of paintings available and other miscellaneous information. The normal work load, plus the additional program being carried on for BuPers, makes answering these requests and inquiries impractical.

Those activities concerned are asked to be patient, as distribution of pictures will be completed as soon as practicable.

36 Additional Groups Listed as Considered Disloyal to the U.S.

Naval personnel have been warned against joining or associating in any way with 36 additional groups which are considered by the Attorney General to be disloyal to the U. S.

By joining one of these organizations or by being in sympathy with its aims, a sailor will jeopardize his naval career.

The new list, put out by the Attorney General, supplements a list of the subversive organizations previously designated which was published to the fleet and reported in *ALL HANDS*, March 1949, p. 42.

The names of the 36 additional groups are contained in BuPers Circ. Ltr. 98-49 (NDB, 15 June 1949). Groups which are considered as "disloyal" are those which:

- Are totalitarian, fascist, communist or subversive.
- Advocate or approve the commission of acts of violence or force to deny persons their rights under the U. S. Constitution.
- Seek to alter the U. S. government by unconstitutional means.

Details about how loyalty investigations of naval personnel will be conducted by the Office of Naval Intelligence and the standards which

N. Y. Maritime College Offers Marine Science Degree

The New York State Maritime College, one of the five state and federal institutions which train future officers of the civilian merchant marine, now offers a four-year college course and awards a degree of Bachelor of Marine Science.

During World War II, this institution at Fort Schuyler, N. Y., provided a three-year course of instruction. Previously called the New York State Maritime Academy, it has been in existence since 1872.

Graduates of this college are licensed as third mates or third assistant engineers, and are commissioned as ensigns in the Merchant Marine Naval Reserve on inactive duty.

State maritime institutions are also established in Massachusetts, Maine, and California. The federal government has established the United States Merchant Marine Academy at Kings Point, Long Island, N. Y.

Cargo Handling Course For Qualified Officers

A class is scheduled to convene 4 October for the six months' course for officers offered at NavScol, Cargo Handling, Naval Supply Center, Oakland, Calif. The students will be taught general transportation and shipping duties in the following categories: ship-loading and discharging; marine terminal operation; air, rail, truck and ocean traffic, and air cargo terminal operation.

Deadline for receipt of applications by the Chief of Naval Personnel (Attn: Pers-422) is 15 Aug 1949. Additional information is contained in BuPers Circ. Ltr. 97-49 (NDB, 30 June 1949), which invited applications from qualified officers.

will govern these investigations are contained in SecNav Ltr dated 10 Jan 1949 and in BuPers Circ. Ltr. 4-49, both in NDB, 15 Jan 1949.

BuPers officials emphasize that the lists of disloyal groups should be made known to persons enlisting, re-enlisting, being appointed or reappointed.

Under a recent directive, these persons must now sign a loyalty form similar to those required of Civil Service personnel.

Here are the 36 organizations recently termed subversive by the Attorney General:

Fascist

American Nationalist Party
American National Labor Party
American National Socialist League
American National Socialist Party
Committee for National Action
National Blue Star Mothers of America
Nationalist Action League

Communist

Abraham Lincoln Brigade
Action Committee to Free Spain Now
American Committee for Spanish

Freedom

American Jewish Labor Council
American Russian Institute, New York
American Russian Institute, Philadelphia

American Russian Institute of Southern California, Los Angeles

Citizens Committee to Free Earl Browder

Citizens Committee for Harry Bridges
Comite Coordinador Pro Republica Espanola

Committee for a Democratic Far Eastern Policy

Commonwealth College, Mena, Arkansas

Detroit Youth Assembly
Hawaii Civil Liberties Committee
Michigan School of Social Science
North American Committee to Aid Spanish Democracy

North American Spanish Aid Committee

Oklahoma Committee to Defend Political Prisoners

Progressive German-Americans, Progressive German-Americans of Chicago
Schappes Defense Committee
Schneiderman-Darcy Defense Committee

United Spanish Aid Committee
Washington Commonwealth Federation

Organizations approving use of force and violence to deny others their rights under the Constitution of the United States.

American Christian Nationalist Party
Association of Georgia Klans
Knights of the White Camellia
Original Southern Klans, Incorporated

Organizations approving alteration of government by unconstitutional means.

Industrial Workers of the World
Nationalist Party of Puerto Rico

Certain MarCor Officers Get Exams 29-30 August

Professional examinations for promotion of certain Marine Corps officers will be held on 29 and 30 August. Officers who are in the following categories and have not been examined already will take the examinations:

- All regular second lieutenants whose date of rank is 1946.

- Regular officers holding permanent appointments in grade of first lieutenant or above who are recommended for promotion by selection boards.

- Regular officers holding permanent grade of warrant officer who are individually designated by MarCorps as having sufficient service for promotion.

Announcement of the end-of-August examinations was contained in Alnav 65-49 (NDB, 15 June 1949). The Alnav calls on COs to report the following information immediately to Headquarters, Marine Corps: name, rank, serial number and present duty station of the officers referred to above who have not been examined.

New System for Officer Promotion Exams to Be Effective 1 Jan 1950

A new system of professional examinations designed to bring officer promotion qualifications up to date with the postwar Navy has been announced to the fleet.

Professional examination for promotion of officers was suspended during the war. An interim system of exams was put into effect in 1949 (see ALL HANDS, April 1949) and will remain in effect until the new system comes into use 1 Jan 1950.

Every Regular officer in the fleet who is considered for promotion to any rank from lieutenant (junior grade) to captain will be required to pass an appropriate exam to determine his professional fitness.

The new exams for line officers will put increased emphasis on fleet operations (especially aircraft) and on aviation subjects such as ordnance and gunnery. Except for these broad changes, the line exam will be similar in scope to that used before the war.

The content of both the line and staff professional exams, however, has undergone a great change in line with new concepts and techniques of naval warfare developed during World War II.

Officers who are assigned to schools ashore and who enroll for correspondence courses will get credit for these courses and in some cases exemption from exam under the new exam set-up. The exams will be prepared, distributed and graded by the Naval Examining Center, Norfolk, Va., which was established earlier this year for that purpose.

The new professional exam system for officers is outlined in BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949). Further information on professional exams for warrant and commissioned warrant rank will be out soon.

Questions used on the exams will be of two types. Objective-type (e.g. multiple choice) will be employed in the tests for ranks from lieutenant (junior grade) to lieutenant commander. Essay-type questions will be used for the commander and captain exams.

The tests will be given, as in the past, by supervisory boards which will convene generally every six

Radio and TV Sets Available To Navy Activities at Cost

Four major manufacturing concerns are selling radio and television sets to the Navy at factory cost.

BuPers Restricted Ltr. Pers-5111-BCB, dated 5 June 1949, contains complete information on procurement procedure and was distributed to all naval districts and major commands. Additional information on the program may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-5111).

months in different geographic areas.

The qualifications for all categories of officers to be tested are divided into three major groups called "areas":

Executive area — Basic principles of administration, military law and international relations. All officers, whether of the line or staff, unrestricted or restricted, must take the exam in this area.

Operations area — The questions in this area will be different for line and staff and will vary also with grade and classification. Subjects such as ship operation, communications and strategy and tactics will be covered.

Technical area — In this area questions will pin down an officer's knowledge of his specialty e.g. ordnance and gunnery, or supply.

Certain other points concerning the new exams are covered in this circular letter:

- Officers who hold a spot promotion are not exempted from taking an exam.

- Wave line officers will be examined essentially as outlined in the interim plan.

- Special arrangements will be made for officers who are enrolled in a course of instruction at the time set for their exam.

- For exams for commander and captain, questions may be taken from outside the established bibliography.

- Naval Reserve officers, including those on active duty, will be required to complete correspondence courses to qualify for promotion.

- Many correspondence courses, developed originally for officers of the Organized Reserve, will find use in the new Regular promotion system.

Increase Is Expected In Activities Available To Train Navy Divers

The number of activities available to train Navy divers is expected to increase in the near future.

At present, six activities are authorized by the Bureau of Naval Personnel to train men to be divers, second class. Diver, second class is a qualification which is held in addition to a man's regular rating.

Activities authorized are: Submarine Rescue Barge attached to Com 12 at San Francisco, Calif.; Naval Shipyard, Portsmouth, Va.; Submarine Base, New London, Conn.; Submarine Base, Pearl Harbor, T. H.; Naval School Salvage, Bayonne, N.J.; and Naval School Explosive Ordnance, Indian Head, Md. The latter two giving instruction only as part of their regular course of instruction.

BuPers is now compiling a list of vessels and shore activities which are authorized to train men to become divers, second class. BuPers Circ. Ltr. 102-49 (NDB, 30 June 1949) directs all ships and stations which feel they are qualified, to submit a request for certification to BuPers.

Ships and stations should indicate a need for such training, prove that they have equipment necessary for instruction and show that they have competent supervisory personnel on board.

The bulk of requests for authorization are expected to come from shore activities and ASR, AS, AR, ARS and ARSD-type ships.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

1. (b) ARS. She has a fully loaded displacement of 1,630 tons and a length of 213' 6". One of the *Diver Class* of salvage vessels, she has a top speed of 16.5 knots.
2. (a) General salvage work. She also has served as a school for divers.
3. (c) Commissaryman.
4. (b) Stewards.
5. (a) F2H-1.
6. (b) *Banshee*. Boasting of "an over 600 mph" top speed and a rate of climb that even a homesick angel would consider phenomenal, she was dubbed *Banshee* by a pressman at her public debut. Wailing past the spectators like a lost ghost, the name seemed a natural and it stuck.

Selection Board Is Focal Point of Officer Promotion System

Every person who rises above lieutenant (junior grade) in the Navy must be judged by a selection board.

A selection board is not merely a name for something that you cannot quite fathom or put your finger on. It is something very definite and understandable.

It is a group of experienced senior officers who gather around a table in Washington to pass on officers' qualifications for promotion to new and more difficult duties.

The selection board is a hard-working group, fully conscious of the fact that it is the focal point of the Navy's officer promotion system.

Following a wartime deemphasis, the selection board is now coming back into its own.

Both the country and the Navy will gain by its reappearance.

During World War II, most officers were promoted without benefit of selection, promoted on the basis of

length of service (seniority) or by spot promotions.

With the end of the war, however, the Navy turned once again to its selection system. A new and improved selection system was devised which would provide each officer with a blueprint for a successful career.

Thus, officers who enter the service from the Naval Academy and from NROTC college programs and from the Reserve or civilian life as well as those who earn their commissions from the ranks, can see the steps in their career laid out before them like a well-marked chart.

Selection boards are inspection points along this path to success in the Navy. Here officers are checked by their superiors. Those meeting the required standards are recommended for tougher and more rewarding assignments.

The selection board as it is known today is the result of more than 30

years of development and improvement.

"We have found from experience that there is no such thing as a perfect promotion system; but we have constantly been striving to improve our promotion methods for the best interests of the Navy — and of the individual — as far as it is practicable to do so," Rear Admiral Thomas L. Sprague, usn, Chief of Naval Personnel, has said.

To do this has required a series of promotion acts. The granddaddy of the current promotion law was an act passed by Congress in 1916 — just before World War I.

The 1916 law put into effect many recommendations of a special board which had investigated the Navy promotion system of the time from tip to toe. This board, incidentally, was headed by the then-Assistant Secretary of the Navy Franklin D. Roosevelt.

The new act provided for "selection up," or selection of officers found best fitted for promotion. This was a radical change from the system then in effect, that of promotion by length of service (seniority) and "selection out" or "plucking."

The 1916 act included another new idea — quotas. Quotas, proportionate to the size of the fleet, were to be established for all grades of officers.

As vacancies occurred in the quotas of officers for each grade, these vacancies were to be filled with officers chosen through careful selection by a board of their superiors.

This plan of selection continues to be the Navy's concept of officer promotion to this day.

The system provides for a continuous flow of promotion through all grades and for a means of eliminating less competent officers to make room for more efficient leaders. Selection recognizes outstanding performances of duty, thus providing an incentive to excel on the part of the officers of the fleet.

The original act proved sound and the Navy extended and broadened its system. In 1918 the selection principle was extended to the Supply Corps. Later it was applied to other staff officers. In 1934, it was broad-

100,000 Reservists Get Training Duty

A new record for peacetime training of Naval Reservists has been established this year as 100,000 returned to active duty for training purposes during the summer months.

The civilian Navy went by land, sea and air to refresher and training courses in all phases of naval warfare. Fifty thousand Reservists, one-half of the record-setting total, reported to seagoing billets aboard cruisers, destroyers, submarines, aircraft carriers and smaller vessels.

Among the 30,000 trainees reporting to naval schools and bases for duty were Reservist "activation" teams who were taught procedures for rapid reactivation to combat status of ships in the "mothball" fleet.

In the Reserve's aviation training program, 4,000 pilots, 1,000 ground officers and 15,000 enlisted men went on active duty at naval air stations and aboard aircraft carriers. As well as flight refresher courses, the Reserve airmen also received carrier requalification tests aboard five carriers — *uss Cabot* (CVL 28), *uss Franklin D. Roosevelt* (CVB 42), *uss Saipan* (CVL 48), *uss Siboney* (CVE 112) and *uss Wright* (CVL 49).

A new feature in the air program this year was the indoctrination of 2,100 Naval Reserve seaman recruits who served summer enlistments at 20 activities of the Naval Air Reserve Training Command.

A salt-water introduction to amphibious warfare was experienced by 1,800 Reserve midshipmen from 52 colleges as part of their summer training program conducted at the Naval Amphibious Base, Little Creek, Va., during July.

The latest submarine techniques were taught to more than 2,700 Reserve submariners who filled billets aboard Navy underseas fighters while another 3,300 attended classes at New London, Conn., and San Francisco, Calif.

Newport, R. I., and San Diego, Calif., naval stations saw 1,100 Reserve college students report for summer training as officer candidates while at 70 other naval schools, Reservists reported twice a month for short courses in numerous subjects which included sonar, mine warfare, salvage, damage control, combat intelligence, chemical warfare and torpedo handling.

ened to include promotions to lieutenant commander and lieutenant.

Briefly, here is the story of selection.

- The names and records of all lieutenants (junior grade) and above who are eligible for promotion shall go before a selection board.

- The board is told how many vacancies are available to be filled in any one grade.

- The board selects the best fitted eligible officers to fill those vacancies.

How is an average selection board made up?

The average selection board for line officers is composed of nine officers, all senior to the rank to which they will recommend promotions (and not below the grade of Captain). The board also includes certain alternate members and a recorder. Selection boards are ordered to convene by the Secretary of the Navy at least once each year.

Whom does the board consider?

The board considers all officers in a "promotion zone" for that year as well as officers senior to the promotion zone who have previously been "passed over," or not selected. The board also considers eligible officers junior to the promotion zone (see below).

What is a promotion zone?

This is something new. It is designed to smooth out the flow of qualified officers through the ranks and to give each officer the same chance to be promoted when his time comes.

A promotion zone is a block of officers — all with a predetermined length of service in grade — which is formulated by SecNav, who takes into account the long-range needs of the service.

Although the selection board makes most of its choices for promotion from this promotion zone, it may also dip down to select officers below the promotion zone who have shown outstanding ability and have a minimum time in grade (up to five per cent of those selected may be in this category).

It may also select officers above the promotion zone who have been once passed over.

The number of officers to be included in any promotion zone is carefully calculated from an estimate of the officers of that grade who will be needed in the next five years. This

serves to equalize the percentage of officers selected from year to year for any one grade.

Since everyone cannot be an admiral, the number of officers in any promotion zone is usually larger than the number to be selected. This year, for example, an average of 95 per cent of those in promotion zones were recommended for promotion. The average is expected to gradually decrease and to finally hover around 80 per cent.

Selection boards for the higher ranks consider officers not only for promotion but also for continuation on the active list. Unrestricted line flag officers who twice fail of selection for continuation on active duty, will be retired from the Navy, thus making room for younger officers to move up.

The same goes for captains who have the designators EDO, AEDO or SD. Selection boards for captains in these classifications who have a certain length of service will recommend those captains who are to be promoted and also those who are to be continued on the active list.

Staff officers too are promoted through selection boards. Staff selection boards take their cue from the line. Staff officers are assigned running mates in the line and become eligible for selection by their own

boards (which are usually five instead of nine members) when their line counterparts become eligible.

The job of any selection board, whether it is line or staff, is not an easy one or one that can be done in a hurry. Each officer's record must be carefully considered. No maximum time is allotted any board.

Let's look at a typical selection board — one for line lieutenants.

The board is about to convene. There are nine regular members of the board — all captains or above. These officers are all unrestricted line officers.

There are a number of alternate members of the board too. These officers are restricted line officers, i.e. EDO, AEDO or SD. The alternate members are qualified to judge EDO, AEDO and SD lieutenants (junior grade) for promotion to lieutenant in their specialty.

A room in the Bureau of Personnel building in Washington has been set aside for the board meeting. The recorder has been busier than a one-armed paperhanger getting the room ready for the board.

The complete record of each officer — fitness reports, confidential and general correspondence relating to the officer, courts-martial, medical record and material submitted by the

Waiting List for Advancement to CPO

Names of 3,220 first class petty officers were published in BuPers Circ. Ltr. 91-49 (NDB, 31 May 1949) as being on the waiting list for CPO, acting appointment, and Chief Steward, acting appointment.

The list, in strict order of final multiple standing within that rating, covers candidates who passed the service-wide examination in entirety but who did not stand high enough on the list for immediate advancement.

Since immediate advancement was authorized for all successful candidates in certain ratings, no waiting list appears for the following ratings: RD, SO, FT, ET, AT, FP, ML, PM, OM, TD, AB, AG, AC, YN, AK, LI, PH, DM, JO, BU, CD, SW, CE and CT.

There were no successful candidates for IMCA, SVCA and UTCA,

so no advancements in those ratings have been authorized, nor does a waiting list of these three ratings appear in the circular letter.

The waiting list will be cancelled as of 1 Dec 1949, or on such date as may be designated for the next service-wide competitive examination. Any additional advancements, prior to that date, will be authorized by separate letter in strict numerical order from the waiting list.

The number of persons on the waiting list are as follows according to rating groups — BM, 137; QM, 135; GM, 116; FC, 73; DC, 24; RM, 39; MM, 172; EN, 382; AD, 786; MR, 5; TM, 42; MN, 5; AO, 82; AL, 59; EM, 40; AE, 36; IC, 37; BT, 145; ME, 44; AM, 147; PR, 56; PN, 51; TE, 7; SK, 45; DK, 15; MA, 8; PI, 5; AF, 20; CS, 193; SH, 7; MU, 19; CM, 2; HM, 186; DT, 37; SD, 63.

officer concerned — all this must be gathered together and prepared for instant use by the board members.

Supplies — stacks of paper, hand-fuls of pencils, tally sheets, work sheets, copies of the Officer Personnel Act of 1947 — these and many other items must be provided. The recorder must also arrange for stenographers, a messenger, several orderlies and a medical adviser for the board.

Finally, the recorder notifies the president of the selection board that everything is ready.

Congress has laid down no hard and fast rules to be followed by a selection board. Within the provisions of the law, the board is free to "make its own ground rules," that is to determine for itself how it will select the officers who are best fitted to be promoted.

The job of the board — and it is a big one — is to progressively narrow the field of officers who are eligible until only as many as the yearly quota will permit (or less) remain.

The heart of the narrowing process is "briefing." Briefing an officer's records, a member of the board familiarizes himself with all the important information about that officer, at the same time comparing his capabilities with those of other eligible officers.

To aid in this briefing, the member will usually use a work sheet as a

summary of each officer's capabilities. Each tour of duty is jotted down along with an evaluation of the officer in that duty.

The member may note down other factors which serve to describe the officer's ability and then may assign to the officer an over-all rating such as A, B or C. This serves as a handy guide and brackets the officer with others of comparable ability and experience.

To provide as wide a sampling as possible in a reasonable length of time, the records of each officer being considered may be briefed by several members of the board.

After several briefings, the board meets to narrow the field. After additional briefings, the field may be further narrowed.

Yet more briefings, rebriefings, conferences, votes and elimination of names and the number of officers to be selected finally falls within the quota set aside by SecNav for the board to fill.

While the regular board members are briefing the unrestricted line officers, alternate members usually brief the records of EDO, AEDO and SD officers.

After this preliminary briefing, the board itself is then reconstituted to consider these restricted officers. Three alternate members (each with the specialty being considered) sit with the six senior regular members while the board selects its quota of restricted officers.

Finally, after many days of work, the number of officers to be selected, both restricted and unrestricted, is narrowed down to the prescribed number. Selection is then formally made by a two-thirds vote of the members of the selection board.

The selection completed, the recorder writes the report of the board. This report is then approved by the Judge Advocate General and sent to the Secretary to be forwarded to the President.

If the board's work is approved by the President, an Alnav is sent to the fleet publishing the findings of the selection board.

So if you think selection is easy, remember the group around the table in Washington — and the time and thought that has gone into making the Navy promotion system the fairest one yet devised.

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. 59 — Directs half-masting of colors at specified hours for all ships not underway.

No. 60 — Gives details of funeral services for James Forrestal, first Secretary of Defense.

No. 61 — Farewell message of John L. Sullivan, then Secretary of the Navy.

No. 62 — Announces resignation of SecNav John L. Sullivan and Under-SecNav W. John Kenney and acceptance of office by SecNav Francis P. Matthews and UnderSecNav Dan A. Kimball.

No. 63 — SecDefense Louis Johnson expresses faith in the merits of pay reforms.

No. 64 — Directs attention to CNO Ltr. 47-734 (AS&SL, July-December 1947), authorization of customs free gift parcels which expires 30 June 1949. (See p. 4.)

No. 65 — Professional examination date for officers not previously examined.

No. 66 — Increase in allowances for meals while traveling under orders. (See p. 50.)

No. 67 — Letters already mailed to individuals concerned who are to be reverted to their permanent status in accordance with Alnav 10-49 (NDB, 15 Feb 1949).

No. 68 — Precautionary measures in handling electric megaphone systems.

No. 69 — Increase in commuted and leave rations as of 1 July 1949.

BuPers Circular Letters

No. 88 — Announces Presidential approval of officers of the Navy and Naval Reserve on active duty to promotion to grades contained therein.

No. 89 — Personnel authorized to

Data Required for Files Of Active Duty Officers

Up-to-date personal biographies of naval officers on active duty should be on file in the Bureau of Naval Personnel for use as background material for press and publicity purposes.

BuPers Circ. Ltr. 94-49 (NDB, 15 June 1949) requires that one copy of the Officer Biography Sheet, NavPers 979, (obtainable at District Publications and Printing Offices) be submitted initially by 1 Sept 1949. These sheets will be considered authoritative and another one must be submitted whenever significant changes occur after the first sheet has been filed.

Recent photographs will continue to be submitted in accordance with BuPers Circ. Ltr. 239-48 (NDB, 15 Dec 1948) and BuPers Manual 1948, Art. B-2204.

wear combat distinguishing device on the Legion of Merit, Bronze Star Medal and Commendation Ribbon.

No. 90 — Selectees for commissions in limited duty status.

No. 91 — Waiting list for CPO (acting appointment) and CCS (acting appointment).

No. 92 — Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 93 — Assures equal opportunity for all transportation companies to serve naval personnel. (See p. 57.)

No. 94 — Information regarding procedure for filling out officer biography sheet (NavPers 979).

No. 95 — Change I to Manual of Qualifications for Advancements in Rating (NavPers 18,068).

No. 96 — Officers selected for retention in the Regular Navy.

No. 97 — Requests applications from officers desiring instruction cargo handling at Naval Supply Center, Oakland, California.

No. 98 — Additions to loyalty procedure organizations designated by the Attorney General. (See p. 52.)

No. 99 — States authority to issue permanent change of duty orders to officers.

No. 100 — Officers soon to be due for promotion to grades below commander.

No. 101 — Dates of correspondence courses available in naval science by the Naval War College to officer and enlisted personnel.

No. 102 — Designates activities qualified to train divers second class.

No. 103 — Deadline for submitting applications in foreign language training.

No. 104 — Amends BuPers Circ. Ltr. 196-48 (NDB, 31 Oct 1948) with reference to GCM of officers.

No. 105 — Examination plan for officers taking professional examinations. (See p. 53.)

No. 106 — Service-wide competitive examinations for advancement to CPO (acting appointment) and gives instructions to Selection Board convening for CPO exams. (See p. 43.)

No. 107 — Designates date of service-wide competitive examinations for advancement to CPO (acting appointment).

High Praise Accorded Hero of Explosion

"It was my duty — the safety of my personnel. I just followed the book."

Thus Sammie T. Neel, GMC, USN, hero of an explosion 4 June 1949 aboard the Navy destroyer *uss Maddox* (DD 731), flagship of Destroyer Division 92, modestly explained his action during U. S. Naval Reserve gunnery training exercises off the Washington State coast.



S. T. Neel, GMC

When a 20-mm. anti-aircraft shell primer exploded, setting the magazine on fire, Neel tore the flaming magazine from the gun and hurled it overboard.

"A man in his right mind doesn't pick up burning ammunition," Chief Neel observed later, "But I didn't have any time to think about it."

D. A. Hanson, SA, USNR, of Portland, Ore., was wounded severely in the upper left leg by the exploding primer. *Maddox* rushed to Pier 91 at Seattle and Hanson was taken to the U. S. Naval Hospital, Bremerton, Washington.

High praise for his action was given Chief Neel by CDR M. L. McCullough, Jr., USN, commander of the Destroyer Division.

"Had it not been for the quick thinking and action of Chief Neel, it is probable that the remaining ammunition in the magazine would have exploded and possibly caused several deaths," he said.

Neel, who enlisted in 1940 at Blountstown, Fla., served aboard cargo ships and tankers during World War II.

Maddox and *uss Samuel N. Moore* (DD 747), another destroyer, were returning from a reserve training cruise to Southeastern Alaska at the time of the accident. — Margie Kent, JOSA, USN.

All Transportation Companies Assured Equal Opportunity To Serve Naval Personnel

The Navy is making sure that all reliable transportation companies have an equal chance to serve personnel traveling on leave. At the same time, it points out that some small independent bus and airline operators may not be sound enough, financially, to be fully responsible and reliable.

BuPers Circ. Ltr. 93-49 (NDB, 15 June 1949) is devoted to these matters.

The letter points out that when personnel pay for transportation and are not subject to reimbursement by the government, they are free to contract with any common carrier representative. Also, it states that permitting the sale of travel tickets aboard ship or on naval reservations is largely under cognizance of the CO or the commandant of the naval district.

However, the Bureau feels that the Navy has a moral obligation to its personnel regarding soliciting passenger

business on Navy ships or naval reservations. This is in respect to the reliability and responsibility of any type public carrier that may be permitted thus to solicit business.

"Consequently," the letter says, "commandants and COs should assure that only bona fide representatives of reputable carriers are permitted to solicit individual passenger business on board naval ships or on naval stations. Unless circumstances preclude, equal opportunity should be afforded all such carrier representatives."

In most cases, information concerning these representatives and the carriers they represent may be obtained from naval district passenger transportation offices.

The letter reminds all hands that a 15 per cent federal transportation tax must be paid on transportation purchased by naval personnel on leave.

It is further suggested that all personnel on leave acquaint themselves with the soundness and reliability of carriers in their vicinity.

BOOKS:

VARIETY IS KEYNOTE OF MONTH'S VOLUMES

VARIETY is the keynote this month, and let's start off with a first-rate volume of World War II history.

• *Coral Sea, Midway and Submarine Actions, April 1942 — August 1942*, by Samuel Eliot Morison; Little, Brown and Company.

This is the fourth volume of the history of U. S. naval operations in World War II, which will consist of 14 volumes when completed. The first three are *The Battle of the Atlantic*, *Operations in North African Waters* and *Rising Sun in the Pacific*.

Here the reader is taken back to the grave weeks of early 1942 when Japan was flushed with victories. It seemed that Japan was prepared to occupy Port Moresby and thereby put northern Australia within range of their warships and bombers. Papua, the New Hebrides and New Caledonia were in danger. Loss of these small land masses would give Japan control of the Coral Sea and force Australia out of the war.

On 4 June the Battle of Midway dispelled Japanese dreams of further conquest.

In these few weeks a terrific amount of action took place in the South Pacific, and this book takes the reader through each hour of it. Working within the Navy Department, the author had access to great masses of top-level facts and figures. Yet, he has woven into the book the thoughts,

emotions, aspirations and fears of every man aboard the ships and planes that were there. While learning the thoughts and plans of the admirals — both American and Japanese — the reader at the same time keeps in touch with the sailors who cleaned up the gedunk stand's provisions while waiting to abandon ship.

In the last third of the book the scene changes. While much of the action takes place in the same areas as treated earlier in the book, the point of view is now from beneath the water instead of from its surface or the air above it. Also, there is coverage of Aleutian submarine patrols.

Taken either alone or in company with the others of the series, this book is good reading. And that is true whether one is reading for interest and pleasure or for a bird's-eye view of what went on out there in the South Pacific. Voluminous footnotes give many interesting and illuminating sources and sidelights.

• *Prepare Them For Caesar*, by May Louise Mabie; Little, Brown and Company.

This is a historical novel which is really based on history. And the hero of the novel is a well-known character in history who is relatively new in fiction.

Julius Caesar, age 21, was penniless and in exile. Although he was apparently without prospects, he had

already crossed the Rubicon in his mind. Later, he left no person in Rome untouched by the flames of his ambition. He used men and women alike in his determination to make the world of Rome his own.

This is the only recent novel that tells the entire story of Caesar's adult life. It's an historical novel of love, ambition, intrigue, violence and war. Its hero is one of the world's great geniuses, seen as a living, flesh-and-blood man.

• *Twilight on the Floods*, by Marguerite Steen; Doubleday and Company, Inc.

Here is a big new novel by the author of "The Sun Is My Undoing," which made a big hit a few years ago.

Bristol, England, and the western part of Africa are the areas touched upon in this saga of Johnny Flood and his family during the 1890s. The pull of adventure and the African coast was strong in Johnny Flood from boyhood. At 14 he ran away to sea and got his first taste of the lusty life he loved. Then, after a few years in his uncle's shipping business, he won reward in the form of a dangerous mission to the Gold Coast of Africa. There, he became obsessed with a desire to improve the lot of the African natives. This obsession followed him through many years and into the Ashanti wars.

There's adventure, romance and color in this book.

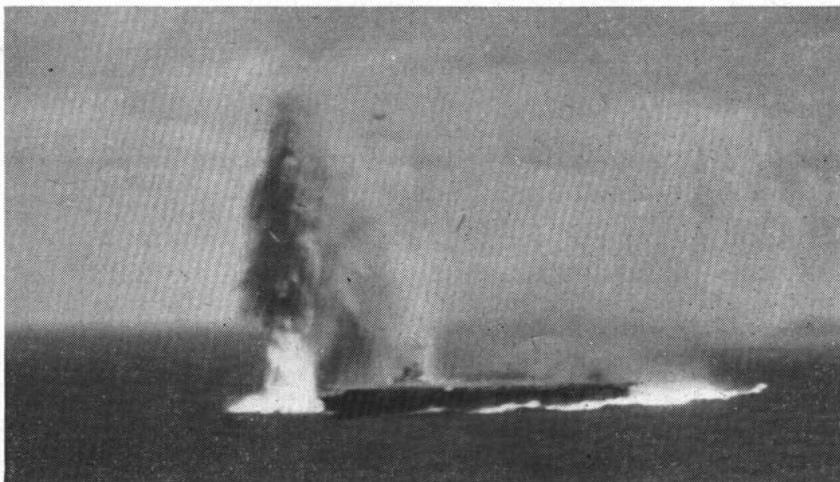
• *Mines, Minelayers and Minelaying*, by Captain J. S. Cowie, R.N.; Oxford University Press.

Captain Cowie traces the development and use of sea mines from the 16th century to the present day. He touches on the legal aspects of mine warfare and the contributions of scientists and engineers to mine development. He covers the British minelaying campaigns in both world wars.

For the ordinary reader, the book is an enjoyable historical survey. For naval and military officers, it is an unusual textbook.

The author is Head of Research and Development in the Underwater Weapons Department at the Admiralty.

The books reviewed here are a few of the new volumes of fact and fiction chosen by BuPers in recent weeks for your ship or station library.



BOMBING of *Shokaku* class carrier during battle of Coral Sea is described in *Coral Sea, Midway and Submarine Actions, April 1942—August 1942*.

Stalking the U-Boats



WORLD' WAR. I ATLANTIC PATROL

Blind Man's Buff—From the pages of "Brittany Patrol, the Story of the Suicide Fleet" by H. Wickcliffe Rose comes this story of Navy duty in 1917. Reprinted with permission of W. W. Norton and Co., New York.



Stalking the U-Boats

How much has warfare changed since World War I? From this account of anti-submarine warfare in 1917 you can get some kind of an idea.

On one side are wealthy Americans' yachts gone to war, rigged up with mines and depth charges that didn't go off and equipped with engines which gave them no speed advantage over the convoys they escorted.

On the other side were German submarines which all too often floundered on the surface during a heavy storm, whose torpedoes passed beneath and on all sides of an intended victim.

Ships were sunk and so were submarines. During the year and a half the Brittany Patrol operated out of Brest,

France, under French orders and often in company with French ships, the anti-sub forces finally caught up with and passed the submarine in technical advantage.

The change was quick. In October, 1917, German subs sank 24 allied ships right under the noses of the Brittany Patrol. But in the month of March, 1918, the loss column registered zero.

This is a story of times before the change. USS Emeline is a converted yacht, operating with other similar vessels of the Brittany Patrol formerly the property of the J. P. Morgans, the Astors and others. Its narrator, H. Wickcliffe Rose, is the World War I counterpart of today's radioman.

EMELINE'S turn for patrol duty came on September 16, 1917, when she slipped bow and stern lines, swung from between the two buoys, and steamed out through the breakwater off Brest, France.

When the ship was halfway across the bay, I went into the wireless shack to see whether Weisman was getting anything. At 1430 the quartermaster reported a signal which had just appeared at *Sultana's* yard arm ordering the northbound convoy under way from the anchorage. A few sharp toots of the yacht's whistle were answered by the clanking of chains as a dozen anchors were brought up.

Sultana then hoisted the signal "Follow me" and headed out. The French pilot, a native Breton who had been assigned to our vessel until the officers became familiar with the coast, now took over the bridge and coned the ship, with the others standing by to learn the eccentricities of the entrance. The ships formed in column as they passed around the *Pointe des Espagnols* and *Emeline* fell in on the starboard flank. The French trawler *Taureau* fell in astern as the third escort. Our orders were to accompany the convoy toward Wolf Rock, off the southwestern tip of England, where we would deliver the ships to the care of British escorts.

When we were piped below for supper, the long column of miscellaneous freighters had rounded *Pointe St. Mathieu* and was seeking its way northward through the narrow and rocky *Chenal du Four*.

2

There was some apprehension when it was seen that the twelve steamers spread out over six miles in the channel. The crew was eager to get into action, and all thoughts were directed toward the possibility of a submarine attack. With three escorts for this line of ships, it began to appear that our part was going to be hard to play. In the fore-castle and in the midship compartment at supper there were long discussions as to how we might reach a sub if one should attack a ship, say, two miles down the column. Only the black gang and engine-room force were cheerful. They were pleased at the way the

engine was making 87 turns, with steam for 110; but our best speed was not much greater than that of the merchantmen.

The scarcity of sufficient escort vessels was now apparent to all of us. We wondered how one would see a sub even alongside on a dark night, and we speculated on how much more easily a sub at surface level could see a ship outlined against the sky, even in the dark. It was a game of blind man's buff, and we were "it." The problem was ours, however, and since those were the conditions of the game, all hands seemed to agree on making up in watchfulness, seamanship, and gunnery what the escorts lacked in numbers and speed. We had a feeling, too, that regardless of our effectiveness, our presence had a moral effect both on U-boats and the merchant skippers.

On the evening watch, I had hardly adjusted the phones and the crystal detector when FFK opened up with her grumbling spark and addressed all Allied merchant and war vessels with a warning message in French.

This war warning was of a type sent out periodically during the twenty-four hours by the French naval stations. The latitudes and longitudes given designated points at sea where ships had sighted and reported enemy submarines during the day, and after each appeared the time that such report was made.

On convoy we logged every message possible, regardless of its origin or address. This kept the operator busy every minute of the watch. I had copied several messages between *Lands End* and British vessels, and had begun taking down one from a French warship, when the message was interrupted by the arresting "dit dit dit daa daa daa dit dit dit" of an SOS. Hearing this sound by wireless sends cold shivers down the spine. It is like hearing the sudden, distant wail of a wildcat in the mountains at night. My heart always missed several beats when I heard that weird voice of distress calling frantically over the sea.

"SOS SOS SOS," it pleaded, "4830 North 7 West—Torpedoed—Sinking Rapidly—dit dit psssss."

Before the call letters of the ship were transmitted, the spark spluttered and then died out completely; water

must have covered the generator in the torpedoed ship and cut off the power. With her engine room flooded, she probably sank in a very few minutes. With vivid pictures in my mind of lifeboats being hurriedly launched in the darkness and of men drowning with the sinking ship, I reported the message to the captain. But the position was far from our course, and we could only hope that help would come from nearer by.

When Fass, our third wireless man, relieved me at midnight, I went on the signal deck to take a look around and to sniff a few breaths of fresh air after four hours in the stuffy cabin. In the darkness that obliterated everything but the forms of ships closest by, I was surprised to see a long string of lights ahead, bobbing to the regular ground swells. At first I thought that we had run into a fleet of fishing boats carrying riding lights, but as I watched it became evident that the lights maintained their distance ahead. As my eyes grew accustomed to the darkness, I made out the forms of a few ships in that direction, and then I realized that they were carrying stern lights. The lights were shaded and trained down in such a way that they could be seen only from the stern, but they were visible for several miles, and the farther away one saw them, the larger they appeared. It seemed a dangerous bait to the enemy, for a submarine running on the surface could overtake most of these ships, and could hold its own with them submerged; but the lights had been allowed the ship masters as a compromise when the convoy system was adopted.

I learned next morning that we had dropped the convoy at 0225 and had turned back. Most of the night, however, I worked on a series of messages between the Skipper and Brest. A German submarine was reported laying mines in the entrance channels, and our escort group was ordered on patrol. All morning *Emeline* fought heavy seas in the Chenal de la Helle, while lookouts posted aloft and aloft searched the heaving gray waters for a periscope. While the yacht plunged and rolled, the signal boy clung to the rail, and remarked to the quartermaster on the appropriateness of the channel's name. Without having seen anything of a submarine, we headed in after noon and joined the other at Camaret in the long entrance to the harbor, and awaited the southbound convoy.

3

When Captain Williams returned aboard next morning, he was met at the gangway by Mr. Keene. I was working on the signal deck with a Q.M. and heard him remark, "We were pretty lucky, Keene. The sub beat us to it in the Helle Channel the other day, and had already laid his mines before we began our patrol. So we spent the morning running about in the mine field, and it's fortunate that we are here and able to talk about it. The officers of the *Noma* have something to tell, too. They had a brush with the sub that morning while we were patrolling. It was on the surface—"

At this point I lost the story, as the skipper and the O.O.D. walked aft and disappeared into the captain's cabin. We could hardly wait to get ashore where we could get the details. I rated liberty that afternoon, and it did not take long to find a group of men from *Noma* in the Y.M.C.A.

From one of them I learned of *Noma's* trip, which was the talk of the base. At the same time that we started north on our first trip, *Noma* left for the south with *Carola* and a convoy of freighters. When the SOS that I had heard that first night was picked up by the shore

station, the base ordered *Noma* to detach and go to the rescue. The yacht left the convoy at once and put on full speed for the open sea toward the position given by the torpedoed ship. She did not find any trace of the ship, but early on the following morning, while patrolling off Penmarch Point, the officer of the deck was startled by the appearance of a German submarine running on the surface at a thousand yards east of the yacht. No one was visible on deck, and apparently the sub was watching for the convoy which must round that point. In an instant he had the yacht in full action. The gongs brought the crew to battle stations, and the Captain, Lieutenant Commander L. R. Leahy, took over the deck. The engineer threw open the throttle and the screws churned up a broad, foaming wake—as the ship dashed at full speed toward the enemy boat. No. 1 and No. 3 guns of the starboard battery opened fire at the U-boat, which was now making frantic efforts to escape; the Germans had evidently been surprised. As the yacht bore down on the boat, two rounds were fired from the forward gun and three from the after gun. The first shot aft appeared to go just over the conning tower and the second fell a little short. Within two minutes, under a foam of bubbles from her tanks, the U-boat submerged and disappeared. The bubbles quickly vanished, and there remained nothing on the rolling gray sea to mark the spot where the boat had been.

The crew was kept at general quarters, for the captain still held hopes that the enemy might reappear. At 1000 a French hydroplane from Camaret flew over and dropped a message on the water near by, which was quickly fished aboard the yacht.

"Sighted submarine 8 miles SW," it read. *Noma* again went to emergency speed and headed in that direction. However, nothing further was seen of the enemy boat, although for hours the lookouts scanned the ocean with their glasses. The Germans had undoubtedly gone under for safety while this combination of air and surface craft swept the vicinity.

Maurice Fass, our third wireless man, had been transferred to *Emeline* from *Noma*. Judging by his accounts of the experiences of that yacht during the short time that she had been in the war zone, it seemed that she had a faculty for running upon game much like that of a well-trained bird dog.

The day before reaching Brest on her way over with the first division of yachts, *Noma*, in company with *Kanawha*, sighted a periscope in the late afternoon bearing on the port bow. It disappeared for a moment and reappeared on the port beam. *Noma* was turned left at full speed and an attempt was made to ram the submarine. The periscope again appeared, this time about four hundred yards on the port quarter. The crew fired rifles at it with no effect. The main battery at this point had the sights on the periscope when *Kanawha* came in line beyond, and fire was withheld. The periscope was then submerged and was not seen again.

That same evening at 2100 on July 3, 1917, *Noma* received an SOS from the American *SS Orleans* stating that she had been torpedoed. The position given was only five miles from the spot where the submarine had been sighted by *Noma*—47° 12' N., 7° 40' W., 165 miles WSW of Belle Ile.

Germany's UC-61, which sent *Orleans* to the bottom, put an end to a historic ship. *Orleans* was the first American vessel to pass through the blockade declared by Ger-

Stalking the U-Boats (CONTINUED)

many, and as she entered the port of Bordeaux her arrival was greeted with an enthusiastic celebration. Now she was gone, and four of her gallant crew with her.

4

One afternoon while he had the radio watch in port, Fass told me how *Noma* came to the rescue of *Dunraven*. The story of *Dunraven* now ranks as one of the courageous naval exploits of the war and repetition cannot over-emphasize the bravery of the crew which manned the British mystery ship.

Dunraven, commanded by Captain Gordon Campbell, the youngest captain in the Royal Navy, belonged to the class of Q-ships, or mystery ships, whose duty it was to deceive and decoy submarines. She was an ordinary tramp steamer to all outward appearances, and one of a very humble aspect—but behind her collapsible bulwarks and canvas screens were concealed heavy guns and depth charges, while down below her waterline were two torpedo tubes, one on either side, water-tight compartments, and a load of timber to keep the vessel afloat as long as possible after being torpedoed.

The object of such a ship was the very opposite of that of the cargo carriers. She invited the enemy's torpedo by her slow speed and by the fact that she always operated alone, for her one hope lay in luring the submarine to within sure range where the concealed deck guns or torpedoes might reach her. Captain Campbell had four submarines to his credit, and *Dunraven* had been decorated with the Victoria Cross.

On the morning of August 8, 1917, *Dunraven* sighted an enemy submarine while cruising between England and the coast of France. She opened fire at the boat with her small after gun, which was the only one visible from the outside, and which was smaller and less effective than any of her concealed battery. The shells were deliberately dropped short of the submarine so as to deceive the German commander as to their actual range, but the commander in this case was a wary individual. Stories had already been brought back to Kiel of tricks played by the British merchant ships, and orders had been sent to every submarine commander to be on his guard and to follow certain precautions in dealing with crippled ships.

The Germans manned their deck gun and opened fire from several thousand yards. After a very few shots, the exact range was found, and shells began crashing into *Dunraven*. One shot went through the side near the engine room, and at a signal from the captain, the ship stopped, blew off a cloud of steam as though the boilers were disabled, and a "panic party" lowered a boat in haste and confusion and rowed away from the ship's side.

The boat was headed for a position on *Dunraven's* beam where both the guns and the torpedo would bear, for frequently a submarine would close in on the boat to question the men before finishing off the ship. On board, the remainder of the crew lay flat on deck at their stations near the concealed guns and depth charges. If the submarine closed in with the ship's boat, the "panic party" would have to take its chances on being included in the burst of fire from the mystery ship.

But the submarine commander had been warned against hasty action, and he continued pouring shells into *Dunraven*, meanwhile cruising in very slowly from a position

on the ship's quarter. Several shots struck aft where men and ammunition were concentrated, and one shot detonated a depth charge, which exploded and blew an officer several yards across the deck. It wounded a seaman as well, but both men crept back to their positions and doggedly awaited the opportune moment when the captain would give the word.

Another shell exploded in the deck and set it afire. The flames quickly spread and crept aft toward the men, beneath whom lay the magazines where a large supply of ammunition was stored. The anxious crew could not fight the fire without giving themselves away to the cautious enemy, but if the flames reached the magazine it would explode beneath them. It was a terrible position to be in, and the very inactivity made it more so. If they could only spring to their guns and get in a few shots before the explosion, it would not matter so much whether they were injured or disclosed to the enemy, but it was torture lying flat on the deck, moving about occasionally when their hands began to blister, watching the creeping flames, and hoping for the command to action.

The submarine closed to within a few hundred yards of the ship while keeping up the steady bombardment. Captain Campbell then saw that the moment had arrived, for the enemy boat was within the range of a damaging fire from the concealed guns. He was about to give the signal that would cause all the camouflaged screens and bulwarks to be lowered and the crews to jump to the guns, when the U-boat drifted into the cloud of smoke wafted off to leeward from the burning deck.

The supreme moment was lost, and it was necessary to await another opportunity. The fire grew in intensity and finally reached the magazine. With a loud roar and crashing of decks, the ammunition exploded, and the after gun with its entire crew was hurled into the air, along with splinters and shells. By a miracle, none of the men were killed outright, but to them the tragedy lay in the fact that the sudden appearance of guns, shells and men tumbling in the air above the ship's side had revealed their intent to the U-boat. That vessel hastily submerged, and in a moment another terrific explosion told that *Dunraven* had been torpedoed.

They now sent away another boat as though they had finally abandoned ship, while the rest of them still lay concealed, hoping that even yet the submarine might present a target. The fire raged with increased intensity, sweeping through the mangled after part of the ship and spreading forward to the superstructure. The captain, from behind a screen, saw the submarine break the surface astern, where the ship's guns could not be brought to bear on her. The Germans came out of the hatch and again manned their gun, with which they raked the burning ship at point-blank range. The patient Britishers received the punishment without flinching, and the submarine commander became practically sure that the ship had been entirely vacated. He submerged his boat and came up abeam of the ship at a short distance.

At last the time had come! She was in line with the torpedo tube on that side, and Captain Campbell gave the signal below to fire. Anxiously he watched the water alongside through his peephole in the canvas screen, and presently a white stream of bubbles shot out from the ship's side toward the U-boat. There was an anxious moment of anticipation, and then the white wake passed the submarine by a few feet and continued its rapid course in the sea.

The Captain's heart sank with the submarine, which submerged and disappeared, but hope was again revived when the boat suddenly reappeared on the opposite side. The Germans evidently were oblivious of their narrow escape, and now fate placed them on a line with the other torpedo tube as if deliberately giving *Dunraven's* crew one more chance. A second torpedo was fired, but like the first it missed the boat and continued on its way. The submarine submerged so hurriedly this time that they had obviously seen their danger, and now the game was up. The Germans remained below and left the crew of the burning ship to their fate.

At this point Captain Campbell radioed for help, and *Noma* hurried in at full speed.

5

"We soon saw the smoke of the burning ship," said Fass, tipping back his chair and using his pencil as a telescope. "We went to general quarters and ran for *Dunraven* at full speed. The guns were manned because we hoped that the sub might still be around. And it was.

"Before we reached the ship we sighted the sub's periscope dead ahead crossing our bow from starboard to port. It was silvery white against the darker, choppy water. I'll bet the sub had her periscope trained on *Dunraven* and didn't see us coming up from the other side, because she didn't make any effort to go under. We swung a little left and ran right over the boat. The periscope went aft along our port side so close aboard that the main guns could not be depressed enough to bear. The men on deck fired automatics and rifles, but a periscope is a small target. We could see the dark hull under water as it went by, painted with dark green and black wavy stripes. The French pilot, Rouxelle, shouted, 'Mine!', and the captain thought that he meant that it might be a dummy periscope with a mine attached. Then the pilot motioned to drop a mine or depth charge. As the periscope reached our stern the gunner's mate heaved two Sperry mines over, and they sank right on the boat. We listened for the explosions and expected to be showered with water and pieces of flying submarine. I hunched my shoulders to ward them off, but nothing happened. The U-boat passed on astern and soon disappeared for good and all. The mines must have clinked against the boat's sides on the way down."

Dunraven and *Noma* had the two most disappointed crews imaginable, while the U-boat crew went their way little realizing how they had been favored by fate.

Meanwhile *HMS Attack* and *Christopher* had joined *Dunraven*. These destroyers came from different directions, one making a smoke screen as she circled the yacht and *Dunraven*. As nothing further was seen of the submarine, *Dunraven* signaled for medical assistance. A party from *Noma* composed of Assistant Surgeon Van Winkle, Pharmacist's Mate Dossin and Ensign Bartlett went over in a small boat.

The party returned aboard *Noma* with two wounded men, who had been at the after gun at the time of the explosion. Alexander S. Morrison, Seaman, RNR, was seriously wounded and was not expected to live. He was brought aboard on a stretcher. John S. Martindale, Seaman, RNR, wounded to the bone in the right shoulder, and with his young face smeared with grime, was taken to the sick bay. The balance of *Dunraven's* crew, about twenty, remained aboard their ship, while *Christopher* took her in tow and set out for Plymouth. The destroyer *Attack* left, and *Noma* proceeded with the tow as escort.

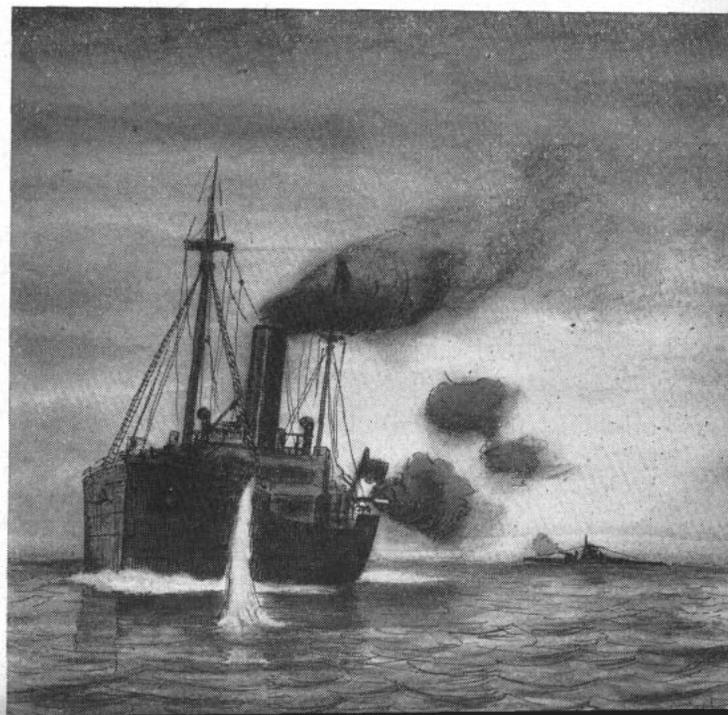
Next morning, after a French destroyer joined them, *Noma* left at the request of *Christopher* and took the wounded men to Brest. Morrison died there at the base hospital. Every effort was made to save *Dunraven*, but at 0130, August 10th, on the way to port, she had to be abandoned on account of rough seas, and she sank.

"Even that was not the last we saw of the infernal sub," said Fass, continuing his description of the trip. "On the way back to Brest we sighted a steamer lying with her hull well down. A few minutes later a lookout reported a periscope near the steamer, and we went to battle stations again, hoping this time to sink the U-boat. Our guns opened up, but at the first few shots the periscope disappeared, and we could not find any further sign of her."

The German boat that fought *Dunraven* was the small UC-71 out of Flanders Flotilla by way of Zeebrugge. It was under command of Reinhold Salzwedel, a tall, fair, blue-eyed boy, liked by his crew and a favorite at the base. He won the Pour le Merite by sinking over a hundred and fifty thousand tons of shipping and was acclaimed for disposing of *Dunraven*. In December of the same year he was lost when the UB-81 hit a mine while attempting to pass through the Channel barrier.

Captain Leahy's report to headquarters covering *Noma's* engagement helped to bring about the most important change in our equipment that took place during the war. On account of the miserable failure of the mines with which the yachts were equipped, *Corsair* ran over to Plymouth for a supply of the British depth charges which had recently been invented. This effective weapon was comparatively simple, consisting of a large can of TNT with a detonating charge in the core. The tension of a spring holding the trigger could be adjusted to resist the pressure of water and to yield only at a certain depth; thus the charge could be set to explode at any depth required.

An improvement was later made by the American Navy, after a few disastrous experiences of premature explosions. The detonator charge and firing mechanism were placed at opposite ends of the core, and before the charge could be fired there had to be sufficient pressure of water to drive the one down to contact with the other. Guns had proved to be practically worthless against a submarine, but depth charges became dangerously effective.



TAFFRAIL TALK

AMONG THE TALES brought back from San Francisco by Hal Walton, AD1, USN, who covered the All-Navy boxing tournament there for ALL HANDS, is the one about a near "dual duel" between two sets of brothers.

Brothers Earl and Sam Williams, sailors from Hogansville, Ga., had been stationed together for some time, but when half-brothers CPL Rudy Lara and PFC Armond Goetter met at the tournament, it was the first time the San Antonio, Texas, Marines had seen each other in over a year.

Texas-brother Goetter missed meeting Georgia-brother Earl Williams in the finals of the lightweight class by a split decision in the semi-finals. In the finals of the featherweight class, however, Texas-brother Lara met Georgia-brother Sam Williams — and lost by a split decision!

★ ★ ★

"Has anyone notified you," says a letter from R. W. Reed, GMC, USN, on recruiting duty in Grand Forks, N. D., "that the Union

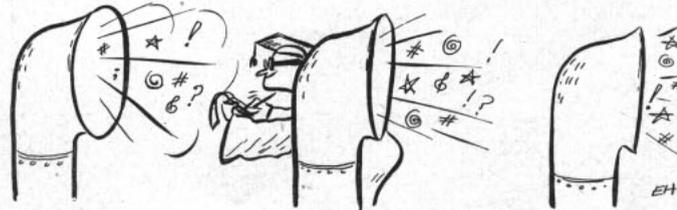


Jack in the picture of *uss Randall* on the inside back cover of the May issue is flying upside down — or are my eyes getting bad?"

After close inspection, we can affirm that Recruiter Reed's eyes are super-sharp, indeed. We can see it too — with a magnifying glass.

★ ★ ★

Aside from such outlandish jargon as might be heard only on *uss Chicot*, sailors can help a college professor write a glossary



of sea terms by submitting to him nautical terminology and sea lingo which has come into usage only recently or which isn't widely known. Send your ideas to Dr. Eli Sobel, Department of Germanic Languages, University of California at Los Angeles.

★ ★ ★

Lieutenant E. L. Hayes, USNR, who took the fine pictures of the *Constitution* appearing in our June issue, says that photographic trip was much more pleasant than another pic shooting journey made during the war. In 1943 he took a several thousand mile photographic trip across China — in an oxcart.

The All Hands Staff

ALL HANDS

THE BUERS INFORMATION BULLETIN

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

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

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and 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.

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.

● AT RIGHT: Old Glory flies proudly from the stern of *USS Thomas Jefferson* (APA 30) while *USS General W. A. Mann* (AP 112) is tugged into a berth at the Naval Supply Center, Oakland, Calif. →

SNUG HARBOR



Get the early word

to help you plan your future in the Navy
through a personal subscription to **ALL HANDS**



HERE'S HOW: Send check or money order for \$2.00 for one year's subscription to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.