

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should  
see it as soon as possible.

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NAVPERS-O

NOVEMBER 1951



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1951      Navpers-O      NUMBER 417

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● FRONT COVER: The F7U *Cutlass*, one of the Navy's newest jet fighters, is catapulted from the deck of USS *Midway* (CVB 41) during test and evaluation exercises conducted at sea. See article beginning on page 2 for personnel aspects of carrier operations.

● AT LEFT: The Navy's rotation plan in action is depicted as crewmen of USS *Essex* (CV 9), arriving at Yokosuka, Japan, watch while USS *Princeton* (CV 37) departs for the U. S. CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



# Carrier Crewmen Have Rugged, Vital Job

THE BIG aircraft carrier, trembling slightly as her helm is thrown over, turns slowly into the wind. From one of her halyards streams a white flag with a red diamond superimposed on it, the *Fox* flag. This flag indicates to the screening destroyers that the big ship is about to launch her aircraft.

Down on the flight deck, ready and waiting, are her planes. In front stand the jets; farther back the conventionals. A brilliant pattern of silver and blue is created by the morning sunlight glancing off the maze of folded wings.

In among the planes, swarming about like a busy band of locusts, are the flight deck crewmen. Each crewman is distinct in a brightly colored shirt with helmet to match. Yellows, blues, red, browns, greens and whites mingle in a symphony of color.

These flight deck crewmen — as well as their counterparts on the hangar deck, the hangar deck crewmen—are Very Important People. Indeed, without them there would be no operation today. Without the yellow-shirt and blue-shirt men, no

planes would reach the flight deck from the carrier's great "garage" below; without the red shirts, the planes would get no gas, no bombs and no bullets; without the browns, the aircraft would be in no shape to fly; without the greens, they could not be launched or recovered; and without the whites, no help would be on hand if a plane crashed.

Now the giant carrier has nosed into the wind and the helmsman has steadied up on his new course. Far up the deck, a helicopter pulls itself into the air and whirs off to one side where it will act as plane-guard during the operation.

"Pilots, man your planes." The order, barked out over the bullhorn, shatters the morning stillness. Red shirts, green shirts, and white shirts hurriedly melt into the catwalks. Brown-shirted plane captains who have been busily giving their plane its pre-flight check-out climb out of the cockpit to greet the pilot as he trots toward the plane.

"Now clear the decks. Remove all chocks and tie-downs." At this

word, squads of blue-shirted "plane pushers" gathered near the island structure break ranks and run down the deck to their assigned planes. Each pilot, by now satisfied with the condition of his aircraft, slips into the cockpit. The brown shirts disappear into the catwalks.

"Stand clear of propellers . . . check all chocks and loose gear about the deck. . . . Start engines!" booms the bullhorn. A few minutes later comes the word "Start jets." An F4U *Corsair* emits a loud belch, catches and roars to life. Soon another and another join the throaty chorus. A jet whines as it starts, takes hold and bursts into a sustained, high-pitched howl. Soon the flight deck throbs with the din and it is next to impossible to make yourself heard.

Several blue-shirted plane handlers scurry to the first of the jets to be launched, an F9F *Panther*. Two men yank the chocks from the wheels. Another man flips off the last tie-down gripping the plane to the deck and gives the plane director (he wears a yellow shirt) a thumbs-up signal signifying that the plane is free from the deck.

The plane director takes his station in front of and to the right of the aircraft where the pilot can easily see him. He motions to the pilot to taxi his plane forward and spread wings. Two blue shirts run beneath the wings and check the wing locks and flaps.

The plane director points up the deck and the *Panther* rolls forward to be catapulted. Slowing down, the pilot turns his plane toward another yellow shirt who stands near the port catapult. This plane director coaxes him into position. The catapult crew springs to action—one green shirt lines up the plane's nose wheel; two others slither under the roaring *Panther* to attach the catapult "bridle," a noose-like length of strong wire rope which will throw the plane into the air; two more crawl beneath the howling tailpipe to bend on the "holdback" which prevents the plane from moving forward until the maximum power has been built up by the catapult engine.

Each "cat" man in turn gives a "thumbs-up" to the catapult officer when his job is done. The catapult officer glances at his control panel

DAWN ATTACK—Moving shadows in the morning light, plane pushers on board *Boxer* (CV 21) 'spot' an F9F *Panther* for day's mission against enemy.



operator, who stands at the firing station in the catwalk, gets an okay and nods. He signals to the pilot to rev up his engine. The whine of the *Panther* turns to a shriek and then to a thundering roar. The pilot salutes indicating he is ready and braces his head against the headrest for the jolt.

Seeing everything ready, the catapult officer throws his arm forward and ducks to the deck. The catapult control man pushes the red button marked *Fire* and the plane leaps forward, a blue streak hurtling down the deck and taking to the air. No sooner is the plane airborne than another green-shirted catapult man jumps from his place in the catwalk far up the deck, runs to inspect the bridle for damage, and, seeing none, gives a thumbs-up and jumps back into the catwalk as the bridle is retracted for the next launch.

As one catapult is being readied to launch, its twin on the opposite side is in the act of hurling its eight tons of metal airplane into the morning haze. Within minutes, all the jets have been launched and the conventionals—F4U *Corsairs* and AD-2 *Sky-raid*ers this morning—have the deck to themselves. They need it. They will do “deck run” take-offs, each making a run down the deck from abreast the island.

Off they go, each pilot aiming his plane for the corner of the flight deck to get the maximum run. A-a-r-r-oom. A-a-r-r-oom. Scarcely fifteen minutes and they're gone, mere specks in the sky. Abruptly, silence once more settles back on the flight deck.

A few planes were found not able



HELPING HAND—*Corsair* pilot LTJG John White, Jr. of Boxer is strapped into his cockpit harness before a mission by Felix Norris, AN, the plane captain.

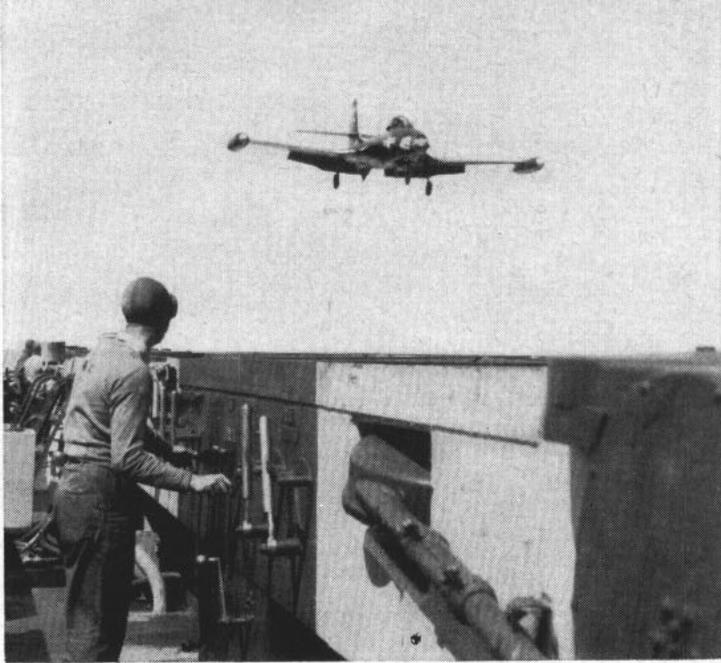
to fly this morning, and the flight deck boys now push these planes toward the nearest deck elevator where they will be struck below for repairs. This done, all yellow shirts and blue shirts converge on a small “shack” tucked away unobtrusively in the island structure at flight deck level. This is Flight Deck Control and it serves as a sort of plane handlers' ready room. Here the crew-

men hear praise or criticism of the morning operation—“Get those disabled planes spotted to one side of the deck”—and grab a cup of coffee.

The coffee is well deserved. Chances are that these men have been up and about since 0530 getting ready for today's launching. Planes have been brought up from the hangar deck and “spotted” in their proper place for takeoff. Replaced



TEAMWORK by a flight deck crew is shown in this panorama of a catapult launching on board USS *Midway* (CVB 41)



**VARIED JOBS** are the rule here. Left: Preparing to retract an arresting gear wire. Right: Loading bombs on a plane.

planes have been taken below. Catapult men have inspected the catapults. Barrier men have checked the barriers. Arresting gear men have tested the arresting wires. All hands have received last-minute instructions—then the launch. Now it's 0830 and the only time off the crew has had was a quick half-hour for breakfast.

Flight deck crews and hangar deck crews are accustomed to hard long hours. One bunch, kept on deck almost continuously during a day and night battle problem in the Mediterranean, went 63 hours with only an occasional catnap. Crewmen in carriers off Korea are used to numerous, often day-long Flight Quarters. Even

in an ordinary day aboard a rear-area carrier, a plane pusher spends an average of 12 hours on deck. Hangar deck crews, not so busy when the planes are in the air, often put in overtime at night (they miss a lot of movies) readying the planes for the next day's missions.

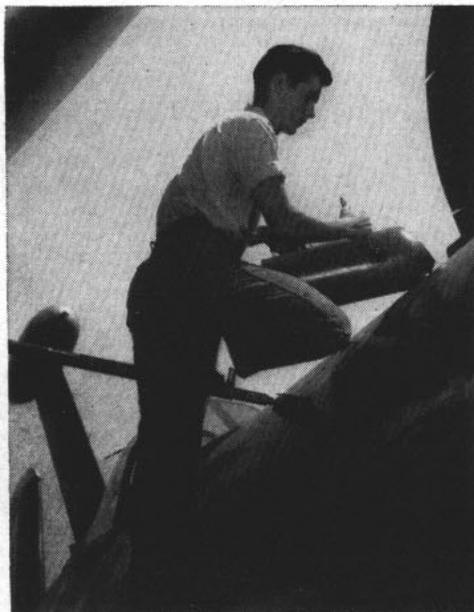
"Honestly, it's one of the most rugged jobs in the Navy," says a flight deck chief, referring to his plane handlers. "On deck, you're on the move all the time—and you gotta move fast and carefully. You work long hours and catch up on sleep when you can. You freeze when it's cold, boil when it's hot, slip when it's wet and don't get any extra pay. But

most of these fellows wouldn't trade their job for a yeoman's billet at a recruiting station."

As if to underscore the chief's remarks, the bullhorn blares out "*Now stand by to recover aircraft.*"

"Here we go again," he grins. Half drunk cups of coffee clink down on the glass-top table as crewmen scramble to get out on deck to bring in the returning aircraft.

The landing signal officer, whose job it is to direct a plane to a safe landing by means of special hand signals to the pilot, can be seen at his post far aft on the portside. Green helmets of the arresting gear and barrier men poke up from both cat-



**OIL CHANGE** is given an F4U Corsair after a strike (left). Right: An agile catapultman lines up the nose wheel of an F9F for launching.

walks. Now the landing signal officer has a plane "in the groove" i.e. the plane is turning onto the last leg in his landing pattern.

From the catwalks, heads crane to watch the plane's approach. It smoothly eases around the last turn, 70 to 80 feet above the water. In response to a series of signals from the LSO, the pilot straightens her out, maintains altitude and air speed, lines himself up with the center-line of the flight deck, and finally gets a "cut" signal, meaning "Land." As the pilot cuts the throttle the plane bounces to the deck for a three-point landing with the momentum of a fast express train. The tailhook snags one of the heavy arresting wires and pulls it up the deck like a great rubber band. The plane jerks to a halt.

As sometimes happens, the tailhook has failed to free itself from the wire. To free it, two green shirts jump from their spots in the catwalk, sprint to the plane, yank the hook free and dive back into the catwalk again as the pilot throttles his craft up the deck to make room for the next plane to land a scant 25 to 30 seconds later.

The arresting gear control panel operator, also in the catwalk, throws a lever and the wire which was run out by the plane retracts to its original position. The barrier operator lowers his barriers to the deck so the landed plane can taxi forward then throws another lever which flips the barriers up again, all set for the next landing. (Barriers are simply fence-like structures of heavy wire which stop a plane that fails to snag an arresting wire.)

A carrier operation such as the one described is a tricky business. Safety precautions here are much more than slogans—they can mean life or death. If you don't think so, shoot the breeze for a few minutes with the flight deck crew of *USS Midway (CVB 41)*, one of the biggest of Uncle Sam's flat-tops.

"Yeah, these jets keep you on your toes all right," says Pat Casey, AB3, USN. Casey has had plenty of close calls himself but today he's speaking of a friend of his, Johnny Seebold, AN.

"Seeb was running this chock from under an F9F to the catwalk" (to remove or 'run' a chock, a chockman bends down and pushes the chock before him to one side of the deck). "This jet starts taxiing up to the catapult and just as Seeb gets this

chock to the catwalk the plane swings its tail around and—wingo!—the blast picks Seeb up by the seat of his pants and drapes him across the rail. A couple of feet more and he would have been over the side. As it was, he got only a couple of bruises!"

"These conventionals can be nasty too," another green shirt chimes in. "Remember when Haney (Marion Haney, AN, USN) was chocking an F4U so it could be taken down the forward elevator?"

"He was putting the chocks to the wheels when another F4U comes barrelling in, makes a crazy landing, bounces clean over the barriers and heads straight for Haney. He saw it coming and started to crawl like mad for the side but the plane was going too fast for him. As it hit his F4U, Haney hit the deck. And I mean the stuff really flew! But he was lucky—the prop ripped through his shirt but never touched Haney. You know, when he left the ship he still had that shirt as a souvenir!"

Despite this flirting with danger, relatively few crewman become casualties.

To deal with injuries on the flight deck if they do occur, however, is the job of several other members of the flight deck team. One doctor and one or two corpsmen who wear a white shirt and a white hat with a red cross on it stand ready for any emergency. Two other emergency personnel are the hot suitmen or "hot poppas" who stand waiting in their asbestos suits. They will wade into even the worst gasoline or oil fire.

Other members of the team are the repair party men who clear the flight deck of wreckage in case of a mishap, the alert photographers who take pictures of take-offs and landings that will show pilots what they are doing wrong, and a chaplain (sometimes dubbed the "Sky Pilot")



FEET FLY as flight deck crewmen race for their stations when the bugle sounds 'Flight Quarters.' Helicopter in background is taking its plane-guard position.



CHOCKMAN gets set to toss chock around wheel of plane being spotted.



GAS MAN climbs up wing of an F9F to fill one of plane's two wing tanks.





**BROUGHT BELOW** on an elevator (rear), Panther is wheeled onto the hangar deck. Here technicians will repair any damage or fix malfunctioning parts.

who stays close at hand for moral support.

Beneath all this flight deck hustle and bustle, in the relative quiet of the hangar deck, another close-knit crew of men works at a different job. Whereas the flight deck crew topside is concerned mainly with getting planes off the deck and bringing them back aboard again, the hangar deck gang is responsible for insuring that the planes stay in the air as long as they are needed.

Two parts grease, two parts spare

parts and six parts hard labor—that's a hangar deck operation. What's more, the scene here is not as dramatic nor as colorful as that topside. As if to underline this fact, the hangar deckers wear the familiar faded blue dungarees instead of a brightly colored shirt and helmet.

But if it is less dramatic, the job of a mechanic on the hangar deck is no less important than that of the plane pusher. For here in the dim light of the barnlike hangar deck many minor miracles of aircraft repair (and a few

major ones) are performed. For example, a plane with a smashed propeller and a wing badly dented from a barrier crack-up or one riddled with shrapnel, will be wheeled in late one afternoon, repaired and wheeled out again the next morning, ready to take its place in the line once more.

"Miracles" like this are not the result of luck. Rather it's the end product of many skills blended together into a smoothly working repair organization. This organization is part of an aircraft squadron, a difference from the flight deck crew. The flight deck personnel are for the most part ship's company.

Squadron personnel follow the squadron wherever it may go—afloat or ashore. In this way they come to know their own aircraft inside and out and thus are better prepared to diagnose trouble when it occurs.

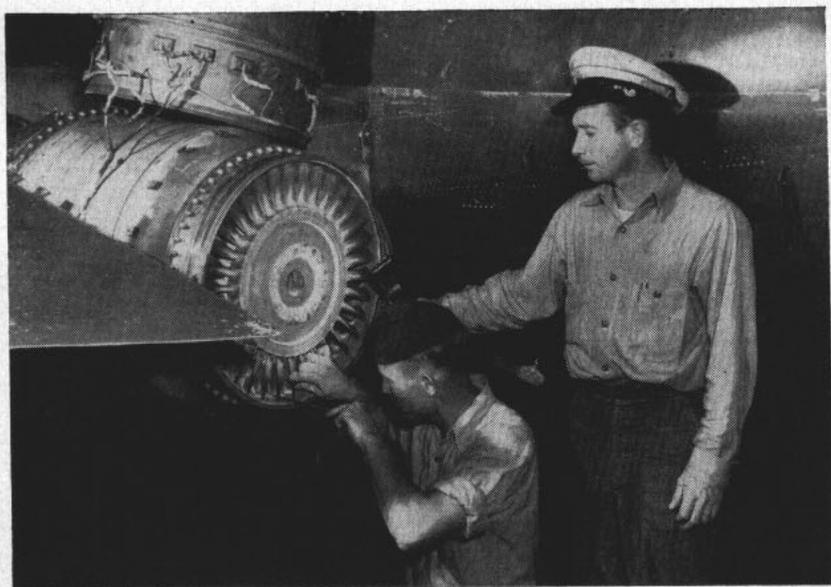
When a squadron maintenance gang like this goes aboard ship, its two key enlisted men are the line chief petty officer and the maintenance chief petty officer.

The "line chief," as he is called, has his post in Flight Deck Control on the flight deck. From this operational nerve center he is in a position to answer all queries regarding which planes are capable of flying and which must undergo repairs. When a plane needs a repair job, the line chief so reports to his squadron commander or Squadron Duty officer. The "skipper" or his representative makes his decision, then notifies the line chief who puts the job order on his repair schedule.

The line chief's right hand man on the flight deck is the plane inspector. This petty officer meets each pilot as he lands and gets from him any complaints about his plane. These complaints or "gripes" are jotted down immediately and turned over to the line chief.

The chief adds any information he may have, then passes the gripes on to his counterpart on the hangar deck, the maintenance chief. The maintenance chief might be called the straw boss of the hangar deck. He is the fellow who gets the complaints, picks the right men, assigns them, follows up the work and makes sure the "miracles" are performed on schedule.

Engine trouble? He assigns his jet engine or conventional engine team to the job. Brake failure? He calls a structural mechanic. Radio trouble? A radio-radar specialist. Wiring



**CHECKING CLEARANCE** of turbine blades, machinist's mate peers into the business end of an F2H Banshee. If clearances are off, engine could explode.



ADJUSTMENT is made to the external power unit beneath the wing of a Panther by a hangar deck crewman.

snafu? An electrician from the electrical shop.

When the pressure is on and a plane is needed for the next day's flight, the maintenance gang may be forced to work a good part of the night. Whatever the case, however, the maintenance chief notifies the line chief as soon as a plane has been repaired. The line chief in turn tells the C.O. or squadron duty officer who orders the plane "back on the line."

To stop here in our story would be to leave out one very important man—the plane captain. A plane captain

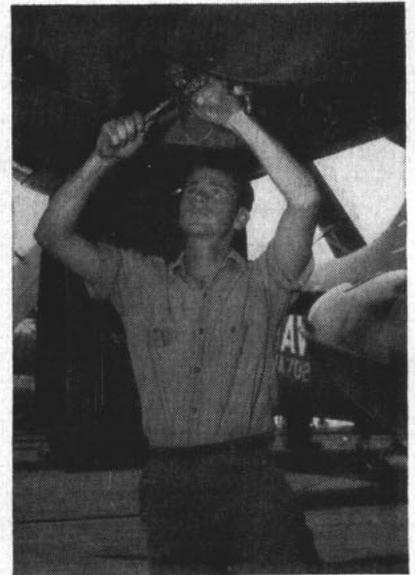
has a unique job. He is personally responsible for the condition of one airplane — *his* airplane. Roughly speaking, he is the pilot's representative on the ground.

It is the plane captain who gives his aircraft its important pre-flight warm-up. For an F9F Panther, for example, a plane captain must go through 20 items. Here are a few: "Inspect safety belt. Clean instrument panel. Check oxygen supply—1800 lbs. per square inch. Check hydraulic fluid level. Look up tail pipe for cuts, cracks or burns. Check starter. Connect battery. Close nose section after pilot enters. . . ."

After each flight, the plane captain gives his craft a *post-flight* inspection. He accompanies the plane inspector on his tour and makes mental notes of the pilot's complaints. He lubricates his plane and fills the fuel tanks. Like a good filling station attendant, he also cleans the windshield and sides before a flight. And like as not while mechanics are laboring over his plane, he will be watching from the shadows—or helping.

"Each of these boys practically eats and sleeps in his plane," say Kurt Schilling, ADC, USN, the experienced line chief of Experimental Squadron Three (VX-3). "Some of them are young and many aren't yet rated, but they learn fast. And they know that the plane is their pigeon and that it's up to them to see that it comes home to roost."

In a nutshell, Schilling's last sentence accurately sums up the job of the entire flight deck and hangar deck crews as well. Both exist in



EAGLE-EYED plane captain spots loose connection and makes a minor repair to his plane on the flight deck.

order to see that the Navy's pigeons come home to roost. Through their skill and courage they help to make flying a plane onto a rolling flight deck just as safe and reliable as it is humanly possible. With their feet on the deck and their heads in the clouds, these carrier crewmen share the credit for making the aircraft the greatest striking weapon of seapower today.—LTJG Arthur P. Miller, Jr., USNR.

Photos on p. 3, bottom; p. 4, upper left and lower right; p. 6, lower left, and p. 7, upper left, by Duane R. Sprester, AF1, USN.



TRIO OF JETS, back from a Korean strike, circle USS Boxer as men below prepare the flight deck to take them aboard.

# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **EXTENDED DUTY**—Reserve officers who requested an extension of active duty on their questionnaires beyond the period of their obligated active service may assume their requests will be granted unless specifically notified to the contrary, according to BuPers Circ. Ltr. 138-51 (NDB, 15 Aug 1951).

A previous directive—BuPers Circ. Ltr. 56-51 (AS&SL, January-June 1951)—stated that such Reserve officers would be advised, prior to expiration of the period of obligated service, if their services were required. Because of the large number of officers desiring extension and the continuing Navy expansion program, it is no longer practicable to follow this procedure of prior notification of acceptance.

• **RATING REVIEW**—The present enlisted rate, rating and warrant structures will be reviewed by a rating structure board. This board will convene in the Bureau of Naval Personnel during the spring of 1952. The three different structures are outlined in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) as modified by BuPers Circ. Ltr. 116-50 (NDB, July-December 1950).

Commands are invited to indicate to BuPers, not later than 1 Jan 1952, any manner in which the present rating structure fails to meet their needs.

The above information is the sub-

### Mine Sweeping Boats Do Big Job in Korea

A small outfit and the only one of its kind is Mine Sweeping Boat Division One. This division, operating in Korean waters, is formed of about 100 enlisted men and two officers manning specially rigged 40-foot motor launches and LCVPs (landing craft, vehicle and personnel).

Before being commissioned as a separate unit, MSB One was a part of Mine Squadron Three. Its specialty—then as well as now—is sweeping mines in waters too shallow to permit the operation of the larger mine vessels with their deeper drafts.

During sweep operations off Korean shores, these little craft proved their worth by sweeping and exploding 84 mines. Though often the target for enemy gunfire, these craft and their crews came through without the loss of a man and with damage to only one boat.

ject of BuPers Circ. Ltr. 170-51 (NDB, 30 Sept 1951). This letter also states that recommendations for changes or modifications in the rating structure should be based upon the concept of a "rating" as an *occupation which requires basically related aptitudes, training, experience, knowledge and skills.*

• **MATERIAL DESIRED**—The editors of the *Medical Technicians Bulletin* are interested in receiving material for publication in the *Bulletin* from voluntary contributors throughout the Medical Department of the Navy.

The *Bulletin*, somewhat similar in scope to the former *Hospital Corps Quarterly*, is published for the Medical Service Corps officers, Hospital Corps officers and enlisted personnel of the medical services of the armed forces.

Its basic purpose is to disseminate administrative, technical, and other information that would be of use and interest to personnel of the various branches of the medical services of the armed forces. Such information would include articles on schools, notes on specialty techniques, and achievements on the battlefield or wherever Hospital Corps personnel have distinguished themselves in medical activities in any manner.

Material should be in manuscript form and forwarded to: Medical Technicians Bulletin, Armed Forces Medical Publication Agency, Bureau of Medicine and Surgery, Navy Department, Washington 25, D.C. Attention: Code 26.

• **ACTIVE DUTY**—USNR officers who receive orders releasing them to inactive duty who wish to remain on active duty for a period of six months or more should request their commanding officer to notify BuPers by letter or dispatch, according to Alnav 94-51 (NDB, 15 Sept 1951).

Officers concerned should indicate the desired length of extension. They should remain at the naval activity from which the request for extension is sent until further instructions are received from BuPers. Officers have up to and including their date of release in which to request an extension.



PASS THIS COPY ALONG—All Hands is one for the books and 10 persons should read each copy of the magazine.

## All Members of Air Unit Taking Training Courses

When everyone in an outfit—from the officer-in-charge on down to the last non-rated man on the muster—is enrolled in a training course to add to his knowledge and professional proficiency, then that outfit is bound to be "top-flight."

That's what the men of Detachment One, Fleet Aircraft Service Squadron 109, NAS Miami, Fla., believe, and a recent personnel inspection bears them out.

The officer-in-charge, all CPOs and first class petty officers are enrolled in USAFI courses in various subjects. All other personnel are enrolled 100 percent in Navy training courses. One third class petty officer is taking a university law course.

At the inspection, 22 Good Conduct Medals, 10 Good Conduct award clasps and 47 Navy training course certificates were awarded to the men of the FASRon 109 detachment.

• **NAVAL RESERVIST**—Officer and enlisted members of the Naval Reserve who return to active duty do not receive individual copies of *The Naval Reservist*. This monthly publication is distributed individually to inactive personnel only.

However, because of the interest in the Reserve program the Navy forwards five copies of *The Naval Reservist* monthly to all ships and stations. These copies are available in the personnel office and other accessible places for the use on Reservists on active duty.

• **DEPENDENTS' TRAVEL**—For the first time since July 1950, travel of Navy dependents to Japan has been authorized, effective 1 November. Approximately 250 dependents are scheduled to embark from Seattle in the first contingent under the resumed travel program. Future groups will leave from either Seattle or San Francisco.

Expansion of shipping, supply and other facilities in the Far East has made the resumption possible. Selection of dependents authorized to travel will be made in accordance with a priority system based on

length of separation of the serviceman from his family, housing facilities and current criteria applied to both civilian and military personnel.

Concurrent travel will not be permitted at this time. Therefore, it will be necessary for the sailor to submit his application for dependent travel after he reports for duty in Japan.

No shipment of household goods can be made until travel is authorized by the area commander. Only 25 per cent of net weight allowance, or 2,000 pounds, whichever is greater, plus 40 per cent packing allowance, may be shipped. Personnel concerned should contact the nearest shipping officer for further details.

Upon receipt of orders, Navy men who wish to ship their automobiles to Japan should apply by letter to the Naval Supply Center, Oakland, Calif., enclosing a copy of their orders and giving make and dimensions of the car and the date on which it will be available. NSC will then advise the Navy man when to deliver his car for shipment.

### • PURPLE HEART CERTIFICATES

—All persons who receive the Purple Heart award will be given the Purple Heart Certificate. Formerly, the certificate was awarded only in posthumous cases.

The certificates will be signed by the Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate.

Former recipients of the Purple Heart—or their legal dependents, in case death has occurred since the award was made—may submit written requests for retroactive certificates. In the case of former recipients of this award, the certificates will be issued only upon written request.

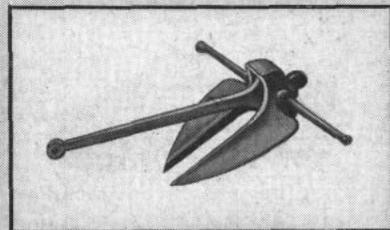
Navy men should submit their requests to the Chief of Naval Personnel (Attn: Pers B4)—in the case of officers—or (Attn: Pers E3) in the case of enlisted personnel. Marine Corps requests should be forwarded to the Commandant of the Marine Corps.

Requests should include full name, file or service number, rank or rate and branch of service. The duty station at the time of wound or injury and the date of wound or injury should also be included.

Further details are contained in BuPers-MarCorps Joint Ltr, 14 Aug 1951 (NDB, 15 Aug 1951).

# QUIZ AWEIGH

World-Series guessing is all over for another year, but Quiz Aweigh, unbounded by season, continues herewith.



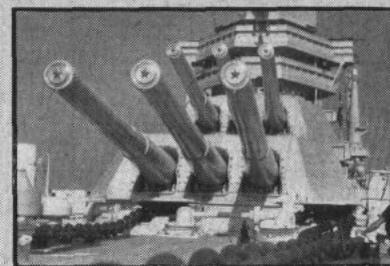
1. This anchor, in popular use today, is called a (a) Light Weight Type (b) Northill (c) Navy Stockless.

2. One of its principal advantages is that (a) it can be let go or weighed by hand (b) its flukes are interchangeable (c) it has high holding power for its weight.



3. The petty officer specialty mark at the left is worn by an (a) aviation bombardier (b) aviation ordnanceman (c) aviation fire controlman.

4. The mark at the right is that of an (a) air controlman (b) aviation radio man (c) aviation electronicsman.



5. The breech ends of these big BB guns are housed in turrets which rotate on (a) gun mounts (b) parapets (c) barbettes.

6. The starred "covers" protecting the muzzles against weather are called (a) pompons (b) tompions (c) tampons.

ANSWERS TO QUIZ ON PAGE 53



WITH A WHOOSH, missiles launched from one of postwar family of LSMRs streak off toward the enemy's lines.

## Small Rocket Ships Pack A Heavy Punch

AMONG the ships pounding Korean beaches prior to amphibious landings by United Nations troops, one type of U. S. Navy vessel has outdone all others on a firepower-to-tonnage basis.

This is the amphibious force rocket ship—LSMR (landing ship, medium, rocket). The Navy has had three of them operating in the Korean theater. Like most of the Navy's amphibious vessels, their names are numerals: LSMRs 401, 403 and 404.

At the Inchon operation this trio tossed more than a thousand 5-inch rockets apiece in the 10 minutes before the assault troops hit the beach. Later the same day they fired a total of 6,000 rockets at enemy positions.

A lot of destruction is evidenced by these statistics—especially so when you consider the size of these ships—about 1,000-tons displacement, 203-foot length, 34-foot beam. They each have a crew of about 120.

The thing that impresses an on-looker on first viewing an LSMR is

the array of 10 rocket launchers mounted on the main deck. Looking like nothing else in naval ordnance, these launchers do a good job in their assigned task.

The launchers are automatically pointed, trained and fired by a master aimer—the ship's fire control director system. Each launcher can fire 30 rocket rounds a minute, and each round weighs 50 pounds. The rockets themselves are fed to the launcher by hard-working crewmen stationed below decks.

The technical title of the LSMR's rocket is "five-inch surface rocket, spin stabilized." *Five-inch* signifies the diameter. Length of the rocket is close to three feet. The *spin stabilization* is the key to the accuracy

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Though Only a Bantamweight,  
One of These Amphibs Can  
Toss Lead With Best of Them

---

of this weapon. Old-time military rockets carried a long stick in their tail. Toy rockets still do. Other types carry fins on their after-body to furnish steadiness to the flight.

The steadying spin of the present rockets is furnished by arrangement of canted multiple nozzles through which the burning gases escape at the rear of the rocket.

The two basic parts of the rocket are the head, and the motor. The head contains the explosive and its fuse. The motor is loaded with rapidly burning propellant "grain." This grain burns away in about one second, but the gases it generates shoot through the nozzles at a speed of almost 7,000 feet a second and at temperatures of about 5,000°F. The propellant grain is ignited by a black powder charge which in turn is set off by an electric impulse. The initial electric impulse comes from the launcher.

Present rapid-fire launchers, such as those carried by LSMRs, are a

far cry from the earlier shipboard launchers. The rockets carried by today's rocket ships have also come a long way since those first used by the Navy in amphibious warfare.

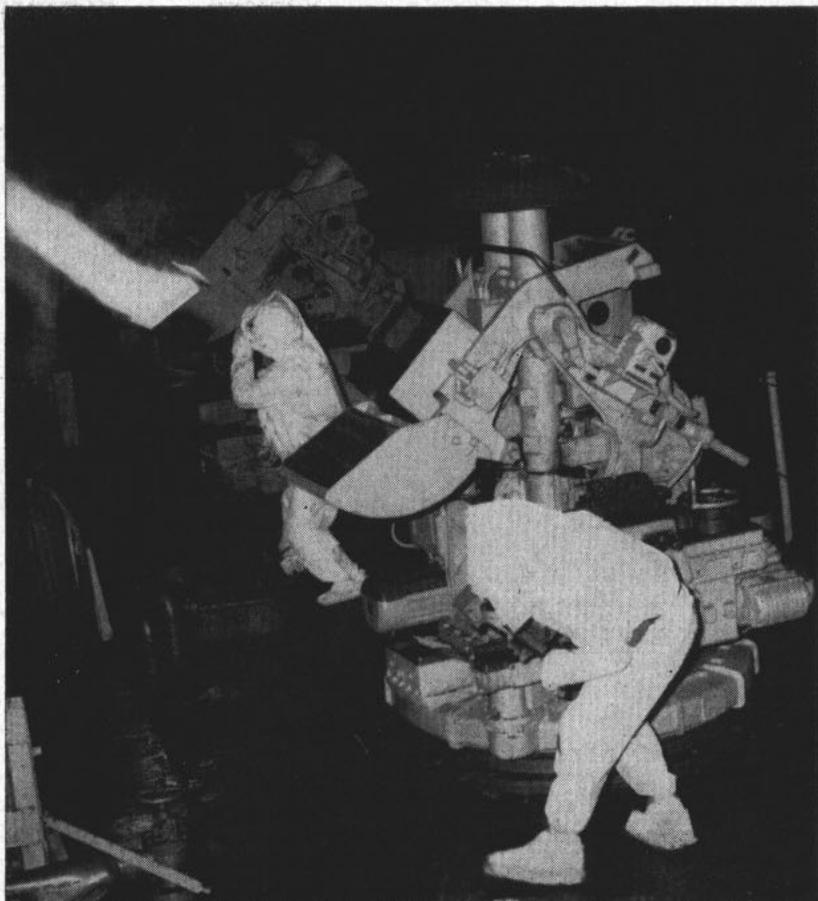
But let's go back to the beginning of the story—for rockets have been used as weapons of war for over 700 years. The Chinese employed rockets when fighting the Mongols in 1232. European armies learned of them and in time improved on them. With the development of cannon, rockets came to be used less and less. For a few hundred years after 1500 they were employed only for signaling and fireworks displays.

But the use of rockets was given a revival at the end of the 18th century, when native troops in India used them while fighting the British.

During the Napoleonic Wars rockets were launched from British warships against their continental enemies. They were used against American forces during the War of 1812. Francis Scott Key, witnessing the bombardment of Fort McHenry, Baltimore, mentioned these rockets in what is now our national anthem—"The rockets' red glare . . ."

American forces first used rockets in a landing near Vera Cruz during the Mexican War of the 1840s. At that time the U. S. Army had a "rocket battery." Soon after, however, improvements were made in artillery—strong advances such as rifled bores and improved gun recoil mechanisms. Once again the rocket as a weapon of war took a back seat.

During World War I there were a few isolated instances in which rockets made an appearance. Until 1941, for the most part, they were used only for signaling. They became a hot topic early in 1941 when the British used anti-aircraft rockets in their homeland defense. Then the Russians and Nazis unveiled their



**HOT ROCKET MEN** have the thankless job of freeing rockets that misfire. Here a pair checks the operation of their mounts during the Wonsan bombardment.

ground warfare rocket launchers. The Russians brought out "Katusha" and the Nazis responded with "Whistling Willie." The rocket parade was on.

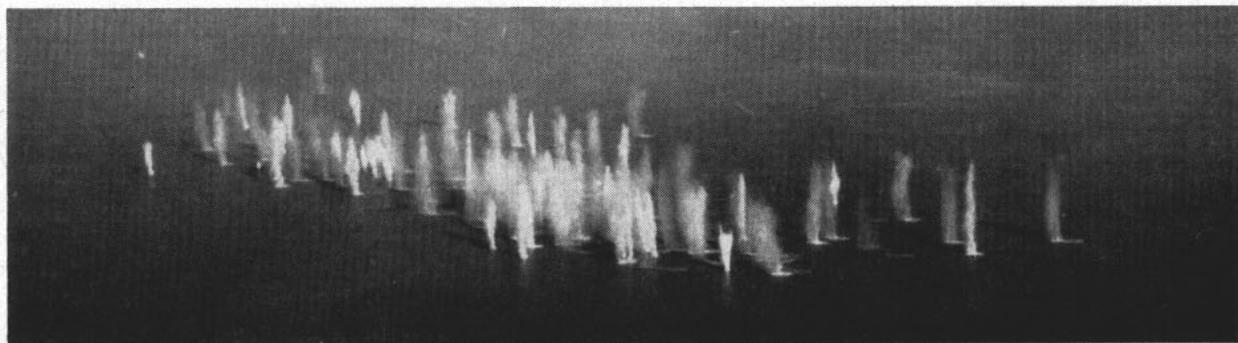
Before Pearl Harbor the United States was already developing its own rocket program. The pace was fast. Our Navy's first rockets of World War II were fired in support of the North African landings at Casablanca, late in 1942.

The explosive head in these early rockets was fabricated from 4.5-

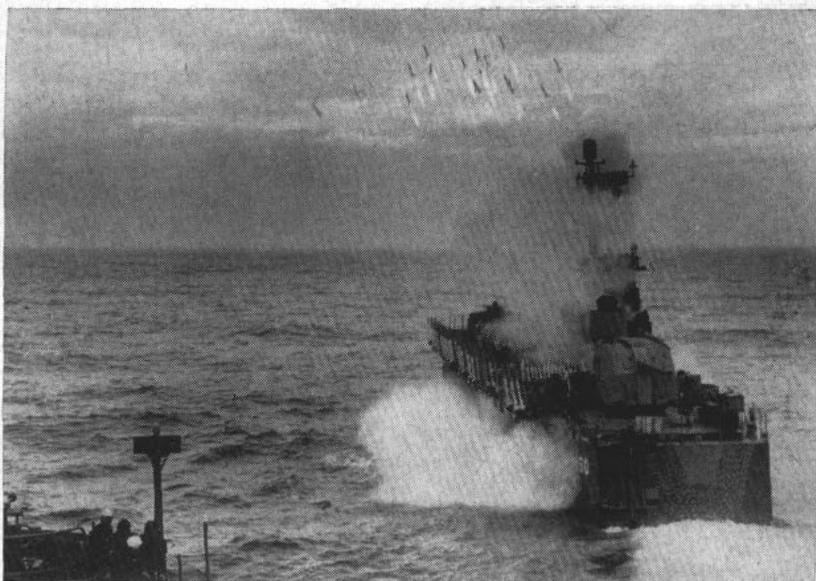
inch pipe—a size that happened to be the most readily available. This had contained 6.5 pounds of TNT and was propelled for a distance of only half a mile, as compared with a range of over five miles in some of the present shipboard rockets.

Following their first use in North Africa, the Navy used rockets in virtually every allied landing in the Mediterranean and European theaters.

Rocket-equipped landing craft became a fixture of the Seventh Fleet



**TARGET SATURATION**, the main idea in all rocket bombardments, is demonstrated in this closely spaced test barrage.



OLD TYPE—Here shown on a World War II LSMR, these rocket racks had to be reloaded by hand for each firing. Newer device is greatly improved.

early in 1943, taking an active part in Pacific landing operations. During one of World War II's last great amphibious operations the Okinawa landings, a flotilla of 12 rocket ships supported the land operations with more than 30,000 rockets.

At first, Navy rockets were installed in the smaller support boats, even on PT boats, but as time went on they progressed to larger craft until they finally became mounted on LCIs and LSMs. The first LSMs used as amphibious force rocket ships were called "super rocket ships."

An amphibious force rocket ship is essentially a close fire support ship. Its task differs from that of a destroyer or any other "gunboat type" firing conventional guns in that its rockets are a *saturation weapon*. A destroyer might move in near the beach and take under fire a specific

enemy pill box or gun emplacement. An LSMR, on the other hand, moves in and sprays whole areas.

The LSMR rocket ship is an "area bombarder" rather than a "point bombarder." It excels conventional gunfire in its neutralization effect, especially when fired in clusters. The rocket head of the present type 5-inch rocket is very destructive, having more effect blastwise than a destroyer's main battery projectile.

Perhaps the principal advantage of the rocket is its lack of recoil—recoil in the sense that no metal parts are pushed backwards. If the firepower put out by an LSMR were done with conventional guns—5-inch, 38 caliber guns, for instance—the recoil would shatter the ship after the first couple of salvos. That is, provided that many guns could be carried on an LSMR.

With rockets, in short, it is pos-

sible to carry a lot of destructive power in a small ship.

This characteristic lack of recoil makes the rocket an asset in all the services. Aircraft carry rocket armament. By the end of World War II, the Army had artillery-type weapons ranging from hand-carried bazookas to 4.5-inch, truck-mounted "xylophones," and tank-mounted "caliopes." The Navy even had a "mousetrap" rocket launcher mounted on anti-submarine vessels. The Navy's rocket program was big.

Whether a rocket is a Fourth of July kiddie-thriller or a 5-ton giant rising 135 miles into the sky over New Mexican deserts, its principle of operation is simple. It is a *missile propelled by the high speed rearward expulsion of gases generated by the combustion of an internally carried fuel*.

Most people mistakenly believe that a rocket flies through the air because its escaping gases push against the atmosphere. Actually a rocket could operate in a vacuum. Sir Isaac Newton's "third law of motion" (for every action there is an equal and opposite reaction) helps explain its operation. The rearward action of the gases from the burning propellant grain is matched by an equally forceful reaction pushing the rocket forward.

Many World War II rockets were tossed out by the LSMRs on the Korean firing line. These rockets at the time of the Inchon, Wonsan, Hungnam and Chinampo operations were six or seven years old. Too old for present-day use? No indication of this in the battle reports of the LSMRs. In fact, the reports say that despite the fact that the rockets weren't spanking new—they gave very effective performances.—W. J. Miller, QMC, USN.



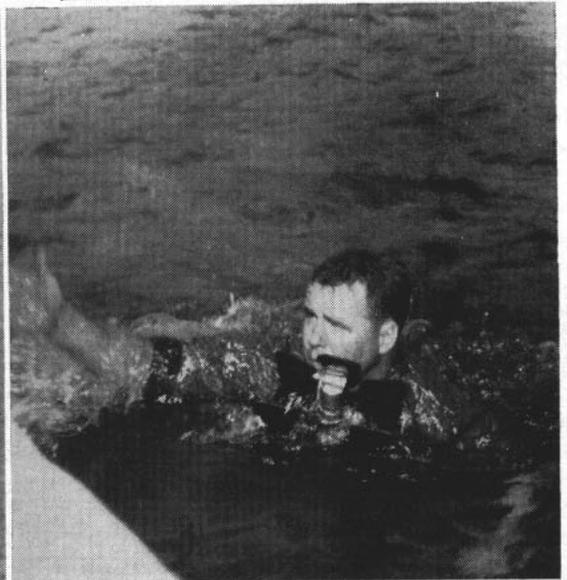
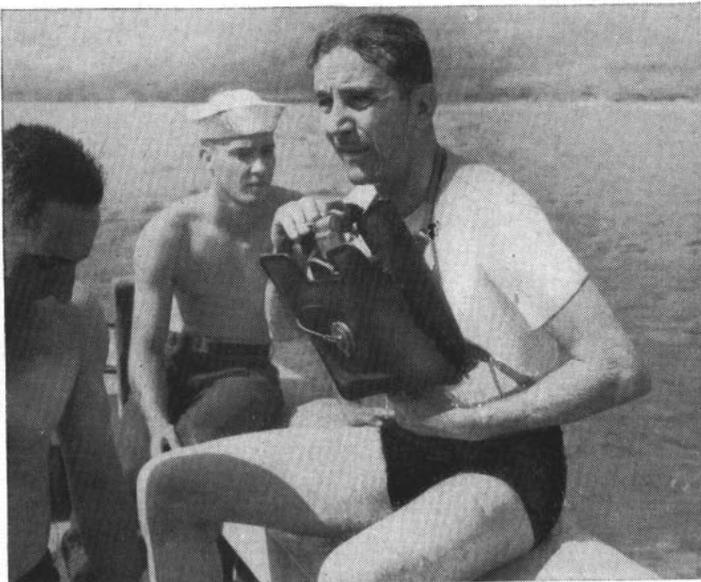
NEW TYPE—Postwar breed, these 10 launchers mounted on LSMR 402 can toss 400 rounds per minute shoreward.



## Sub Escape Training

**E**SCAPING from a submarine lying 60 feet under the blue-green Hawaiian water is plenty different than making a routine ascent in one of the Navy's tall training tanks ashore. If you don't think so, ask one of the 12 men of *uss Scabbardfish* (SS 397).

In a realistic and seldom-seen training maneuver staged under the watchful eye of their CO, LCDR Richard Wright usn, (now fully recovered from burns received from his exploit in the *Cochino* sinking of 1949), the 12 donned escape lungs and climbed in groups of four from the forward torpedo room into the escape chamber (upper left). Once inside (see posed photo, upper right) the men charged their lungs with compressed air (right), watched the water slowly rise in the chamber, opened the hatch above them to the sea, loosed a buoy with line attached which floated to the surface, and one by one grabbed the sturdy line to make the ascent, popping to the surface near the submarine rescue vessel *Coucal* which was standing by. While resting (lower left), each man realized that first-hand experience would now guide him in any future underwater emergency.



# SecNav: Strong Navy

Secretary of the Navy Dan A. Kimball, in a recent speech at Philadelphia, Pa., gave his views on today's Navy and its various assignments in meeting the requirements of national defense in the event of a future war.

Excerpts of the speech are reprinted here, summarizing the secretary's remarks as they pertain particularly to officers and enlisted personnel of the Navy.

Secretary Kimball expressed his belief in the need for "strong, balanced and coordinated armed forces" and in the continuing importance of "control of the seas." He explained:

Important as it has been for the United States to have a strong Navy in the past, it is even more important that we maintain strong naval forces in the future.

I am a firm believer in the need for strong, balanced and coordinated armed forces generally. Only by all of our armed forces being strong and working together can this nation's security be maintained. A strong Navy is an indispensable part of the armed services team. If a general war should come tomorrow, a year from now, or five years from now, it will be important that we control the seas. This is our cheapest insurance against having the war fought on our shores.

We must control the seas if we hope to have safe use of the sea lanes and thereby maintain an unbroken line of supplies to our troops and allies wherever they may be fighting. By control of the seas we deprive the enemy of their use as arteries of supply or invasion. We must have control of the seas if we hope to take the offensive and carry the fight to the enemy's shores and eventually to his heart-land.

The nation or combination of nations who control the seas control some 70 per cent of the surface of the world. The tremendous mobile striking power inherent in a modern navy increases this percentage of control potentially much higher.

Our experiences with German submarines and Japanese land based kamikazes in the last war provide vital illustrations of the need for a Navy, even though the enemy has only a small fleet of surface ships.

In meeting the requirements of war, the Navy would find itself with a three-fold assignment:

- First, it would conduct intensive anti-submarine warfare against the enemy's undersea craft.

- Secondly, it would conduct battlefleet operations against enemy vessels, aircraft and bases.

- Thirdly, it would be called upon to mount amphibious assaults against the enemy in order to advance our bases and carry the fight directly to enemy shores.

Let us consider these jobs one by one.

Submarines alone constitute great offensive strength. That fact was brought home to us during the European

phase of the last war when Germany utilized its submarine fleet with such terrible effectiveness until we and our Allies developed countermeasures which brought this threat under control.

Submarines cannot be defeated by surface fleet alone, nor by aircraft alone, nor by submarines alone.

The Navy fights submarines by direct attack from surface vessels, by launching aircraft to blast the submarines and their bases, by laying mines from surface ships and submarines, by using other submarines to stalk them, and by other methods which circumstances may dictate.

Another strong retaliatory action which your Navy would take in case of war would be to dispatch striking forces formed around the aircraft carrier and supplemented by battleships, cruisers, destroyers and other combatant vessels.

These task forces plus service squadrons of tankers, supply ships, repair ships and other auxiliaries would enable us to establish floating bases anywhere in the world. Such floating bases which were perfected in the Pacific war gave us sustained striking power against enemy fleet units and shore installations.

These self-sufficient fleets can rove the seas, deliver their attacks, and swiftly speed away to other targets hundreds or possibly thousands of miles away.

Such is our retaliatory strength through seapower, and sea-airpower. The third assignment which would face the Navy in event of war is to mount amphibious assaults.

Such an amphibious force is composed of everything from battleships to landing ships and small craft. The tasks of amphibious forces are many fold. They prepare the objective for the landing, transport the attacking force, put it ashore, provide continuing close support and bring in supplies and material for the expanding beachhead.

The oceans themselves are two-way streets. In the event an unfriendly power should gain control of them, the oceans would serve to isolate us from our sources of supply and from our friends.

Our Navy is our best insurance against such an eventuality.



SecNav Dan A. Kimball



'... Striking forces can rove the seas and attack ...'

# CNO: Mobile Fleet

*Admiral William M. Fechteler, USN, the new Chief of Naval Operations, has mentioned four great assets important to the national defense of the United States: natural barriers, allies, our own productive capacity and the good sense and spirit of our people.*

*What is the Navy's job in the over-all mission of the armed forces team? What role do these great assets play in the Navy's job today?*

*In his first public speech as CNO, Admiral Fechteler discussed the "fundamentals of defense and the Navy's part" today in our national defense program with members of the press in Washington, D.C.*

*Because of the wide interest of Navymen in this subject, ALL HANDS here reprints excerpts from the speech which are of special significance to naval personnel.*

This is my first public speech [since I took office as Chief of Naval Operations]. You are entitled to know something of the view I take as to the fundamentals of the defense of our country. And I want you to know something of the Navy's powers and abilities to contribute to that defense.

- War is the last resort. It is to be avoided so long as it may honorably be avoided. Whatever the future may hold for our country, of this I am certain, we will not start another war.

I do not believe that the survival of our way of life is in jeopardy. We may be forced to fight for it but we shall surely win.

- During a period of peace devoted to the building of armaments, we should exercise judgment and discretion in the selection and fabrication of our arms. We must carefully evaluate the enemy we expect to face and, upon that evaluation, base our course of action and our weapons.

- Long-range plans for the procurement of armaments have been made, approved by the highest authority, and are now in effect. The plans are designed to provide Armed Forces best calculated to enable each service to discharge its particular obligations to the Nation. Our defense can best be maintained by assigning to each service specific responsibilities and then to allocate to each service commensurate forces.

What has recently occurred throughout the world has given credence and support to the validity of this principle. For example, witness the prompt and effective action of which the Navy and Marine corps were capable when crisis occurred in Korea.

- We cannot effectively maintain our defensive frontiers in Europe and in Asia without troops and ships and planes located in strategic positions for the support of our Allies.

Air attack alone will not stop the advance of the

Russian army against Western Europe. In Korea there has been no appreciable enemy opposition to our use of the air and though we have had a zone of approximately 150 miles over which our air effort was free to operate, there still has been no effective retardations of the enemy advance by means of air alone, including naval aviation.

- I suggest that the next war, if it comes, will be fought by persons who will be, and will remain, at or near the scene of action and that the conventional type of warfare with which we are all familiar has not become obsolete.

I do not mean to leave the impression that I am not fully conscious of the value of the airplane as a weapon. It is of great importance. We must have strength in the air. The plans which we are now pursuing are not negligent of the air. They envision its use in many roles — strategic bombing of the enemy's hinterland, close tactical support of troops, interdiction of supply routes, and anti-submarine warfare.

- Strength in the air being of the importance claimed for it, I see no reason for the reduction of the power of naval aviation. Remember always that naval aviation is an important part of the air power of the United States.

- A Navy, mobile and ready, is an instrument particularly well adapted to the maintenance of force of defense frontiers far from home.

- The ship with its arms may be moved readily to new locations as need arises. But most important of all, when it has done its work it may be brought home and preserved to fight another day.

- The Navy is inherently fortunate in that it lives in its weapons — our ships are our homes. They are small communities that move over the sea at will. The Navy afloat has no need of barracks.

I do not mean to suggest that the Navy alone can accomplish the whole business of manning a defensive frontier abroad. Troops are needed which must come from the Army. The power of the Air Force will be required at the scene of prospective action. The range of the Navy's guns and planes is limited. But the Navy is peculiarly well adapted for a large share of the work. All services have gained invaluable experience in Korea and are better for the knowledge gained in that unfortunate land.

- Naval forces in strength must be maintained in the Mediterranean, in the Eastern Atlantic and in the Western Pacific. They are required at the focuses of infection of Communism and they can be deployed quickly as that focus shifts its position. In most cases no support facilities prepared in advance will be needed.

- The problem of our country is to bring about an adequate level of defense for ourselves and our allies quickly and without wrecking our own economic structure. This is a difficult task. It has been my purpose to emphasize a few of the fundamentals which I regard as important in performing that task.

- Frontiers must be located at a distance from our shores. Fortunately such frontiers exist. Let us exploit them to the maximum.

- Our economics should be protected by a careful choice of weapons having regard to plans deliberately made and carefully prepared.

- Our assets lie in natural barriers, in allies, in our own productive capacity and in the good sense and spirit of our people.



ADM W. M. Fechteler



## Can-Do in Action

"I SIGNED UP THREE DAYS AGO X  
QUIT MY JOB X HOW ABOUT SOME  
OF THAT CAN DO STUFF X I WANT IN  
NOW X"

So wired an Ohio steelworker to Seabee headquarters in Washington not long ago.

Conditions are slightly different now, but the Korean incident has demonstrated beyond any doubt that the same casual contempt for the impossible that made the Seabees famous during World War II still exists. Their assignments are not always as headline-smashing as in earlier days, but the second-generation Seabees still have their inimitable touch.

Take, for example, the first detachment of Seabees to land in Korea—the Amphibious Construction Battalion No. 1. Rushed from their home base at Port Hueneme, Calif., and with a brief layover in Japan to outfit for the attack, they were right behind a Marine wave storming the Wolmido beaches 15 Sept 1950. Within a few hours after Wolmido was secured, troops and supplies were unloading on Seabee-built pon-

toon docks for the long, hard drive on Seoul.

Even in that brief time, one of the Seabee's most cherished traditions had been reestablished. The marines were having difficulty with a nest of North Korean snipers entrenched within a cave. Out went the familiar call.

Within a few minutes a Seabee catskinner and his lumbering bulldozer were busy sealing up the cave. After he had finished, he halted his

'dozer beside the marines and rolled his chew to the other cheek.

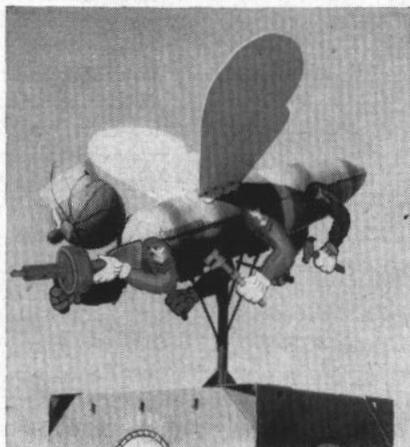
"Any time you youngsters start something you can't finish," he advised tolerantly, "just let us know. Be glad to give you a hand—if it doesn't bother with our real work."

Then, with a squirt of tobacco juice on the freshly turned earth, he went back to his "real" job—grading a road down to the docks.

Chances are, the unknown catskinner was a Reservist who, a few short weeks earlier, had been engaged in a stateside civilian job. Actual figures are not available, but it can be stated that more than 60 per cent of the Seabees on active duty in Korea and elsewhere are Reservists.

This is the story of how the Navy, through the establishment of Seabee components in the Organized and Volunteer Reserve, preserved the "Can Do" organization through a nucleus of a small but active unit in the Regular Navy.

Following World War II, demobilization of the Seabees followed much the same rapid pattern as that which characterized other Navy per-



sonnel. From a peak strength of 10,200 officers and 247,000 enlisted personnel, Seabee forces were reduced to fewer than 4,000 men just prior to the Korean conflict.

During that time, the Regular Seabee organization served two vital purposes: It remained as a nucleus of a wartime organization and it handled emergency construction jobs and those of a highly classified nature which could not feasibly be let out on private civilian contract.

In no case, do Seabees perform construction work within the continental limits of the United States except as part of their training program.

Meanwhile, the development of both a Volunteer and an Organized Reserve of Civil Engineer Corps officers and Seabees has proved to be one of the most successful programs in the Naval Reserve.

The Organized Reserves now has an authorized strength of 246 companies, with 1,230 officers and 9,840 enlisted personnel. They attend bi-weekly drills and two weeks' active duty training a year at Port Huene, Calif., Little Creek, Va., Great Lakes, Ill., Coronado, Calif., and at the recently activated Davisville (Quonset Point), R. I.

The 180 Volunteer units scattered throughout the country meet once or twice a month for discussions and technical lectures. Two-week active duty training courses are also available to Volunteer Reservists.

However, one of the reasons for the ease and rapidity with which complements in the Seabees are filled might lie in the fact that the same policy is now followed as that which prevailed during World War II—civilians are recruited in their own skills at petty officer rates.

This is accomplished through the Seabee Standby Reserve, formed early in 1949. Men in this category may sign up with Navy ratings based on their civilian experience. They are under no obligation to attend meetings or drills since their outside experience is accepted in lieu of training. Regular and Reserve officers are drawn from the Civil Engineer Corps. In civilian life they are engineers. They talk the same language as the Seabees and know what to expect of them.

A scale of ratings, from recruit to CPO, covering more than 60 recognized trades mostly in the construc-



**UP A POLE**, two power linemen learn their job at the Port Huene training base. Men such as these helped make ACB 1 the crack outfit it was at Inchon.

tion field, has been established. In general, here's how the rating system works: A foreman might expect a CPO rating; a three-year journeyman, a petty officer 1st class; a journeyman with less than three years, 2nd class; a man who has served two-thirds of his apprenticeship, 3rd class; and apprentices with less time can expect the rating of construction

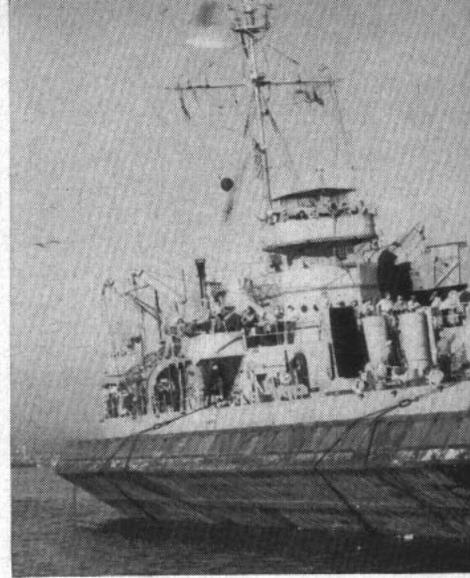
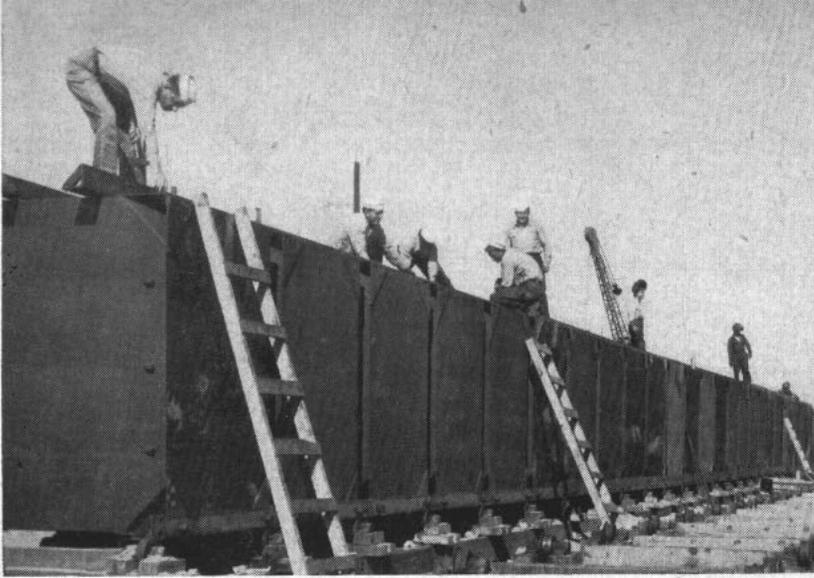
man or construction apprentice with little argument.

Today the Seabees serve in three principal types of organization—Amphibious Construction Battalions, Mobile Construction Battalions and Construction Battalion Maintenance Units. Or, as they are better known: ACBs, MCBs and CBMUs.

ACBs, who train side by side with

**ERECTING** a quonset hut, trainees learn a craft. Through a widespread Reserve program, more than 400 units now feed personnel into the Seabees.





**BUILDING A ROAD OF STEEL**—As first step in constructing a causeway, Seabees string together 30 hollow steel pontoons (left). Right: A 90-ton section is strapped securely to the side of an LST to be carried to the forward area.

the marines at the naval amphibious bases at Coronado, Calif., and Little Creek, Va., help to secure a toe-hold on an enemy beach.

Their special equipment consists of steel pontoons each five feet square and seven feet long, which are bolted into strings to form causeways. The Seabees hang their pontoon strings on the sides of LSTs, then cut them loose as the ship's near the beach. The causeways are then towed until the ships ground, and momentum brings the pontoons on in to shore. Causeways are then "married" to the LSTs whose bow anchors are carried into position by

pontoon barges, while Seabee bulldozer operators build sand ramps at the inshore end of the causeways.

At times, this job becomes downright interesting. Not only do wind and waves try to break it up, but enemy forces let loose with everything they have in order to smash this vital supply line.

Again, Inchon is a good example of the present-day Seabee's work. With its 30-foot tidefall, guarded by its miles of gooey mud flats that would bog down a sandpiper, Inchon could never have been taken without the Seabees' miraculously produced piers and improvised harbor installa-

tions. Under continuous shellfire and sniping, battling a tide that rose and fell 30 feet every eight hours with a current of four knots, ACB Number I built a flexible, floating causeway 25 feet wide from the beach to deep water 400 feet away.

It took five tries to complete the job. Two attempts were wrecked by the tide, two by the enemy.

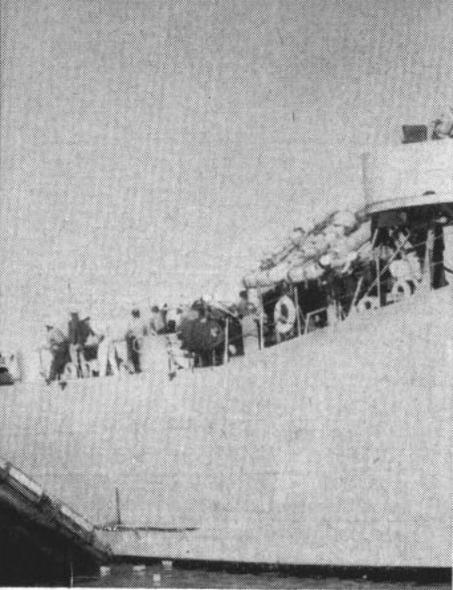
Less than 48 hours after the first marine waded ashore, inspection parties were able to step from the deck of a vessel to a broad steel highway traversing the soupy mud flats.

With causeways in place, the ACBs get on with the rest of their work. Their bulldozers start hauling equipment ashore and cutting roads back from the beach. Communications are set up. Water distillation equipment is put into operation. Revetments are thrown up to protect supplies. And, of course, the Seabees build and man a perimeter defense line, including gun emplacements. All of this done, the ACB takes the first steps toward construction of a temporary base. Tents, mess shelters, repair shops, more access roads, pontoon piers, water supply and sanitation, supply dumps and mobile utilities.

At this point the ACB moves on to a new assignment and an MCB takes over. The MCB is much the same kind of outfit as the regular Construction Battalion of World War II. Its job is to build and defend whatever kind of base the Fleet needs. It continues the work the ACB started and expands on it. Quonset huts, paved roads, warehouses and shops, piers and harbor works, utilities, fuel stor-



**LET 'ER GO!**—Crew of a warping tug lays a surface anchor. Such anchors, one to a side, keep the elongated pier from bending with tide and current.



age tanks, pipelines, and, of course, airfields for both fighters and bombers. The beachhead becomes a base.

Once the base is built, there's no sense keeping a whole battalion there to maintain it. So the MCB moves on to a new job, and a CBMU, which is only about one-fourth as large, takes over the maintenance work.

Another important type of Seabee outfit is the detachment. Its size depends on what its special assignment might be. It could be a surveying job, or exploration work, or a demolition project. These detachments are usually hand-picked outfits of men with particular skills. And when their work is completed, they are returned to the larger outfits. At the present time, some detachments are performing maintenance work.

In addition to these major units, a small number of Seabees are expected to be assigned jobs outside the combat zones. These would be public works or maintenance jobs at places like Pearl Harbor and the Canal Zone, or at bases in the States needed to support the Seabees' own rotation system for bringing back veterans from overseas for a rest and a change of assignment. Also, a few Seabees would be sent out with the seagoing Navy to handle certain equipment, such as cranes, aboard ships.

Eligible to join the Seabee Reserves is any man not subject to induction under the Selective Service Act of 1949 who is between the ages of 18 and 44. A former serviceman may come in the Seabee Reserves at 50½ years plus the number of years he earlier served in the armed forces, which possibly gives rise to the frequent injunction: "Never hit a Seabee. He may be your grandfather."



**AT BEACHHEAD**, men rush ashore with cables to anchor causeway to ground. A pontoon, freed from an LST, can gain the beach under its own momentum.



**CAUSEWAY GROWS** and soon extends to water deep enough for an LST. Here men run a 'haul-back line' from front end of last pontoon to bow of LST.



**READY TO UNLOAD**—almost—LST jockeys into position to lower bow ramp. Hole in ramp fits over 'rhino horn' on pontoon, gripping the ship securely.

# SERVICESCOPE

Brief news items about other branches of the armed services.

\* \* \*

THE WORLD'S FIRST ATOMIC-POWERED AIRCRAFT has been ordered by the U.S. Air Force.

Commercial firms are under contract to develop a specially designed airframe, the nuclear-powered engine and associated work on the nuclear reactor for aircraft. They will work closely with the Air Force and the Atomic Energy Commission on the project.

\* \* \*

AN ARMORED INFANTRY CARRIER on tracks, which will take troops to the front lines along with the tanks, has been developed by the Army Ordnance Corps.

A squad of 12 fully-equipped men can travel in the armor-protected 20-ton carrier at a speed of over 35 miles per hour on improved roads. The vehicle can turn in its own length and climb or descend 60 per cent slopes. It affords protection from small arms fire and shell fragments. The carrier will traverse the same terrain as the tanks, putting the infantry forward with spearhead elements. Double rear doors permit the squad to dismount quickly from the carrier compartment.

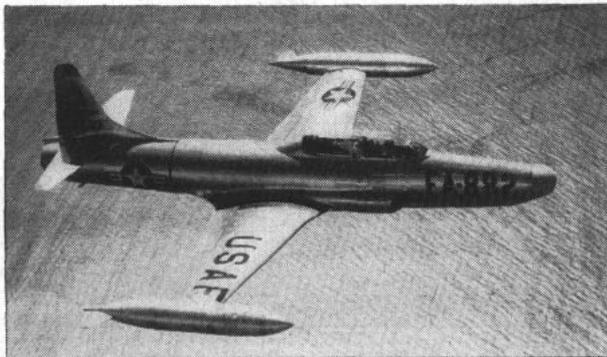
Improvements over earlier troop carriers includes increased overhead protection, greater ease of operation, higher speeds, and increased maneuverability. It can also be used as a cargo or litter carrier, a prime mover of artillery, or serve as a command-post car. The new type carrier is equipped with a .50 caliber machine gun.

\* \* \*

COMBAT PLANES of the future—so far as can be foreseen now—will still be flown by men.

This fact has prompted a series of tests by the Air Force School of Aviation Medicine to determine what causes fatigue in bomber crews. Men return from long flights irritable, looking haggard and worn. Air Force doctors are now trying to find out whether this reaction is caused by muscular weariness, nervous fatigue or some "inner anxiety."

Volunteers from two training squadrons at Randolph Air Force Base, Texas, are taking the tests just prior to



GUARDIAN ANGEL, this F-94 Air Force jet interceptor is part of the air defense team protecting the U. S.

leaving on a flight. As soon as they return, 12 or 15 hours later, the same tests are again administered.

It is hoped that the knowledge gained from the test results will help eliminate causes of discomfort in flight and give more endurance aloft.

\* \* \*

MONTHS OF KOREAN FIGHTING and the rapid expansion program haven't had an adverse effect on the Army's health. Despite these two important factors, the general health of the Army man was better in 1950 than in two of the four peacetime years after World War II.

The average daily percentage of soldiers unavailable for duty because of hospitalization or confinement to quarters for medical reasons was 2.8 in 1950. With battle wounds and injuries subtracted, the percentage was 2.4. In 1946, the non-battle rate was 4.1 percent. In 1947, it was 3.6 percent.

Medics consider 1948 and 1949 as the healthiest years in the history of the Army, with average daily percentages of 2.6 and 2.2 respectively.

\* \* \*

"BIRDDOG" IS ARMY'S NEW PLANE designed primarily for artillery observation and other battlefield jobs of combat and support operations. It is now replacing older Army planes in Korea.

A rugged all-metal, two-place plane, the *Birddog* is designed to meet the need for combat aircraft capable of landing and taking off from small fields, dirt roads and other rough terrain.

In actual battlefield tests the plane has performed many jobs that are new to employment of Army aircraft in warfare, besides the conventional tasks of resupply, wire-laying, courier work and evacuation. In flying low over streams, the *Birddog* locates fords for vehicles, flies flank patrol for armored thrusts into enemy territory, and relays radio messages which ground transmitters sometimes cannot send over sharp Korean ridges and mountains.

\* \* \*

PEST CONTROL in the Army has paid off with an estimated saving of \$24,000,000 during fiscal year 1951. The program itself cost only \$1,300,000—for equipment, insecticides and personnel.

Conservative rates of deterioration and destruction of Army property by pests show a saving of about \$16,300,000 on buildings, \$2,500,000 on grounds, \$6,250,000 in equipment and stored materiel and \$360,000 of food supplies and subsistence articles.

The program is carried out by the Corps of Engineers with the cooperation of the Army Medical Service and the U. S. Public Health Service.

\* \* \*

PRIMAQUINE—A NEW RAPID CURE drug for malaria is being tested by the Army on military personnel returning from Korea. If the tests are successful, it may be possible to cure malaria more effectively than with other

drugs now in use, including *chloroquine*, a powerful new anti-malarial suppressant.

Army medical authorities say, however, successful standardization of primaquine will have no effect on the importance of chloroquine as a malarial suppressant. To troops in Korea, chloroquine will continue to be essential to their health until they are transferred to some non-malarious area.

A serviceman exposed to malaria who has been taking chloroquine, may not know he is carrying the malaria germ in his system. If the dormant germ is in his system and attacks him after his return to the states, he is warned by the symptoms of chills and fevers accompanied by severe headaches. Medical authorities hope that primaquine will provide a quick and effective cure in such cases.

\* \* \*

"EXERCISE SNOW FALL" will train Army and Air Force men and test equipment under snow and ice conditions during January and February in the Pine Camp area near Watertown, N.Y.

The joint ground-airborne operations will place emphasis on night maneuvers, movement over snow and adaptation of the individual soldier and airman to winter conditions employing aerial logistical support using parachutes, helicopters and troop carrier aircraft. The evacuation of casualties by 'copters and other aircraft will be tested.

The exercises will also provide training in rail, motor and air movements to develop and test both Army and Air Force doctrine, tactics, techniques and equipment under cold weather conditions.

\* \* \*

FLYING WEATHER STATIONS of the Air Force's Air Weather Service were over the battlefields within 24 hours after the Communists crossed Korea's 38th parallel in June 1950. The first combat weather flight over Korea was made by a lone W-B29 Superfort from the 56th Strategic Reconnaissance Weather Squadron. Since that day in June of 1950, crews of this reconnaissance unit have flown over the Korean area everyday without a

single loss to enemy action.

Weather information they collect is flashed back to the Tokyo Weather Central where it is quickly dispatched to United Nations' commanders for their use in planning and carrying out strategic operations against the enemy.

Presently, weather reconnaissance missions in the Pacific have greater strategic importance than those performed elsewhere on the globe. In the Northern Hemisphere, weather generally moves from west to east. Weather over Korea originates in Red China and Siberia. Now that weather information from these countries is no longer available, the roving "flying weather stations" of the 56th, plus observations from Mobile Weather units on the front lines, must provide all weather data urgently needed in preparing forecasts.

Combat operations is nothing new for weathermen of the Air Weather Service. At Normandy, the weathermen came in on D-Day with rifles and carbines, and did considerable fighting on their own before "setting up shop" to compile weather data for the invasion commanders.

\* \* \*

PROTECTION FROM FROSTBITE AND FREEZING in frigid temperatures as low as 50-degrees below zero is now possible for the wounded, in the development of a casualty bag. In collaboration, the Army Medical Corps and Quartermaster Corps designed the new bag following wide use of ordinary sleeping bags in World War II to protect the wounded.

The casualty bag is an oversized sleeping bag with an exterior of cotton-nylon oxford cloth, insulated with down. An all-around zipper makes it easy to place the wounded man inside. Other zippers permit openings without exposing the man's entire body when wounds are treated in the field.

Designed to accommodate a soldier wearing bulky Arctic clothing, plus a splint, the bag is wind and waterproof. Fur trimming around the face opening protects against frost or ice formed from the breath.



ALL-WEATHER FLIERS training at Tyndall Air Force Base, Fla., brave rain and darkness as they track 'enemy' planes by radar, then whip in for the 'kill.' Left: Crew mans its F-94 fighter at night. Right: Spotting the 'enemy.'

# TARGET: KOREA



USS NEW JERSEY is one of the heavy duty U.N. ships that helped set a new record for continuous sea bombardment.

**N**AVAL FORCES in the Korean theater have surpassed an 88-year-old world's record, written into the books in the middle of the Civil War.

This long-standing record for continuous bombardment by naval forces was set at Vicksburg when Confederate emplacements were under fire by Union gunboats for 42 days.

That bombardment has been surpassed twice in North Korea—first with the naval pounding of Wonsan by U.N. ships, and secondly in the bombardment of Songjin, 140 miles south of the Siberian border.

The naval siege and blockade of Communist Wonsan was already in its *ninth* month on the day this issue went to press. The Navy began its continuous bombardment of Wonsan on 16 February and started on Songjin on 7 March.

Because the rail and highway network is relatively level on the east

coast of Korea (as compared with the undeveloped mountainous interior) a large portion of the enemy's traffic funnels down through this area.

Naval forces can best interrupt this traffic by *interdiction missions*. In carrying out this type mission our vessels deliver fire upon bridges, tunnels, roads and railways and their junctions, and other channeled routes of communication.

Another term now being heard aboard the bombarding ships is *targets of opportunity*. The term just about explains itself. These targets include gun emplacements, military-occupied buildings and barracks areas—anything discovered to be of military value to the enemy.

It was a target of opportunity mission at Wonsan that furnished one of the most spectacular events of the Korean action. In less than eight minutes an estimated 8,000 Chinese Communist troops were

wiped out by the combined gunfire of a light cruiser and three destroyers.

These troops, working at night and sleeping by day, were laborers quartered in what were supposedly safe sections of the city of Wonsan. Bombarding ships purposely refrained from taking these areas under fire to increase further the enemy's belief in his immunity—in short, to get a greater number of troops grouped in smaller areas.

Then, at 1100 on a Thursday morning, the guns of *uss Manchester* (CL 83) and two accompanying destroyers opened fire. In less than five minutes 6,000 troops were killed in two areas. Two hours later *uss Wallace L. Lind* (DD 703) took under fire a third area killing another 2,000 troops in three minutes.

In the Korean naval bombardment everybody gets into the act. The performers range from *New Jersey* (which did her pitch in the days

following *Missouri's* return to U.S.) through cruisers and destroyers down to frigates and mine vessels.

Although the bombardment is primarily a United States Navy performance, warships of other U.N. countries contribute gun power.

Naval gunfire is not restricted to these two coastal cities. It ranges up and down Korea's coasts—wherever there are targets.

Here's how it works.

A convoy of trucks moves down from the Manchurian border. Still hundreds of miles from the fighting front, the cargo carriers are suddenly engulfed in bursting projectiles. As trucks they exist no more.

A Communist repair crew has just put a vital North Korean railway bridge back into working order when a series of bursts walks up to them and wipes out both the crew and their work.

Enemy artillery batteries, road junctions, troop concentrations, warehouses of enemy equipment, ammunition dumps—things most vital in land warfare—all are subject to the same treatment. At one moment everything is silent; in the next instant there is death and destruction.

This is naval gunfire playing its most dramatic and effective role in Korea.

Many factors account for the success of these projectiles reaching the right spots, among them: good spotting, application of electronic advances, developments by the Bureau of Ordnance and, most of all, the skill of the men behind the gun.

News reports mention these naval



SIXTEEN INCHER is cleaned out by a crew member during lull in the firing. Electronics harnessed to fire control system gives guns uncanny accuracy.

gunfire missions as being the work of "radar-controlled" guns. This phrase gives only one part of a much larger picture, radar itself being just one of the forms of electronics used in naval gunnery. Other forms of electronics are used in various types of communications essential to successful gunnery.

One of the most spectacular uses of electronics is in the proximity fuse. This is a World War II development which employs a miniature radio transmitter in the nose of the

projectile. It works in such a manner that when a nearby object disturbs the radiation pattern being sent out, the fuse is activated. Not only is this excellent for anti-aircraft fire, but it is useful for anti-personnel purposes. In Korea, projectiles of this type, bursting as they near the ground, are called "daisy cutters."

Navy gunfire systems also require mechanical and electrical elements. These two factors play a large part in the pieces of equipment that do the computations—the mechanical



DESTRUCTION ASHORE—Shattered dwellings (left). Right: A 5-inch shell scores a hit on enemy in Wonsan harbor area.



**PASS THE AMMUNITION**—Destroyer *Floyd B. Parks* (DD 884) gets a netload of cartridge cases from one of the Fleet's ammo ships, *USS Titania* (AKA 13).

brains. The guns themselves use just about every basic form of mechanics known to man. The whole shipboard system of gunnery and gun control is linked together electrically and mechanically.

But even more important than the electronic, electrical and mechanical functions is the human element. Men have to set up and operate the various components and keep them in working order.

And, as is the way of the Navy, when a system breaks down and cannot immediately be repaired, the manual system takes over. For instance, one of the motors that swings a gun around goes out of order. Men make use of hand power and crank it around.

Or a ship gets pretty badly battered in battle and each gun becomes an isolated unit. Then it's up to the men in the gun crew to do the figuring which previously had been done by a mechanical computer located in another part of the ship.

Great advances in the field of mechanical loading of ammunition into the gun are being made by the Bureau of Ordnance. In fact there are a few recently developed types of guns that handle this final step as a completely automatic gun.

Most of the guns in the Fleet still have the ammunition loaded into them by hand. This does not neces-

sarily mean a slow operation. When the main batteries of the ships pounding Korea really get rolling they look like giant machine guns in low gear.

Bringing the guns to bear so that projectiles will find their enemy targets is the key to the system that the Navy calls *fire control*.

In the typical fire control system there are two main parts: director



**FALLING SHORT**, a shell from a Communist battery near Wonsan fails to hit the cruiser *USS Toledo* (CA 133).

and computer. These are linked electrically to the gun. Compared to a prize fighter the director would be his eyes and reflex system; the computer, his brain; the gun, his punching arm and fist.

The director is a box-like steel compartment usually mounted high in the ship's superstructure so that its arc of vision is as large as practicable. It accommodates a small number of men and a large amount of fire control gear.

Mounted on top of this director is a radar antenna and projecting out of either side are the ends of a rangefinder. These two devices are usually sufficient to locate an enemy target, especially if it is silhouetted on the Korean horizon.

When the radar or rangefinder can't "see" the target, however, gunnery spotters can be used. Shore gunnery spotting parties in the enemy-held areas of Korea are scarce, so when targets can't be picked up by the ship's equipment, air gunnery spotting is used.

When the target can be picked up by the director, its range, bearing and elevation are sent below decks to the computer. This complicated piece of mechanism sits deep in the ship, about as far down as the director is up. Externally it is equipped with many knobs, windows and dials; internally it is a maze of electro-mechanical components.

Making use of the target data put into it by the director, the computer also digests information on the ship's course and speed, plus other factors fed into it by the operators. Initial ballistics, initial velocity, drift of the projectile and the ship's roll and pitch—the computer unscrambles all these factors and comes up with answers.

The computer sends the answers to two places: back to the director for a check and on to the gun. All in order, the guns are positioned to lay the projectile along the curved path leading to the target.

When the aforementioned truck drivers and repair crews were brought under naval fire they may have thought that evil gods were hurling thunderbolts at them.

Evil gods?—not by a long shot. Thunderbolts?—could be. But the Communists and North Koreans would have been equally awestruck had they known of the skill and ingenious planning that was behind those thunderbolts from the sea.

# LETTERS TO THE EDITOR

## Wants Duty in Mediterranean

SIR: I am now on shore duty. May I apply to the Bureau of Naval Personnel, asking for duty in the Mediterranean?

When my shore duty is up is there any chance of going to sea? This question comes up often because a lot of people have put in for sea duty and BuPers tells them that they will go to sea in a routine manner. What does the Bureau mean by that? I would like to know before I put in a letter for sea duty.—D.J.L., YN2, USN.

• You may submit a personal request for sea duty. It should be addressed to the Chief of Naval Personnel, via the chain of command, and should be submitted normally no sooner than one month prior to completion of current shore duty.

BuPers, however, may not assign you to duty afloat specifically in the Mediterranean, since assignment to ships in the Mediterranean is controlled by Commander Service Force, Atlantic Fleet. BuPers controls only the overall distribution of enlisted personnel among the major administrative commands. These include the Atlantic Fleet, the continental naval districts and river commands, Chief of Naval Air Training and Chief of Naval Airship Training and Experimentation.

You may also put in a request for

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

duty with a naval mission or office of naval attache in that area. Your rating is one of the few in the authorized allowances of these units. ADC, ADC (APs), AL and SK are among the others. Procedure for submitting your request is outlined in BuPers Circ. Ltr. 36-50 (AS and SL, January-June 1950). There are several such missions and offices in the Mediterranean area.

In regard to the "routine manner"—upon completion of your current tour of shore duty you will be reported to BuPers on the Shore Duty Survey Report in accordance with existing instructions. You will be afforded the opportunity of indicating your preference for next duty on that report. At such time as the needs of the service dictate, your name will be removed from the Shore Duty Survey Report and you will be made available by BuPers to ComServLant or ComServPac for assignment depending on the relative needs of the Atlantic and Pacific Fleet for personnel of your rating.

The command to which you are made available will be advised of your preference for duty for such consideration as may be consistent with that command's needs.—ED.

## Clothing Allowance for HMs

SIR: I'm a hospital corpsman attached to the 11th Marines. Since joining this Marine activity, the clothing allowance has been discontinued for all HMs because we are supplied with Marine clothing.

When we leave, we will be given full Marine seabags in Japan but these can't be used at naval activities. Will we receive any clothing allowance when we return to the states?—C.D.A., HM3, USN.

• Enlisted personnel are entitled to continue to receive the maintenance allowance to which they are otherwise entitled even though serving with a Marine Corps unit.

If you do not receive the maintenance allowance prior to reporting back to the Navy, you will receive retroactive credit at that time.—ED.

## Resuming GI Training

SIR: I have completed a two-year course in mechanical dentistry. Just before I was ordered into active service as a member of the Organized Reserve, I had lined up a job as an apprentice dental technician under the GI Bill.

Can I take advantage of this on-the-job training when I am released from active duty or will I lose the apprenticeship because the GI Bill ran out on 25 July?—T.W., USNR.

• The GI Bill did not "run out" on 25 July. That date was simply the deadline for enrollment in GI training courses for the majority of veterans—those separated on or before 25 July 1947—who had not yet taken advantage of their educational benefits.

Your apprentice training would appear to be a normal extension of the education you began under the GI Bill. Your educational plans were actually interrupted by your being ordered to active duty. Consequently, it appears that you should have no difficulty resuming your training within a reasonable time after you are separated.

Further details are contained in BuPers Circ Ltr 88-51 (NDB, January-June 1951) and ALL HANDS, June 1951, p. 42.—ED.

## Attending Class A School

SIR: I have been in the Navy six months and for two months at an overseas station where the shore duty rotation requirement is 18 months duty. I would like to apply for an electronics technicians Class A school. My test scores were: GCT 64, Math 64 and Mech 60. My question is: How long must I be on permanent duty station before I can request school?—C.E.A., SA, USN.

• A minimum period of service on a ship or station is not a Bureau of Naval Personnel requirement for application to enter a Class A naval school. However, type commanders and commanders service forces may establish a minimum period of service before requests for naval schools will be considered. When eligible, your request should be submitted via chain of command to Commander Service Force, Pacific Fleet, who administers a fleet quota for the Naval School, Electronics Technicians, Class A. There are two schools, one at Treasure Island, Calif., and the other at Naval Training Center, Great Lakes, Ill.

In the Atlantic Fleet a request would be submitted via chain of command to ComServLant.—ED.

## Position of the Rating Badge

SIR: I have a question about the position of the rating badge when worn on khaki shirts. Should it center on the left shirt sleeve—as on a coat? Or should it go to the front of the crease—as on a jumper sleeve?—E. J. K., Jr., YNC, USN.

• The sleeve position for the rating badge is the same as for a jumper. Uniform Regulations, 1947 (Art. 9-70; C-1) has this to say about rating badge positions: "The rating badge, when worn on khaki shirts, shall be applied on the outer side of the sleeve so that the rear edge of the badge shall coincide with the side view centerline of the sleeve located midway between mid-way between shoulder seam and elbow."—ED.





USS FRANK E. EVANS — DD 754 has been under fire 12 times. Is that a record?

### Ship Under Fire in Korea

SIR: We believe our ship *uss Frank E. Evans* (DD 754), has been under fire from Communist shore batteries more than any other ship. Our being under fire runs to just about an even dozen times. Who's got us beat?—The Crew, USN and USNR.

• There are no readily available statistics at BuPers or OpNav showing the number of times a ship has been under fire. Only a survey of the logs or war diaries of the various ships made at the end of the Korean conflict would provide figures showing the number of times each vessel was under fire—but this might not be a true picture because definitions of being "under fire" may differ.

In an effort to answer your question, however, ALL HANDS invites all ships that have been "under fire" from shore batteries more than 12 times during the Korean conflict to write in concerning their records.

The fact that the ship was under fire must be confirmed by the ship's log. Generally, if a ship has been "bracketed" by enemy fire—that is, if the enemy has lobbed over shells to determine the correct range—the ship can be said to have been "under fire," even though it did not sustain a hit.

If the operating force, to which a particular ship belongs, is "under fire" as a whole but certain ships of that

operating force are obviously out of range and in no danger of being hit, then such ships would not be considered "under fire."

Likewise, a ship near another ship that has been "bracketed" would not be considered "under fire" just because a few shells aimed at the "bracketed" ship land near by.

Let's have the figures on your ships, men.—ED.

### About Commission Pennants

SIR: When did the Navy have commission pennants with 13 stars? When did the present-day seven-star commission pennant come into effect? Any information about these pennants would be appreciated.—T.E.H., MMC, USN.

• Until 1933 the Navy had large size commission pennants containing 13 stars and smaller sizes containing seven stars. On 30 Aug. 1933 the Chief of Naval Operations approved two sizes. These were size seven (four feet long) and size six (six feet long). Both contain seven stars which have no special significance other than providing the most desirable display.

Commission pennants date from the earliest days of the Navy. Until 1933 they ranged from 70 feet in length down to four feet. The increased use of anti-aircraft guns and other topside equipment made it undesirable to fly the larger sizes.—ED.

### Ship Reunions

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

• *uss LST 845*: The third biennial reunion of former personnel will be held 18 through 20 July 1952 at the Mark Twain Hotel, St. Louis, Mo. For details contact LST 845 Reunion Committee, 2011 N. Illinois St., Indianapolis 2, Ind.

• *uss LSM 14*: A reunion of ship's company is being planned with time and place to be decided. Interested persons may contact Hubert J. McCormick, 3600 Ninth St., Baltimore 25, Md.

• *86th U.S. Naval Construction Battalion Association*: The fourth an-

nual reunion will be held 3 Nov 1951 at Cornish Arm Hotel, 23rd St., near 8th Ave., New York, N.Y. Interested personnel should contact Jack Davner, 709 Vermont St., Brooklyn, N.Y.

• *20th Special U.S. Naval Construction Battalion*: Charles A. Holland, 1257 N. 57th St., Philadelphia 31, Pa., is interested in contacting former members of this Seabee unit. A reunion of the veterans is planned for the near future, time and place to be decided.

• *uss Marcus Island (CVE 77)*: The fourth reunion of officers of this ship will be held 15 Dec 1951 at the Officers' Club, National Naval Medical Center, Bethesda, Md. For information contact Charles F. Suter, 1510 H St. N.W., Washington 5, D.C.

### Duty with Brother

SIR: My brother who has been in the Marine Corps for three years and just returned from a year in Korea is stationed now in the U. S. Is it possible for me to be transferred to the naval base where he is stationed? I am on duty at an overseas base and have been in the navy for six months.—J.L.H., SA, USN.

• There are very few opportunities for brothers to be stationed together if one is in the Marine Corps and the other in the Navy. If your brother should be assigned to the Marine detachment in a ship, you could then request duty in that ship. Your chances of going to any other of his duty stations would be remote until you are eligible for shore duty and he is on duty in a naval district. You should submit a request for shore duty when you meet the eligibility requirements for your rate as set forth in para 2, Part I, BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).—ED.

### Flight Training for Reserves

SIR: According to BuPers Circ. Ltr. 205-50 (NDB, 31 Dec 1950), which outlines the requirements for HTA flight training, I meet all qualifications except one—I am not in the Regular Navy. Is it possible for a Reserve officer on active duty to transfer to the Regular Navy? My classification is 1105.

If I am not allowed to transfer to the Regular Navy what steps could I take to resign my Reserve commission and enlist as a naval aviation cadet?—E.D.G., LTJG, USNR.

• No provisions exist at present for the selection and transfer of naval officers classified 1105, USNR, into the Regular Navy. Also, there are no provisions at present for the flight training in grade of Naval Reserve officers.

However, the NavCad program was reopened to civilian candidates on 1 Aug 1951, and Naval Reserve officers who are otherwise qualified may apply for enlistment as naval aviation cadets on the same basis as civilian candidates.

Prior to enlistment, the officer concerned must submit a letter to the Chief of Naval Personnel requesting that his resignation be accepted, effective as of the date preceding his enlistment as a NavCad. A copy of this letter must be included with his application file.

Individuals in this category who are not selected for flight training or who subsequently attrite from the training program for reasons other than disciplinary will normally be reappointed in the Naval Reserve if they so request.

For further information on this subject, together with instructions on submitting an application, you should contact the nearest Navy Recruiting station, Naval Air Station (Air Reserve) or Naval Air Reserve Training Unit.—ED.

## Cruisers Not Destroyers

SIR: ALL HANDS, June 1951, p. 23, shows a picture of ships. Three of them stand out prominently. You called those ships "tin cans."

I have served in destroyers for some years and I have never seen three guns to a destroyer mount. I think the ships shown are light cruisers of the Baltimore class.—W.E.H., RD2, USN.

• You are correct on one out of two points. They are not destroyers; they are light cruisers. However, they are light cruisers of the Brooklyn (Cl 40) class. Baltimore (CA 68) and her sisters are heavies. The ordnance shown are 6"/47 triple turrets.—Ed.

## Pre-Flight Training for NavCads

SIR: (1) Where do NavCads attend pre-flight training?

(2) Is there any schedule for convening of classes? If so, what are the convening dates at Pensacola?

(3) What is the average length of time necessary to lapse between submission of application for NavCad training and receipt of orders to pre-flight training?—H.T.J., YN3, USN.

• Flight training classes convene every two weeks at Pensacola, Fla. All NavCads reporting to these classes undergo pre-flight instruction at the U. S. Naval Pre-Flight School, NAS, Pensacola, Fla.

Assignment to flight training of active duty enlisted applicants for the NavCad program is based on the comparison of individual qualifications and position on a priority list. Therefore, it is not possible to predict what time will be required between date of application and assignment to training.—Ed.

## Champions and Cans

SIR: Please answer these questions for me and some of my shipmates:

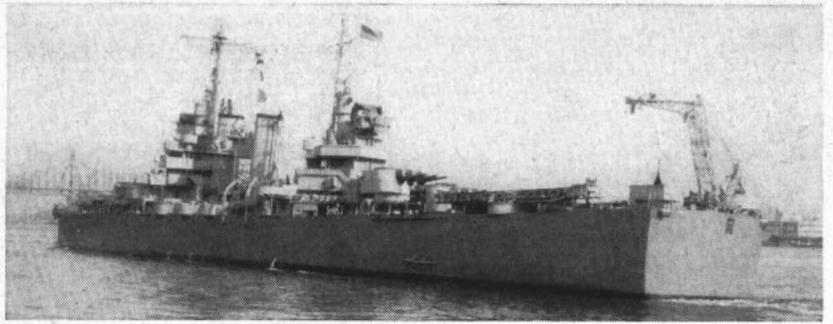
Who were the light-heavyweight champions of the Navy and Marine Corps from 1900 to 1925?

How many destroyers did the Navy have in 1915? Were the names and numbers of these destroyers changed at the outbreak of World War II?—F.C.S. YN2, USN.

• There are no officially recorded light-heavyweight (or any other weight) boxing championships of the Navy and Marine Corps from 1900 to 1925. The first official All-Navy-Marine Corps competition in boxing was held in 1947.

Before that time the "championships" were unofficial and honorary titles. There were Atlantic Fleet champions, Pacific Fleet champions and Asiatic Fleet champions. Shore bases did not participate.

There were 53 destroyers in the U. S. Navy in 1915. Their names and numbers were not changed with the outbreak of World War II.—Ed.



USS BROOKLYN—CL 40, laid down in 1935 and completed in 1938, steams down Hudson.

## Merchant Seaman Not a Veteran

SIR: During World War II, I served in the U. S. Maritime Service from October 1943 to June 1947. I received a discharge from the Maritime Service stating I had fulfilled my time requirements and would not be eligible for military service unless I volunteered.

I was ordered to active duty from an Organized Reserve unit on 4 Dec 1950. Will I be considered in a veteran status in regard to the planned release of Reserves from active duty?—S. R. M., CN, USNR.

• To have World War II veteran status, one must have served in a branch of the armed services during World War II. Since the Maritime Service is not considered a branch of the armed forces, you are, therefore, not a veteran.

The "Certificate of Completion of a Period of Substantially Continuous Service in the Merchant Marine," which merchant seamen received from the War Shipping Administration, was not a discharge from the armed forces. This certificate was issued by WSA for the purpose of establishing eligibility for members of the Merchant Marine for reemployment rights under Public Law 87, 78th Congress.

The notation "eligible to be relieved from any further consideration for classification into a class available for service," stamped on this certificate by WSA was evidence of the value which the War Shipping Administration placed upon the services of the individual seaman.

Local draft boards, operating under the Selective Training and Service Act of 1940, were authorized to consider this information in making their determination as to whether or not, at that time, such individual had made a sufficient contribution to the war effort to warrant his relief from further liability for service.

This Act expired on 31 March 1947 and the Selective Service Act of 1948 provides no authority for deferments or exemptions as such because of former service as merchant seamen. Therefore, the WSA certificate has no bearing on the action of local boards established under the 1948 Act.—Ed.

## USN-EV or USNR-EV

SIR: I enlisted in the Navy in mid-1949 on an agreement to serve one year on active duty and six months in the inactive Reserve. When I returned to active duty last February, I was told that I was entitled to an initial clothing allowance because I am a former USN-EV. I do not know what this means. Could you tell me if I am entitled to this clothing allowance?—E.O.N., AN, USNR.

• From the information you give, it appears that you are now a USNR-EV, having been given this designation immediately upon entrance into the inactive Reserve. While on active duty you were a USN-EV. The "EV" stands for enlisted volunteer, who enlisted at the age of 18 for one year's service.

Naval personnel who are classified USNR-EV are considered to have been discharged at the expiration of their USN-EV enlistment. They are entitled to an initial clothing monetary allowance upon recall to active duty if they meet the detailed qualifications contained in Para. 12-b(2), item 3, MPIM 8, BuSandA Manual—Ed.

## Korean Service Medal

SIR: During the months of August, September and October 1950, I served on board USS General John Pope (AP 110), an MSTs transport, as a civilian storekeeper. The ship participated in invasions off Inchon and Iwon, delivering troops, arms and ammunition to invading UN forces. The ship also transported troops from Japan to Korea.

Am I entitled to wear a ribbon for the Korean area? Last November I was recalled to active duty.—D.B.K., SKGC, USNR.

• Civilians are ineligible for the Korean Service Medal. Executive Order 10179, approved 8 Nov 1950, which established the medal, and Headquarters Marine Corps and BUPers Joint Circular Letter, 20 March 1951, restrict its issue to members of the armed forces of the United States.—Ed.

**Machine Accounting School**

SIR: I would like some information about the Navy's machine accounting school. I have satisfactorily completed courses in elementary, intermediate and advance accounting theory at Syracuse University. My GCT grade is 72; arithmetic, 68. My request for machine accounting school was disapproved on the basis that no request may be submitted for this school. I was advised that when candidates for this school are needed, they will be filled from quotas promulgated by BuPers.

What procedure does BuPers use to fill quotas for machine accountants? Are there channels through which I may submit a request for this school? Is it possible to take examination for MA3 without attending the Navy's school? What classification would this rating come under?—J.P., AN, USN.

• Only personnel with the MA rating are eligible to attend the Naval School, Machine Accounting.

A suggested way for you to strike for the MA rating, because of your educational background, would be to submit a request via your CO to the command to which you are attached for assignment to a personnel accounting unit, in order that you may receive suitable in-service training.

Most candidates for the MA ratings are selected at naval training centers on the basis of previous training and/or civilian experience. It is highly improbable that personnel with other Navy job classifications would be selected as strikers for in-service training for the MA rating.

Advancement in the MA rating will depend upon qualifications and vacancies in rate and not upon having attended the school. Therefore, it would be possible to take the examination for MA3 without attending this school.

The job classifications in machine accounting are 2700 to 2799, inclusive, Manual of Enlisted Navy Job Classifications, NavPers 15,105.—Ed.



**Chevrons and Wound Stripes**

SIR: I had previous service with the Army during World War I. Am I allowed to wear the gold V chevron for time served in France, or the wound stripe on the right sleeve of my Navy uniform?—S.E.S., SKGC, USN.

• Only insignia as prescribed by U.S. Navy Uniform Regulations, 1947, will be worn on uniforms by naval personnel. The wearing of army overseas service chevrons or wound stripes on the Navy uniform is not authorized.—Ed.

**Retirement and Minority Cruise**

SIR: Is a minority cruise the equivalent of four years' service for retirement purposes.—C.O.S., Jr., SA, USN.

• For retirement with 30 years' service, day for day service is required. However, a minority cruise is the equivalent of four years service for transfer to the Fleet Reserve. See Articles C-10320 and C-10327, BuPers Manual.—Ed.

**What Color Ink? What Size Paper?**

SIR: What color of ink should be used when stamping a name for signature? Is red ink acceptable or is black ink correct?

What are the correct sizes of paper for official correspondence?—A.S., YN2, USN.

• There is nothing official and binding in writing designating the color of ink to be used when stamping a name for signature. ALL HANDS suggests you use your own good taste or follow the preference of the commanding officer.

The correct size in paper for official correspondence should be 8 x 10½ inches, unless otherwise stated by the CO.—Ed.

**No BAQ for Divorced Wife**

SIR: I recently obtained an interlocutory decree of divorce in California. One of the stipulations contained in the decree is that I allot \$150 per month support and maintenance to my wife for a period of two years. After a probationary period of one year and a day, a final decree of divorce may be granted on application. When the final decree is issued, will I be ineligible for BAQ even though required to continue this allotment?

Would it be considered illegal, or unethical, for me or my wife to delay the application for final decree until the stipulated support and maintenance has been made for the required two years?—E.G., AOC, USN.

• Credit for basic allowance for quarters is not payable in behalf of a former wife divorced. Therefore, upon entry of a final decree of divorce, an enlisted member is not entitled to credit of basic allowance for quarters in behalf of his divorced wife, irrespective as to whether the divorce decree does or does not order him to support his divorced wife.

In reply to your question as to when the parties to an interlocutory decree must petition the court for entry of the final decree, you are advised that such a question is for the determination of one or both of the parties to the action and is not considered to be a question to be determined by the Department of the Navy.—Ed.

**GCT Retest—Rating Change**

SIR: The school I want to attend requires a higher GCT score than I have. Is it possible to take the GCT again?

I was a driver in the Seabees during the last war and would like to become a driver again. How can I change my rating from SN to CN?—F.W.S., SN, USN.

• Generally, it is not the policy of the Chief of Naval Personnel to authorize retests in the Navy basic test battery. These tests are aptitude tests, not achievement tests. They are designed so that in most cases there will be little variation in test scores when different forms of these tests are administered to persons who have already been tested.

All requests for retesting should be sent to the Chief of Naval Personnel, via the chain of command.

Requests for retesting in order to qualify for programs for which test score waivers are not allowed (for example, the NavCad program) are given favorable consideration if the candidate closely approaches the test score requirements.

A change in rating from SN to CN may be accomplished only upon graduation from a Construction Battalion School or through service in a construction battalion. The same rule applies to advancement from CN to CD3.

You may submit a request for assignment to a school or to a construction battalion via the chain of command.—Ed.

**Removing Cap or Hat**

SIR: On my last ship it was general practice for personnel on watch to remove their hats upon entering the wardroom. On my present ship personnel on watch are instructed to leave their hats on when entering the wardroom.

What is the correct practice in this instance?—J.E.F., ENS, USN.

• The U.S. Navy Uniform Regulations, 1947, (Art. 1-14 (e)) states: "Officers or men wearing side arms shall not remove their caps or other head coverings except indoors when entering the wardroom, cabin, or personal quarters. Men wearing the duty belt shall remain covered when entering the wardroom, cabin, or personal quarters."

In the revision to the Uniform Regulations, now under preparation, this has been modified to read: "An officer or enlisted man in a duty status and wearing side arms or the pistol belt, shall not remove his cap or hat indoors except when entering a space where a meal is in progress or divine services are being conducted.—Ed.

### Recommendations for Promotion

SIR: Do successfully completed USAFI GED high school level tests, GED college level tests and EQTs (2CXs) have any bearing on screening candidates for appointments to warrant or LDO status?

If so, shouldn't an appropriate notation be included in the request and also on the semi-annual CPO and POI evaluation sheets?

What items of an enlisted man's service record are taken into consideration when he is recommended for the above promotions?—J.E.H., DK1, USN.

• *Completion of the various GED and other tests should certainly increase an individual's opportunity for selection.*

*Applicants should indicate satisfactory completion of the various tests and the scores attained thereon in their applications. However, notation regarding such is not considered necessary for the semi-annual CPO and POI evaluation sheets since copies of the results of the tests are forwarded to BuPers where they are filed in the records of the individuals concerned and are available to the selection boards.*

*Selection boards do not divulge the reasons for selection or non-selection of any individual. However, it must be considered that all pertinent items in the service record could be used in the selections. Important among these items would be: age, service, education or educational equivalency, service schools completed, officer correspondence courses completed, evaluation sheet scores, service experience, and classification battery test scores.—Ed.*

### Training at Diving School

SIR: I believe I can qualify in all respects for training at a Navy diving school. Can you put me on the right

### Souvenir Books

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

• *uss Henrico (APA 45): History from 1943 to 1951 with emphasis on her Korean cruise. A pictorial type book. Limited edition, \$5 post-paid. Orders should be addressed to Armed Forces Pictorial Publications, Campus Publishing Co., 5611 11th Ave. N.E., Seattle 5, Wash.*

track as to how to put in for this training?—W.R.S., END1, USNR.

• *Currently there are two possibilities open to you for training in diving. Diesel enginemen (END) are eligible for enrollment in the Naval School, Salvage, Bayonne, N. J., for training leading to the designation salvage diver.*

*You may submit a request for this training through the appropriate chain of command, which, from your CO on, is outlined in List of Navy Schools and Courses (NavPers 15795).*

*You are also eligible for training as a diver second class. This training may be obtained through various activities as outlined in BuPers Circ. Ltr. 102-49 (AS&SL, January-June 1949).*

*As a diesel engineman you are not eligible for enrollment in the Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D. C., which leads to the designation diver first class.—Ed.*

### No Double-time Credit

SIR: When was double-time credit given to members of the armed forces for overseas duty?—J.M.H., TSgt, USMC.

• *Double-time credit was given for retirement purposes for active service in the Army and Marine Corps in Puerto Rico and Hawaii on or before 23 Apr 1904, and in Cuba and the Philippines, China, Guam, Alaska and Panama on or before 24 Aug 1912.*

*This credit applied to enlisted members of the Regular Navy transferred to the retired list upon completion of 30 years' service.*

*At present there are no provisions for credit of double-time for overseas service while on active duty.—Ed.*

### Duty for Combat Casualties

SIR: I understand that hospital corpsmen who served with the Marine Corps in Korea have a choice of duty after release from the Marine Corps.

I served four months in Korea with the Marines and was evacuated for frost bite. After my release from the hospital I was transferred back to sea duty.—N.G.M., HN, USN.

• *Navy enlisted personnel upon completion of normal tour of duty with the Fleet Marine Force, PacFlt, are returned to the continental United States for leave and reassignment to shore duty.*

*Men who are returned to CLUSA as combat casualties from the FMF, PacFlt, are assigned to a hospital nearest their home of record until completion of treatment. Upon restoration to duty they are made available to the Bureau of Naval Personnel for assignment and are permitted to list two choices of duty. Assignments are made by BuPers on an individual basis on the merits of each case, but not necessarily to shore duty.—Ed.*

-----Cut or tear on this line and mail to address given on blank-----

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

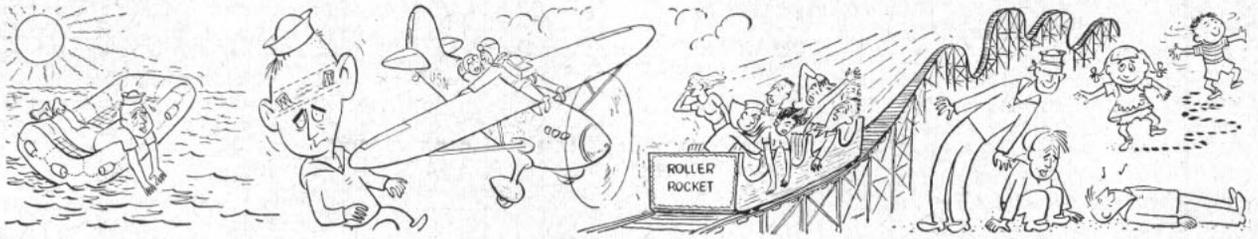
Superintendent of Documents  
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ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



# Seasickness Isn't All in Your Mind

**I**F YOU EVER get seasick, don't let it give you an inferiority complex; approximately 90 per cent of all people get seasick when exposed to certain conditions.

Something is being done about it, however. If you came across our article of June 1950 (pp. 12 and 13) on that subject, you got in on some of the groundwork. Some more things have been done and some new ideas have developed since then.

A group of doctors associated with the Psychophysiology Branch of the Office of Naval Research had a conference not long ago, and most everything known about the subject of seasickness was brought out. Although there's a lot which isn't yet known, and although the individual can't always do something about the things which *are* known, the findings are interesting and important. Here are some of them in a nutshell:

- Seasickness isn't imaginary.
- U.S. Navy seasickness remedies used in World War II are good, and will prevent approximately 60 per cent of the seasickness or airsickness which would otherwise occur under normal conditions.
- The most promising new development is the use of certain antihistamines such as benadryl, dramamine and similar drugs. But these haven't yet proved that they're better than standard World War II remedies.
- Two-thirds of the seasickness cases aboard landing barges could be prevented if the men could stand rather than crouch.
- Seasickness is serious, despite the light regard many people have

for it when they themselves aren't sick.

These aren't all the conclusions reached by the doctors but they are some of the more striking conclusions.

To continue—

One doctor reported that 90 per cent of the major airlines now use dramamine to cut down airsickness. But he, like others, thought that it would be better if such medicine didn't take so long to act. A period of one to two hours before benefit can be derived is much too long, they agreed. Several ways to administer drugs were considered, even to letting the person inhale a puff of powdered dramamine. In some tests, dramamine was found to cause drowsiness in approximately 30 per cent of all takers. A plan is under consideration to study a combination of dramamine and a drug called dexedrine, to prevent this effect.

Seasickness gets its start in the inner ear, as many people have suspected for a long time. In experiments with dogs, removal of the portion of the cerebellum which is associated with the inner ear prevented seasickness. Other brain surgery furthermore, failed to prevent it.

Physical position has a lot to do with seasickness. As mentioned earlier, a person is less likely to get seasickness standing up than crouching. And lying down is better than sitting down. Most people who are susceptible to seasickness also find it difficult to stand motionless with the eyes closed and the feet close together, even on a level motionless

surface. They tend to sway. This goes back to the inner ear, where the balancing mechanism is.

Motion of the head also affects seasickness. Doctors, however, aren't exactly sure how or why. They are making photographs showing head movement of men during flight training. Part of the experiments consist of supporting the fliers' heads so they can't move. Experiments conducted in a swing showed that, there at least, immobilization of the head reduced sickness in many cases.

Temperature has something to do with it, too. Slightly more sickness occurred at 86° than at 65°. And sex and age. On a commercial airline, many more women and children were sick than men.

The subject of assault landings received a lot of attention. Some time ago, it was found that assault troops who are seasick on the way to the beach can still shoot as straight as anybody else. That led some people to think that seasickness among landing forces isn't important. Now high-level medical opinion has it that seasickness among assault troops is important—as the beach-stormers themselves knew all along. Some men get so sick they can't even get out of the boat. If they can get out of the boat, their morale, efficiency and endurance may be lower than it would have been if they hadn't been sick. Moreover, loss of stomach fluids is a disadvantage when dehydration must be made up from canteens or limited water supplies ashore.

They think now that where sea-



sickness would be a great disadvantage, it might be better to weed out sickness-prone people ahead of time. Better tests for doing this are one of the objectives mentioned in the conference. But while seasickness reduces the effectiveness of landing operations, and airsickness can be serious in flight crews, seasickness isn't much of a hindrance to the normal operation of big ships.

The medical scientists agree that there's a serious need for improved remedies. They are also looking for a better indication of seasickness—one which wouldn't require the subject actually to get sick. They think this would increase the supply of volunteers for seasickness experiments.

The doctors want to find out how the workings of the inner ear make a person sick, and what effect a person's vision has on the matter. They intend to study more thoroughly the motion of surface ships and submarines. They hope to establish better exchange of information between research people and operating forces.

Meanwhile, the research people wish everyone would abandon the idea that a seasick or airsick person is merely letting his imagination run away with him.

### World-Wide Naval Reserve

The Navy's civilian partner, the Naval Reserve, is expanding in all directions—both at home and overseas. From the Philippines, Occupied Japan, Hawaii and Alaska to the Panama Canal Zone, Puerto Rico and as far as the occupied countries of Germany and Austria, spare-time sailors of the Volunteer Reserve are chalking up drill hours in Navy job-training.

In Manila, for example, there is a team of Naval Reserve officers and men organized voluntarily on a drill basis without pay, and in training since 1949. Each member of Volunteer Composite Unit 96-1 who finishes naval correspondence courses and training programs in his field is given opportunity to put such training to practical test. The unit recently boarded the Navy's cargo ship *uss Mark* (AKL 12) for a cruise through some of the Philippine islands for drills and demonstrations of fire fighting equipment and practice drills in damage control, abandon ship, and man overboard. The electronics members received



CUTTIN' UP time in Whidbey Island's new EM club as Dick Kieter, AD2, cuts the opening night cake. This club replaces one which closed late in 1949.

### New Recreation Club Opens for Enlisted Personnel

Whid-Haven Club, the new enlisted men's recreation headquarters at NAS Whidbey Island, Wash., was opened in true Navy form — straw-covered champagne bottle was dashed against the club's entrance. The ship-type launching ceremony was performed by Mrs. Mary McMullen, wife of J. P. McMullen, AD1, who won the station-wide club-naming contest.

A grant from the BuPers Central Recreation Fund made the establishment of Whid-Haven Club possible. Management of the club is vested in three POs, a board of governors composed of one mem-

ber from each command present and an advisory council of three officers.

The new club is located in what was formerly the naval air station's main gatehouse. The main gate was moved to provide easier access to a nearby Navy housing project.

This is the second EM club to appear at this Puget Sound air station. The previous one was closed in late 1949 when the building in which it was housed had been condemned. In the meanwhile refreshment and snack bar facilities were provided at the local Navy Exchange.

instructions in both radio operating and radar work.

There are about 2,000 Volunteer Reserve units and another 2,000 Organized units now established in the huge training network of the Navy's civilian component.

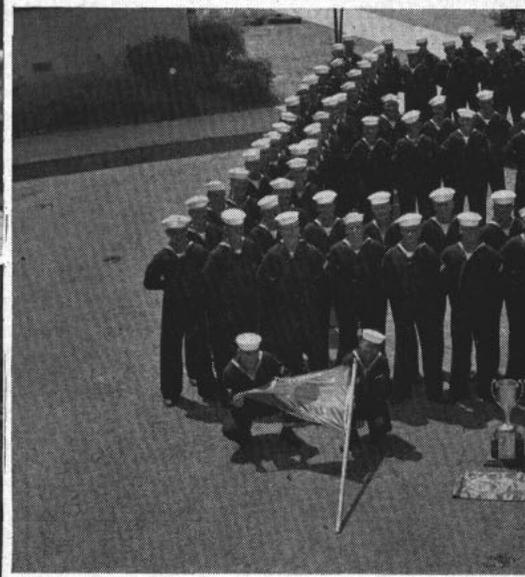
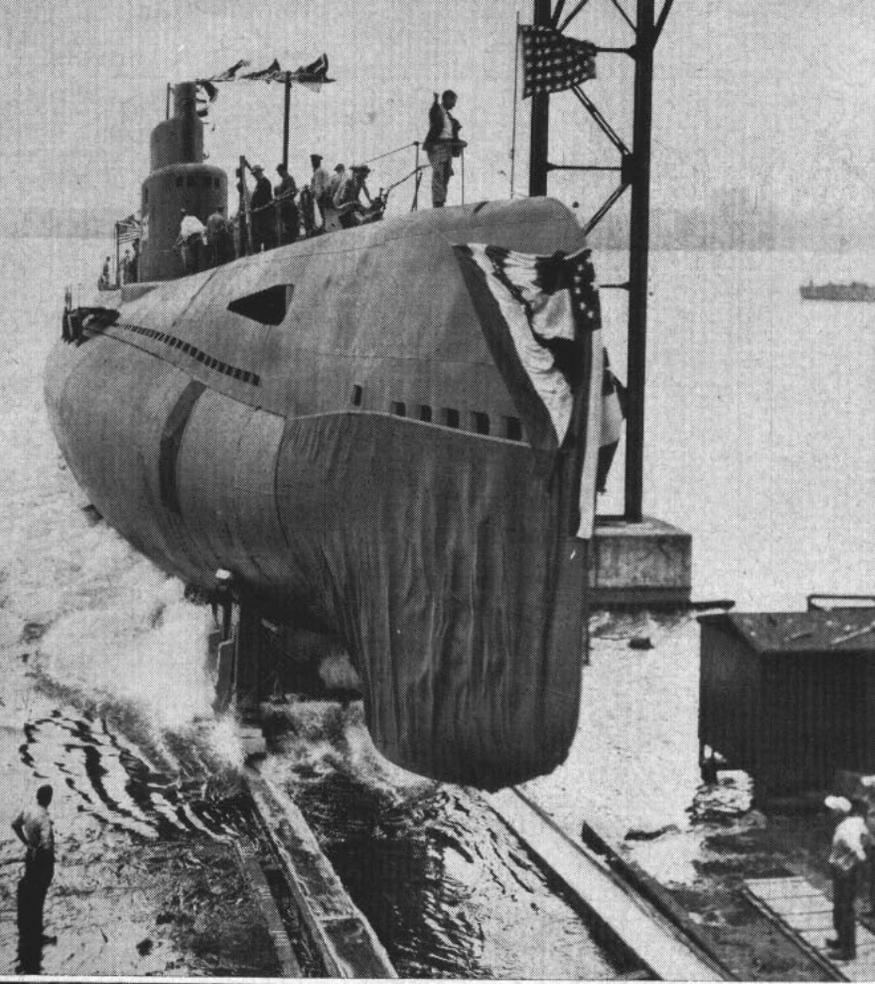
In the United States more than 54,400 Volunteer Naval Reservists go to drill sessions regularly, either with volunteer or organized units without pay, but have the personal satisfaction of study and training. This volunteer force is in addition to the 146,800 Naval Reservists active in the Navy's training program to provide large numbers of trained emergency rating specialists.

### U.S. Has 1,000,000th Casualty

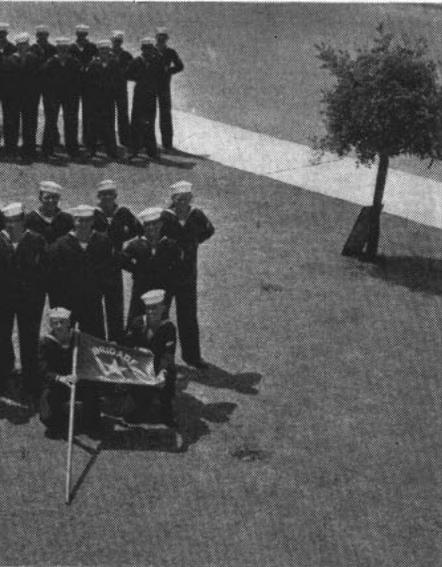
In the 176 years of United States history, one million men have died fighting in the nation's wars. The one-millionth casualty occurred in Korea early in September.

According to Defense Department casualty summary 55, U.S. forces have suffered 82,362 casualties in Korea. Included in this total are 948 Navy men, 13,235 Marines, 67,442 Army men and 757 Air Force personnel.

The total can be further broken down as follows: 12,289 killed in action; 57,745 wounded; 12,328 missing in action.



# TODAY'S NAVY



## Rear Adm. Royar Named BuSandA Chief; H. R. Askins Named Assistant SecNav

Rear Admiral Murrey L. Royar, SC, USN, has been nominated Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy. He relieves Rear Admiral Charles W. Fox, SC, USN, whom the President has nominated to become Chief of the Office of Naval Material. Vice Admiral Albert G. Noble, USN, Chief of the Office of Naval Material since December 1950, is retiring after almost 35 years of naval service.

Before coming to BuSandA, Rear Admiral Royar was commanding officer of the Naval Supply Center, Oakland, Calif. He joined the Navy as an ensign in 1917, serving on convoy duty between New York and Europe during World War I. In 1943, he became a rear admiral.

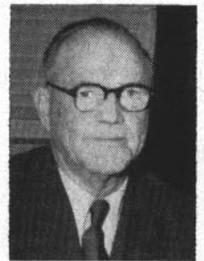
Rear Admiral Fox enlisted in the

Navy at the age of 19. Six years later he was commissioned an ensign in the Supply Corps. During World War II he served aboard the carrier *Enterprise* and commanded the Naval Supply Depot, Mechanicsburg, Pa. He was also advanced to the grade of rear admiral in 1943. While serving as Chief of the Office of Naval Material, he will be advanced to three-star rank.

Vice Admiral Noble served in various capacities in the Pacific during World War II and is a former Chief of the Bureau of Ordnance.

### Askins Succeeds Koehler

Herbert R. Askins has been named Assistant Secretary of the Navy. He succeeds John T. Koehler who has been appointed chairman of the Department of Defense Renegotiation Board.



Mr. Askins

Mr. Askins is a prominent Arizona business and civic leader. He founded his own auto supply firm at the age of 25 and since has been associated with a number of similar enterprises. His experience will stand him in good stead for, as Assistant SecNav, he will direct the Navy's procurement program in its business and legal aspects.

### ←The Navy in Pictures

GLAD HAND (top right) is given the destroyers USS *Blue* (DD 744) and USS *Frank E. Evans* (DD 754) upon the return of DesDiv 131 from Korea. Top left: Latest attack submarine, USS *Trout* (SS 566), hits the water at Groton, Conn. Lower left: This clever cake was baked to commemorate one year in the Far East for USS *Repose* (AH 16). Lower right: Two bluejackets explain a gun mount to two visiting Halifax, Nova Scotia, orphans. Right center: Recruit Company 574, fresh from winning the coveted Efficiency Pennant, poses for a memorable picture at NTC San Diego, Calif.

### YESTERDAY'S NAVY

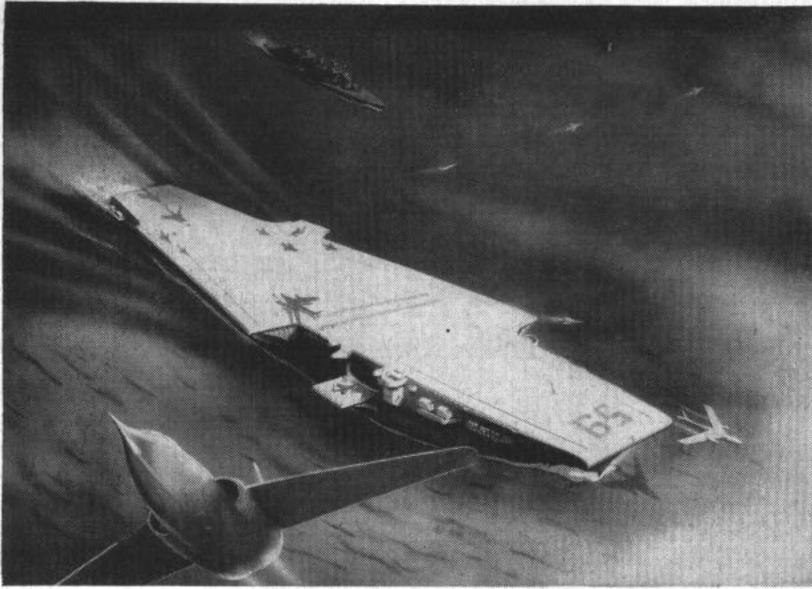


LT John Paul Jones, in flagship *Alfred* at Philadelphia on 3 Dec 1775, hoisted first flag ever unfurled on board an American ship of war.

Atlantic and Pacific Fleets combined 6 Dec 1922 with title of U. S. Fleet.

### DECEMBER 1951

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
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30	31					



RETRACTABLE BRIDGE and four catapults are unique features to be built into the Navy's latest carrier, USS *Forrestal* (CVB 59), shown here as artist sees it.

### Ship's 45,000th Landing

A Panther jet pilot, after a combat sortie over Korea, landed on board USS *Boxer* (CV 21), and logged in the ship's 45,000th landing. This is claimed to be a record for the Navy's aircraft carriers now in action.

Strikes from carriers operating off Korea have been slashing the Communist supply routes and communications. In hundreds of sorties made almost daily, the carriers have tallied large operational scores.

An accounting of all operational details is not maintained of the

Navy's flattops, or any other ships. Most carriers do, however, include in their Op reports the number of take-offs, landings, and other operations information.

*Boxer's* accomplishment, whether a record or not for active carriers today, is an excellent one. World War II records show that USS *Saratoga* (CV 3) tallied up to V-J Day the huge score of 98,549 landings. The next best records available on ships of the CV class show that USS *Essex* (CV 9) tallied 31,015 for second place, USS *Cabot* (CVL 28) with 41,630 landings is probably the champion of CVLs. The big CVB scores, as far as available figures go, puts the USS *Coral Sea* (CVB 43) out in front with a tally of 29,337 landings in flight training. Figures have not been made available to ALL HANDS on USS *Leyte* (CV 32), USS *Princeton* (CV 37) and USS *Sicily* (CVE 118).

### Marines' Anniversaries

Way back in 1900, the U.S. Marines joined forces with the British Royal Marines during the Boxer Rebellion in China. Over 50 years and two world wars intervened before the two fighting units found themselves together again.

Now, in Korea, the Royal Marines celebrated their 287th birthday last month fighting side by side with our Marines. The U.S. Marine Corps, incidentally celebrates its 176th anniversary this month.

### Jet-Powered Cargo Helicopter

A jet-powered cargo helicopter designed for short-range operations with high pay loads is now being developed for the Navy.

Six manufacturers took part in the design competition which called for a ship-based helicopter capable of transferring heavy equipment to other ships or to combat units ashore under all weather conditions. The winning design uses a single, three-bladed rotor driven by small jet engines on the blade tips.

The new helicopter will have powerful winch equipment and a retractable cargo sling.

### Mediterranean Maneuvers

A four-day mock battle for the island of Malta was the high point of the most intensive operation staged in the Mediterranean this summer by Atlantic Pact nations. This operation, Exercise Beehive, included forces of the United States, Great Britain, France and Italy.

The U. S. Sixth (Mediterranean) Fleet and the British Mediterranean Fleet contributed most of the naval forces, throwing aircraft carriers, cruisers, destroyers, submarines, mine sweepers and auxiliaries into the mock battle.

France contributed naval forces and Army air squadrons from North Africa. Italian forces consisted of Sicily-based coastal units and an air squadron.

### ACBSs Add Dredging to List

Seabees of Amphibious Construction Battalion Two at Little Creek, Va., have added dredging to their list of training assignments—and accomplishments.

These ACBs, in their training for landing operations, dredged a channel at the Little Creek beach which permits dry-ramp beaching of LSUs (landing ships, utility).

Of the 30 amphibious Seabee trainees engaged in this operation, not one had previous dredging experience. The channel, 80 feet wide, 100 feet long and six feet deep, was completed in five days.

Working a Navy suction dredge, the ACBs, divided into training groups of 10 men each, learned to operate it at its rated capacity of 185 cubic yards per hour. The dredge was rigged with a two-way radio, permitting communication with the battalion office during operations.

### 'Korea' to go on Markers

The inscription, "Korea," will now be placed on grave markers and headstones for servicemen who lose their lives in the Korean conflict or whose deaths are attributable to service in Korea.

The SecDefense directive applies to the graves of all such servicemen buried in national cemeteries. It is retroactive to include the graves of all those previously laid to rest.

National cemetery regulations prescribe that the inscription on government headstones may contain the name, date of birth and death, abbreviations of military awards held, a religious emblem and "the war in which service was rendered."

## Tissue Banks

A few years ago blood banks were little more than a gleam in the eye of medical scientists. Now they're a standard item, speedily furnishing a vital life-saving substance wherever medical men may go.

A similar type of bank, the "tissue bank," is now in its infancy. This, too, holds high promise. The tissue bank has three components: bone, skin and artery deposits. Though pioneering work in tissue banks was done by civilian doctors in civilian hospitals, the Navy doctors have not only led in pioneering but continue as leaders in this field.

Center of the Navy's work is at the Naval Medical School, Bethesda, Md. Here, new processes for utilizing these components have been and are being developed. Foremost among these developments is a process in which bones are "freeze-dried" and vacuum packed. This process has overcome some of the limitations of the previous process in which bones were frozen, shipped and stored in refrigerated "freeze banks." If tests being conducted at Bethesda continue to prove successful, bones stored under the new process may be kept at room temperature, saving the expense of refrigerated units.

Presently, the life of "freeze bank" bones is about one year. It is esti-



**OPEN HOUSE**—In San Diego, 125 civilian nurses were invited aboard USS *Consolation* (AH 15) and got a good look—down to the last liferaft (above).

mated that bones preserved under the new process will keep for about seven years.

The new bone process works this way: a bone is quickly frozen at a temperature of 196° below zero Centigrade, then placed in a large freeze-dryer unit where all moisture is removed, while the bone remains frozen. After removal of the moisture the bone may be kept at room temperature. It is packed and stored

under a vacuum for it is so dry that it would otherwise absorb moisture from the surrounding air. Navy doctors estimate that it will be about three years before a general use of this process is realized.

In addition to their work with bone banks, advances have been made in a method of skin storage. Use of stored skin may be valuable in cases of severe burns or frostbite. Under the present method, skin can be kept for six weeks by storing it in pliofilm at icebox temperature.

Doctors at the Naval Medical school have developed a plasma salt solution, which if current experiments succeed, may allow skin to be kept for six months. Skin stored in this solution has been grafted successfully on more than 70 patients.

In cases where temporary dressings are badly needed this type of skin would be of particular medical importance. In a recent case, doctors used skin preserved under these conditions and brought quick relief of pain to a Marine with a deep, foot-long hole in his leg. The preserved skin acted as a dressing and was left on for several weeks during which time no other dressings were needed.

The third component of the tissue bank, stored arteries, may prove of even greater surgical value than bone banks. Most bone injuries require a lapse of several weeks before bone surgery, but a man with an injured artery could have an artery grafted at once.

## Enlisted Pilot Flies 100 Combat Missions in Jets

The first Marine Corps enlisted pilot to fly 100 combat missions in a jet fighter is Master Sergeant Avery C. Snow. Sergeant Snow, nicknamed "Snowball," calls Hannibal, Mo., his home town. He broke the 100-mission mark while flying with the *Panther* squadron of the 1st Marine Air Wing, in Korea.

Following a custom of Marine Corps fliers who complete 100 missions over enemy territory Sergeant Snow set them up at the Staff NCO club.

This marked the second time that the sergeant had flown 100 missions over enemy territory. The first time was during World War II when he was a captain in the Marine Corps, flying torpedo bombers in the Pacific theater.

Since his arrival in Korea, Sergeant Snow has been awarded two

Air Medals. During World War II he won the Distinguished Flying Cross twice and the Air Medal four times.



**SECOND** hundred combat hops are completed by MSgt Snow. The first 100 were flown in World War II.

## Courses for USNR Officers

Courses at naval schools of four months' to one year's duration are now open to Reserve officers who agree to extend active service for specified periods.

Many applications have been received by BuPers from Reserve officers for such courses as explosive ordnance disposal, cargo handling, electronics materiel, CIC, and post-graduate training in communications. However, the officers concerned would have been scheduled for release from active duty shortly after completion of the course, thus preventing the naval service from receiving the benefit of the officers' training.

This problem has been solved by permitting USNR officers on active duty to attend naval schools where courses of instruction are from four months to a year, if they agree to serve one year of active duty (in addition to obligated service) for each six months of schooling.



**BEST Organized Reserve surface division will take home the Forrestal trophy. The Nimitz trophy is similar.**

Short courses of instruction to which Reserve officers may be ordered for training for a specific billet and not normally requested by the officer, will not require additional active duty beyond the obligated service.

The program is authorized by BuPers Circ. Ltr. 163-51 (NDB, 30 Sept 1951).

## Ships and Stations Help Blood Donor Campaign

More than 270,000 pints of blood per month are needed to assure each sailor, marine, soldier and airman of an adequate supply of blood plasma during fiscal year 1952. This is about seven times the number of donations logged in during the past few months.

Use of plasma and whole blood at the front has become a major factor in cutting down the mortality rate among the wounded. During World War I, eight to 11 men per 100 died after reaching the most forward surgical hospital. In World War II, the number was reduced to 4.5 and during the Korean conflict it has dropped to 2.6 men per 100.

The need for more blood—there is never a “surplus”—is still great, however, and military personnel and civilians alike are urged to “turn to” and donate blood so that the Defense Department quotas can be met.

Navy units should contact the nearest Red Cross office or field director for details on “where and when” blood may be donated. In some cases, bloodmobile crews come aboard ship and handle donors. Sometimes, the Red Cross provides transportation to and from a hospital or blood donor center. In any case, it's not difficult to make

the necessary arrangements and the donating process itself is painless.

Setting excellent examples for the Navy in this campaign are the following units:

- *uss Charr* (SS 328), whose crew from the CO on down, contributed 100 per cent during two bi-weekly blood drawings at Mare Island Naval Shipyard, Vallejo, Calif.

- *uss Philippine Sea* (CV 47) donated 1,138 pints of blood during a nine hour session last August.

- *uss Princeton* (CV 37) established two new “blood day” records at the U. S. Naval Hospital, Yokosuka, Japan, when over 300 blood donors contributed the vital fluid.

- *uss Renshaw* (DDE 499) joined the list of “first rate” donors when over 65 per cent of its crew donated 171 pints of blood.

- Naval Ordnance Laboratory, White Oaks, Md., exceeded its quota by 44 per cent when 216 pints were donated in one day. Last spring its quota was exceeded by 40 per cent.

With these outstanding records to shoot at, it's time to roll up your sleeve.

## Top Naval Reserve Units

Sixty of the Navy's top Organized Naval Reserve units have been selected for their outstanding performance in naval district competition during fiscal 1951.

Of these, 24 surface and submarine divisions are now competing for honors as the national champion in their class. They were selected from among 439 surface divisions and 38 submarine divisions to represent their naval districts.

The remaining 36 outstanding units, which are not included in the national competition, were awarded letters of commendation from the commandant of the naval district in which they won top honors. These units were named as winners in naval district competitions for such Organized Naval Reserve activities as Communications Supplementary Activities Groups, Construction Battalion Companies, Submarine Repair Divisions, Ship Repair Divisions, Electronics Companies and Military Sea Transportation Service Companies.

Nation-wide inspections of the district surface and submarine division winners in all naval districts and the Potomac River Naval Command—except the Caribbean, Panama Canal Zone and Alaskan areas—will decide the winner of the James V. Forrestal trophy for the best surface division. The Fleet Admiral Chester W. Nimitz trophy will be awarded to the best submarine division.

Each naval district's winning division among the surface and submarine units, already selected in district competitions, will be inspected by a six-man Naval Reserve inspection reviewing board. The board began its inspections in August.

Competition was suspended for fiscal 1950 because of the number of Reservists ordered to active duty. The James V. Forrestal trophy is presently held by Organized Surface Division 4-5, Camden, N. J., and the Admiral Nimitz trophy by Organized Submarine Division 1-41, Providence, R. I. Both units were permitted to retain the 1949 awards when the 1950 competition was not held.

Each competing district finalist will be inspected on its regular drill night. The inspection board plans to complete all inspections by December.

## Atomic Age Associations

Participants of Operations Crossroads and the Order of the Mushroom proclaim a new era as members of two associations which follow in the footsteps of older orders such as the Ancient Order of the Deep, the Order of the Golden Dragon, the Blue Noses and Short Snorters.

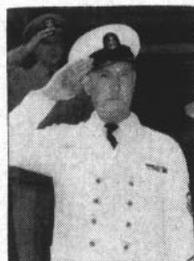
The brotherhoods of atomic age, beginning with the Bikini bomb tests, have their own exacting requirements for membership qualification. Operations Crossroads, known as Joint Army-Navy Task Force One, awarded a special certificate for all personnel participating in the atomic bomb experiments. Each member of the Bikini operation has his pocket card signed by Vice Admiral W. H. P. Blandy, USN, then the commander of the joint task force and now retired, and by the commanding officer of the individual's own ship or unit.

The card certifies that the member was a participant in Operations Crossroads on the date of the atomic explosion, 1 July 1946. It entitles the holder to swap yarns with others who were at Bikini as members of Joint Army-Navy Task Force One.

Order of the Mushroom is the second atomic-age association of military men and scientists who observed tests at Eniwetok, as part of Joint Task Force Three, under Lt. General Elwood R. Quesada, USAF, then

## Chief Musician Entertained Notables of Europe

With his discharge papers in hand—and to the tune of a bos'n's pipe—Chief Musician Herman E. Blankenship, USN, was “piped over the side”, winding up his naval career with more than 30 years' service.



Chief Blankenship

The “side” was the flight of steps outside the CO's office at N A S Norfolk, Va. As he walked down, receiving the salutes of eight leading chiefs acting as side boys, the color guard dipped their flags, then ComAirLant's band struck up “Auld Lang Syne” for the one-time bandmaster.

This music must have taken Blankenship back to his early Navy

days. One of his first big musical events was playing at the 1924 Olympic games at Paris. Later he played and conducted for many of the crowned heads of Europe, including King George VI of England. In 1928, he was once again in Paris, playing at the ceremonies commemorating the signing of the Kellogg-Briand Peace Treaty.

A few years ago the chief was in Saudi Arabia leading CinCNELM's band during a good-will tour. After the band played a command performance for the Crown Prince, it was presented with 15 sheep.

During 1943-45, Blankenship was in charge of the naval training station band which played concerts in the city park. For this service he was presented a gold baton by the city of Norfolk in appreciation of his musical donations.

commander and now retired.

The certificate is decorated with appropriate symbols, which include a Geiger counter, filter mask, and a discarded beer can, and it shows the familiar mushroom cloud that characterizes the bomb burst rising above the atoll.

Claimants to membership in Operations Crossroads and the Order of the Mushroom call themselves the “most elite groups of travelers on

earth.” Membership is closed, for the operations are completed.

## 135 Miles Up at 4,000 mph

Travelling straight up to an altitude of 135 miles, at the rate of better than 4,000 miles per hour, is the record of the Navy's latest upper atmosphere research rocket experiment. This record has been achieved in one of a series of 10 rocket tests which are now being carried on for the purpose of gaining more information about the air 100 miles up and higher.

The “Viking 7” — a single stage rocket — climbed 21 miles higher than the old altitude mark attained 17 Dec 1946 by a rebuilt German V-2, also fired at the White Sands, N.M., experimental station by the Naval Research Laboratory of the Office of Naval Research.

The purpose of the rocket flights is to make a study of atmospheric conditions in the upper stratosphere. Electronic equipment, especially designed for the tests, is carried on board the missile to record scientific data for study. At the same time, flight of the rocket is closely watched on radar.

Navy scientists say that at the speed at which the Viking 7 traveled, the moon could be reached in just over three-days time.



BATTLE-SCARRED veteran of Korea, USS *Walke* (DD 723) ties up at a San Diego pier alongside USS *Stickell* (DD 888), which acted as her escort.

Coast Guard Exams

On 18-19 Feb 1952, the annual nation-wide competitive examination for appointments to cadetship in the U. S. Coast Guard will be conducted. Qualified enlisted men in the Navy or Naval Reserve are eligible to compete.

Coast Guard cadets attend the U. S. Coast Guard Academy at New London, Conn. The Academy is a fully accredited educational institution operating under scholastic and military standards similar to those of the U. S. Naval and U. S. Military Academies. It is intended for the professional training of young men who are candidates for commissions and careers in the Coast Guard. Successful completion of the four-year course, which is basically scientific in character, leads to a bachelor of science degree in engineering and a commission in the Regular Coast Guard.

Appointments to cadetship are based on the standing of a candidate on the eligibility list of those who successfully pass the examination in all subjects. Only those candidates standing highest on the list are assured of appointment.

The number of appointments is determined solely by the needs of the Service.

Each candidate must meet the following basic qualifications to qualify for nomination:

- Be not less than 17 years of age



SMALL FRY of Yokosuka, Japan, make a heartwarming picture as they gather to hear a story read by Warren Miller, YNI, at a Navy-sponsored party.

nor more than 22 years of age on 1 July 1952.

- Be at least a high school graduate.
  - Be unmarried.
  - Have the following credits, either in high school or college: Algebra—2; plane geometry—1; English—3; physics—1; other optional credits—8.
  - Be at least five feet, six inches in height, have vision of 20/20 uncorrected in each eye and otherwise in excellent physical condition.
- Descriptive literature concerning

the Academy and application forms will be forwarded upon individual requests sent direct to the Commandant (PTP), U. S. Coast Guard, Washington 25, D. C.

After applications and supporting papers are completed and submitted, applicants will be notified through their COs of their acceptance or rejection as candidates for appointment. *Completed applications must be postmarked not later than 15 Jan 1952.*

This information is the subject of BuPers Circ. Ltr. 152-51 (NDB 15 Sept 1951) which also gives information about examination dates and locations.

The examination dates are restricted to 18-19 Feb 1952 and will be given only in the continental limits of the U. S.; Ketchikan, Alaska; Honolulu, T.H., and San Juan P.R. Only those enlisted men will be eligible who are assigned to units in the above areas during the time required to take the examination. COs, however, are authorized to grant requests for leave so that the examination may be taken. In order to be eligible, candidates must be nominated by the Commandant, U.S. Coast Guard.

No waivers of any requirements will be granted.

Enlisted men of the Navy who are successful in obtaining an appointment to the Coast Guard Academy may be discharged from the Navy in order to accept the appointment.



NEW POWER GRADER developed for the Seabees has six-wheel drive, weighs less than commercial types and can out-perform anything in its class.

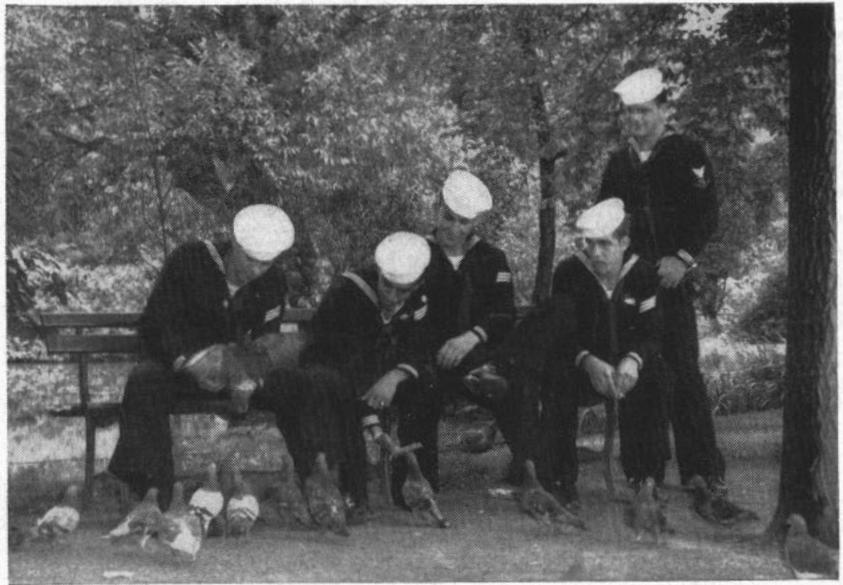
## Navy a Healthy Outfit

Despite the advent of the Korean conflict, the Navy was just about as healthy in 1950 as it was in the record-breaking year 1949. Statistically speaking, only nine more men per 10,000 in the Navy and Marine Corps were included on the sick list during 1950 than in the preceding year.

In general, excluding combat casualty figures, the statistics for both years are quite similar. The average number of sick days per person in the naval service was 6.8 for both years. The reduction in communicable diseases and related conditions continued in 1950, dropping 10 per cent. The death rate, which had been decreasing steadily since 1943 increased from 18 per 10,000 in 1949 to 21.5 per 10,000—about the same level as in 1945.

During the first six months of 1951 the rate of admissions to the sick list has increased. It rose to 5,630 per 10,000 in February, the highest rate for any one month since March 1947 and 71 per cent above the same month in 1950.

Battle casualties have, of course, influenced the current increase but a more important factor is the expanded naval population brought about by the stepped-up mobilization program. Upper respiratory infections in the U.S. accounted for almost three-fourths of the increase over 1950.



FOR THE BIRDS—Five sailors from ships of the Atlantic Fleet have a bit of fun with a flock of pigeons in the Public Gardens of Halifax, Nova Scotia.

## One Little Flag; Four Big Wars

A small silk American flag which has seen service in four wars arrived along with two Korea-bound Marine recruits when they entered boot camp. Privates Rockne and Charles Foscilina of Oakland, Calif., are the present possessors of the flag which has been in the family for 90 years.

Their great-grandfather on their mother's side first took the little flag off to the wars as a member of the First Wisconsin Volunteers in the

Civil War.

His son carried it in 1898 while in action during the Spanish American War. Their father carried it during the Mexican Border Expedition of 1916. Shortly after this, he carried it to France where he went through the Argonne, Chateau Thierry and the Marne.

Up to this time the little flag had been carried by Army men. In World War II it went with a Navy man, the boys' cousin. He took it through five engagements in the South Pacific.

## Tiny Automobile Illustrates the Potentialities of Naval Electronics

A tiny automobile, blue and yellow and highly streamlined, moved slowly through the traffic in Arlington, Va. At an intersection it stopped and waited for a surprised traffic policeman to allow it to continue.

When he motioned it to proceed he noticed there was no driver. Before he could investigate, the car moved away.

Farther along a motorcycle cop motioned the pint-size car to the curb. "How fast do you think you're going there, Bud?"

"About 10 miles an hour," came the answer from the car.

"You got a driver's license?" said the cop as he stooped to get a closer look.

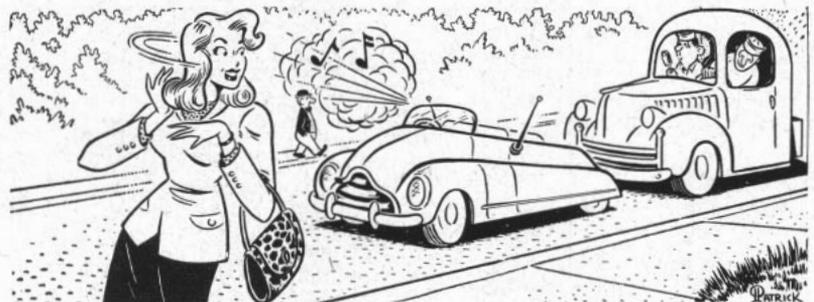
"I sure have, but you'll have to ask that guy in the truck behind

me to show it to you. There isn't room for me to carry it here. In fact there isn't room for me, so I'm in the truck, too."

All this was captured by television cameras for use later in television broadcasts. This car, ordered by BuShips, was designed and built at the Naval Gun Factory, Washington, D. C., for use in Navy

exhibits to illustrate the scope and potentialities of naval electronics.

Complete even to knee action springing on the front wheels, worm gear steering and a differential, the car is remote-controlled by a radio frequency multi-tone carrier system. Braking is achieved by reversing the motor. An added feature is the operator-car talking system.





**RIDE 'EM COWBOY**—Alaska's first full scale rodeo held at NavSta Kodiak had all the western trimmings. Dick Mallory, AN, gets a rough ride on a wild cow.

**Top-Of-The-World Baseball**

The world's most northerly athletic competition—the Baseball Championship of the North Pole—was won this year by the Eskimos, a team composed of members of an Alaskan National Guard unit at Barrow Village.

The Eskimos clinched the icicle league title for the first time in the four-year history of the top-of-the-world contest by edging Navy's Barex-51 team, 4-3.

**Marines Win Semi-Pro Honors**

Camp Lejeune's All-Marine baseballers, the nation's top Leatherneck diamonders of the 1951 season, were voted "the most popular team" of the more than half a hundred competitors in this fall's National Baseball Congress tourney at Wichita, Kans.

In final team standing, the Lejeuners shared a three-way tie for fourth place with the Fort Campbell (Ky.) 11th Airborne Division entry, and the Fort Wayne (Ind.) Capeharts, national champions for the preceding four years.

In addition to gaining popularity laurels, the North Carolina-based Marines had their John "Bo" Dempsey named to the All-American semi-pro roster for his outstanding performance as a rightfielder, and the Leathernecks shortstop Don Server, catcher Andy Anderson, and outfielder Harry Agganis were se-

lected as second-squad all-tourney players.

During the current season, the East Coast champion Lejeune club won the first All-Corps trophy in Marine baseball competition by downing Camp Pendleton, West Coast titlists, with three straight wins.

The only other Marine representative to compete in the NBC semi-pro finals at Wichita was the team of Fleet Marine Force, Pacific (FMF 9), champions of the Hawaiian Inter-Service League.

**Navy and 1952 Olympics**

Navy and Marine Corps athletes are eligible to qualify for participation in the 1952 Olympics. The VI Olympic Winter Games will be conducted at Oslo, Norway, 14-25 February, and the XV Olympiad at Helsinki, Finland, 19 July-3 August.

Selection of personnel to compete in qualification trials for berths on the U. S. Olympic Team is being made by the Navy Olympic Committee, consisting of three Navy officers and one Marine Corps officer who also are arranging for the special training of successful candidates in preparation for their entry in final trials.

To be considered eligible for competition in the Olympic trials, an individual must—

- Be a member of the Navy, Marine Corps, or Reservist of either service on active duty not for training only.

- Be found in excellent physical condition by a medical officer examination.

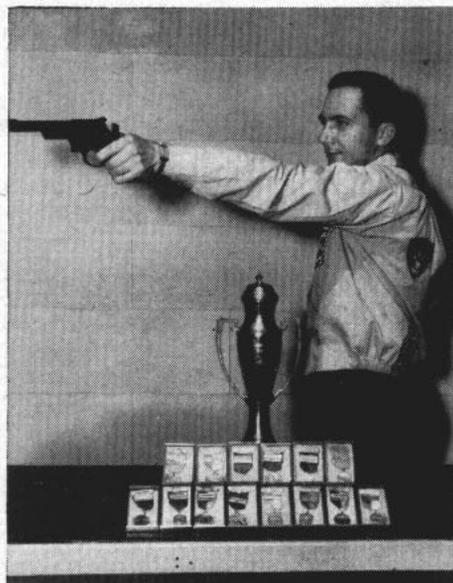
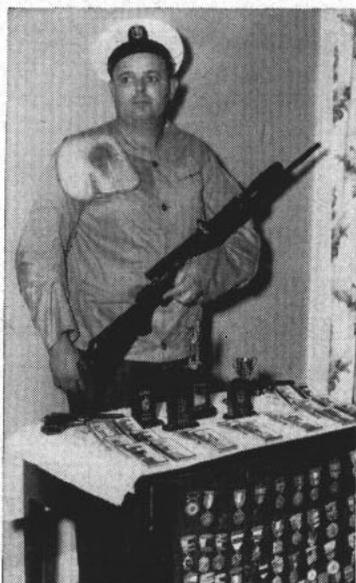
- Be a bona fide amateur under the following conditions:

- (1) Must not be, or knowingly have become, a professional in any sport.

- (2) Must not have received reimbursement or compensation for loss of salary.

- (3) Must not have been a teacher receiving remuneration for instruction in physical education or sport.

- (4) Finally, each athlete must



**MEMPHIS CHAMPS**—Rifleman Ralph Edwards, AMC, one of Navy's top medalists sparks skeet team. Pistoleer Ken Klopff, AT1, won ribbons this year.

# SIDELINE STRATEGY

sign the following declaration: "I, the undersigned, declare on my honor that I am an amateur according to the Olympic rules of amateurism and that I fulfill the conditions required by the Olympic rules."

In the boxing category, selection of athletes of Olympic caliber will be determined upon the results of an All-Navy championship competition. As no other All-Navy contests are anticipated in connection with the Olympics, selection in sports other than boxing will be based upon known athletic ability as demonstrated in recent national participation, or upon certified information of ability and past performance as contained in applications submitted by personnel who consider themselves eligible for qualification.

Winners and warranted place winners of an All-Armed-Forces Track and Field Championship will be entered directly in the final Olympic track and field tryouts under modification of National Olympic Track and Field Committee regulations.

Olympic competition includes boxing, wrestling, fencing, rowing, skiing, rifle and pistol shooting, swimming, weight lifting, and equestrian, gymnastic, modern pentathlon, and track and field events.

Complete information pertaining to Navy and Marine Corps participation in the 1952 Olympics is contained in BuPers Circ. Ltr. 154-51 (NDB, 15 Sept 1951).

## Inter-Service Contests

Individual and team golf and tennis honors in this year's Chicago Area Inter-Service Athletic Conference tournaments were annexed by NTC Great Lakes athletes.

Robert C. Riggs, QMQ3, USNR, was named conference medalist with a 72-hole total of 294. Taking to the NAS Glenview links with Riggs to claim the conference team title with a low score of 1287, were LTJG Howard Webb, USNR; Tom Lawlor, YNC, USNR; Jack Bartels, HM3, USNR; William Jones, DT3, USN; and Lawrence Leininger, SA, USN.

In the tennis playoffs, conducted at Chanute Air Force Base, the conference singles winner was Roger Little, ET3, USNR, former University of Illinois star. Little doubled with LTJG Robert Bowen, USNR, ex-Ohio State University netman, to capture the team title.

Though it might upset the nothing - new - under - the - sunners, it is a fact that FAIR-BETUPac at NAS San Diego included an official acey-ducey tournament in its summer sports schedule, and over in Korea Marines have been enthusiastically conducting frog-racing contests.

\* \* \*

Among the various Navy hurlers to toss no-hit, no-run baseball meetings this year were Dave Ball of USS *Sablefish* at Sub Base, New London, and Leo Pich of NAS, San Diego.

\* \* \*

Many an old signal book was dusted off by quartermasters sailing into New London, Conn., for the first time the past summer when they spotted a strange pennant flying above that port's naval base. It all had to do with the Atlantic submarine softball tourney. To inform homeward-bound craft that weather conditions would permit the playing of scheduled games, a yellow flag carrying crossed bats and a softball insignie would be hoisted high above the diamonds.

\* \* \*

This tale, an eloquent example of "doing it the hard way," warrants repetition because of its uniqueness. While flying a helicopter over MCAS Santa Ana, Calif., the crew spotted a wild animal scurrying along the runway below

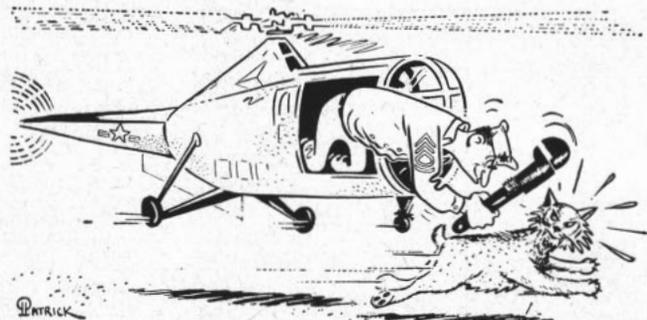
them. As the 'copter was maneuvered into a position just inches off the ground, the crew chief, TSgt Edward M. Larson, USMC, leaned far out of the plane, let go with a wrench, and socked dead a 20-pound wildcat.

\* \* \*

Like hundreds of other newspapers, the "Hoist" of NTC San Diego has been offering its readers an opportunity to win various prizes by correctly predicting the outcome of the nation's football games. Quite appropriately, the paper's first pigskin contest was won by a Hogg — George B. Hogg, HN, USN.

\* \* \*

"Nothing but catfish—all the time, catfish!" Thus complained MSgt John Wurtele, USMC, an ardent angler of MCAS Cherry Point, N. C. He had caught plenty of fish from the local rivers and creeks, but always they were sluggish specimens of the "cat" family. Deciding that he should go after something more worthy of the endeavors of a true rod and reel sportsman, Sergeant Wurtele rented himself a sturdy rowboat, propelled it far to sea, and dropped his line into the mysterious deep of the broad Atlantic. Suddenly there was a lunging strike. Wurtele reeled in as furiously as his prey would permit, and cranked to the surface a thrashing 20-inch catfish. — Ernest J. Jeffrey, JOC, USN.



# THE BULLETIN BOARD

## LDO Program Is Now in Its Fifth Year; Deadline Dates Listed for 1952 Increment

The Navy's limited duty officer program, now in its fifth year, will continue in effect. This program gives the Navy's most outstanding career enlisted men an opportunity for advancement to commissioned status. It also gives personnel in warrant or commissioned warrant status an opportunity for advancement to commissioned ranks above CWO.

Latest information on this program is contained in BuPers Circ. Ltr. 140-51 (NDB, 31 Aug 1951).

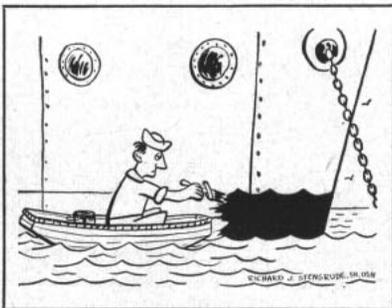
Provisions of the 1951 increment of this program (BuPers Circ. Ltr. 62-50 (NDB, Jan-June 1950) were covered in ALL HANDS, September, 1950, and will apply to the 1952 increment.

Except under certain conditions, the schedule of deadline dates given in paragraph four of the 1950 BuPers Circ. Ltr. is still applicable.

Listed below are the correct revised deadline dates. When a new date falls on a weekend or holiday, the next weekday is the deadline.

- Preliminary application—2 July 1951. By this date the applicant will submit in writing to his CO a request to be considered as a prospective applicant in a particular classification for appointment as an ensign designated for limited duty.

- CO's report on prospective applicants—4 Sept 1951. By this date the CO will submit to BuPers the name, rate, service number and classification for which application is made of all prospective applicants within his command.



## USNR Officers Urged to Complete Questionnaire

Many Naval Reserve officers have not yet completed and returned their Annual Qualification Questionnaire (NavPers 319), mailed to them by the commandants of their naval districts.

Officers are urged to complete this form at once, inasmuch as active duty assignments — in the event of mobilization—will be determined in part by the information submitted on this form. It is to each officer's advantage, therefore, to keep the Navy informed of his current qualifications.

- CO's observation report—3 Dec 1951. Before or on this date the prospective applicant must submit his formal application, including loyalty certificate, to his CO, in the prescribed form.

- Written examination—11 Dec 1951. On this date a written examination will be given throughout the service to all LDO applicants.

- Forwarding of papers by CO—17 Dec 1951. Before or on this date COs will assemble all applicable papers and forward them to BuPers for use of the selection board.

## Reservist LTJGs and LTs On Active Duty Promoted

Certain Naval Reserve officers on active duty have been promoted to the grades of lieutenant and lieutenant commander as a result of selection boards convening on 10 July and 31 July.

Lieutenants (junior grade) with date of rank of 6 June 1948 or earlier were considered for promotion to the grade of lieutenant. Lieutenants with date of rank 12 Apr 1945 or earlier were considered for promotion to lieutenant commander.

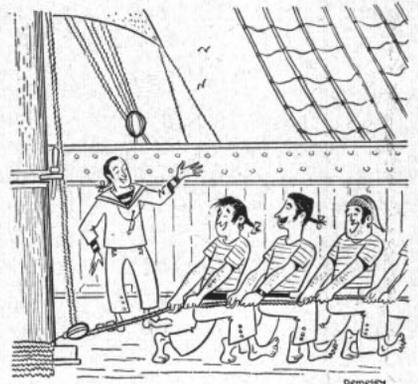
The 1,899 promotions, in both the line and staff corps, are announced by BuPers Circ. Ltrs. 146-51 (NDB, 31 Aug 1951) and 158-51 (NDB, 15 Sept 1951). In effecting the promotions, COs will comply with BuPers Circ. Ltr. 108-51 (NDB, 15 July 1951).

## Submarine Course Is Open To Junior Officers, USN And USNR on Active Duty

Qualified junior officers, both USN and USNR serving on active duty, may apply for a six-month course in submarine training at the Submarine School, New London, Conn. This course will open during the first week in July 1952.

Applications are desired from officers in the grade of lieutenant (jg) whose date of rank is on or after 1 July 1950, and from ensigns whose date of rank is prior to 1 Mar 1951. In addition, candidates must have completed at least one year of active

## SONGS OF THE SEA



### So Handy

Oh, up aloft this yard must go,  
So handy, my boys, so handy!  
Oh, up aloft from down below,  
So handy, my boys, so handy!

We'll hoist it high before we go,  
And when it's up we'll leave it so.

Oh, sing and haul and haul and sing;  
Right up aloft this yard we'll bring.

Stretch her leach and show her clew,  
A few more pulls to bring her through.

I thought I heard the first mate say,  
"Give one more pull and then belay."  
—Old Sea Chantey.

duty commissioned service as of 1 July 1952.

The applications should be submitted to the Chief of Naval Personnel (Attn: Pers B-1117). They should reach the Bureau not later than 1 Mar 1952. Dispatch may be used if application by letter cannot reach the Bureau in time. Included in or accompanying the applications should be:

- Statement by the candidate's CO as to whether the applicant is qualified to stand OOD watches underway.

- Certificate of a medical officer stating that the candidate is physically qualified for submarines under existing BuMed standards (*Manual of the Medical Department*, 1945, par. 21133).

- Signed statement not to resign during the course and to serve one year in the naval service on active duty following the successful completion of submarine training.

The above information is the subject of BuPers Circ. Ltr. 166-51 (NDB, 30 Sept 1951). This letter adds that there are a limited number of quarters available for married officer students. Upon receipt of their orders, married officers should request assignment to quarters from the Commanding Officer, Submarine base, New London, Conn.

## Tours of USNR Officers With Operating Forces

New policies concerning USNR officers on continuous active duty assigned to billets in connection with Naval Reserve drill, training and instruction, have been established by CNO.

To provide periodic refresher training and to insure that these officers are kept abreast of naval development in the operating forces, exchange of assignments between billets in the USNR training program and operating force billets is now authorized.

Generally, tours of duty by these USNR officers in the operating forces will be of the same duration as a normal sea cruise. Tours of duty in USNR training program billets will be of the same duration as a normal tour of shore duty.

A normal tour of duty of USNR officers with the Reserve training

## WAY BACK WHEN

### The Albatross Superstition

When gales race over the seas and sailors huddle between decks, the great wandering albatross "shortens sail" and rides high and free in the heavens.

The albatross, largest sea bird and one of the most remarkable of the feathered species, has held a strange spell over sailors since earliest maritime history. It has long been believed that this bird, which will follow a ship for days on end on seemingly tireless and motionless wings, possesses unnatural power. And because of their sociability and since they are welcome to the lonely sailor as the only visible inhabitants of the great wastes of the southern oceans, they are regarded with such warm affection that few mariners are so bold as to harm one of them.

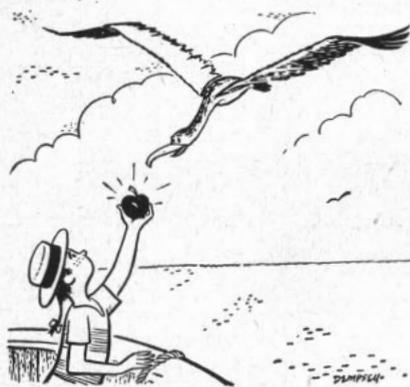
The bird is the center of many sailors' superstitions, the best known being that an albatross following a ship brings good luck, and that to kill such a bird would bring evil and foretell of most serious misfortune. Reluctance to kill albatrosses also stems from an old superstition that souls of departed sailors exist in them.

It was about this superstition that the English poet Samuel Taylor Coleridge (1772-1834) constructed his "Rime of the Ancient Mariner," which afforded considerable publicity to the albatross.

Found in southern seas and the entire Pacific, but not in the North Atlantic, the albatross can be seen at great distances from land. They will soar over a ship for days without appearing ever to rest (at least one albatross was known to have flown for 3,000 miles) though they have

the power to settle upon and rise from the water at will. Feeding on refuse dumped overboard from a vessel, the albatross can sit down to dine, floating like a cork. It can skim the surfaces of the water, then suddenly soar so high it is out of sight. When taking advantage of a favorable wind, the bird, extremely powerful and swift in flight, can attain a speed exceeding 100 miles per hour.

The secret of the albatross' accomplishment of soaring for hours without any apparent body motion, lies in its tremendous wingspread, wider than that of any other extant bird. Seldom exceeding 18 pounds in total weight, the relatively short-bodied bird has a wing span up to 14 feet, although width of the wing seldom is more than nine inches. The bird takes advantage of minor air currents through imperceptible movements of different parts of the body.



program need not be followed by a tour of duty in the operating forces. When appropriate and desirable, USNR officers may be rotated between billets within the Reserve program for tours of normal duration.

Further details may be found in BuPers Circ. Ltr. 161-51 (NDB, 30 Sept 1951).

## New Class A Gunner's Mates School at NTC Bainbridge

A gunner's mates school Class "A" will be established at NTC Bainbridge, Md., with the first class tentatively scheduled to begin in January 1952.

Admission requirements call for a minimum score of 50 in MAT or

MECH. MAT (mechanical aptitude test) measures the potential ability of the man for work of a mechanical nature. MECH measures ability for work of a mechanical nature and indicates the extent of a man's familiarity with mechanical and/or electrical tools, principles, and operations. The MECH test, which has been incorporated in the Recruit Basic Test Battery since 1946, combines the MAT, MK MECH, and MK ELEC tests into one.

When the quotas to be allotted to the Atlantic and Pacific Fleets are announced, qualified men, may submit requests via the chain of command to ComServPac or ComServLant, whichever applies, for assignment to U.S. Naval School, Gunner's Mates.

## Here's Schedule for Release of Marine Corps Officer and Enlisted Reservists

The Marine Corps has announced its schedule for the release of officer and enlisted Reservists who were ordered to active duty prior to 30 June 1951.

Unless there is a major change in the current military situation, qualified enlisted Marine Reservists will be released by June 1952. The program for release of Marine Reserve officers is expected to be completed by March 1953.

Priorities for all enlisted Marine

Reservists are listed below; the accompanying chart shows release date.

- Priority One—Volunteer Reservists who served a year or more on active duty between 7 Dec 1941 and 2 Sept 1945; those who served on active duty for 90 days or more between 7 Dec 1941 and 2 Sept 1945; those on active duty for a year or more between 16 Sept 1940 and 24 June 1948; those who served on active duty three years or more prior to 1 July 1951; and those 26 years of

age or older prior to 1 July 1951.

- Priority Two—Reservists not in priority one but who were members of the Reserve prior to 17 Aug 1950.

- Priority Three—Those with no prior service, who enlisted in the Reserve after 16 Aug 1950 for immediate assignment to active duty.

Priorities for release of USMCR officers are as follows:

- Priority One—Volunteer Reserve officers, other than second lieutenants, who served for a year or more between 7 Dec 1941 and 2 Sept 1945.

- Priority Two—Officers, except second lieutenants and those in the preceding priority, who served for 90 days or more on active duty between 7 Dec 1941 and 2 Sept 1945; or for 12 months or more between 16 Sept 1940 and 24 June 1948; or for three years or more before 1 July 1951.

- Priority Three—Volunteer Reserve second lieutenants who served on active duty for a year or more between 7 Dec 1941 and 2 Sept 1945. These officers will be released upon completion of 17 months of their current tours.

- Priority Four—includes all other Reserve officers. These officers will be released upon completion of 21 months of extended active duty.

Because of the shortage of second lieutenants, they are being retained somewhat longer than other officers. If a second lieutenant is promoted before his planned release date he will be assigned to the appropriate priority for release. Non-veteran officers who have not completed their training will also be retained somewhat longer so that their training can be completed.

### Deep Sea Diving Course Open To USN Warrant Officers

A six-month course at the Deep Sea Diving School, Naval Gun Factory, Washington, D. C., is open to USN warrant officers in the grades of gunner (7230) and boatswain, according to BuPers Circ. Ltr. 132-51 (NDB, 15 Aug 1951).

The first deep sea diving class for warrant officers convened 1 October.

#### RELEASE OF ENLISTED MARINE RESERVISTS UNDER CURRENT USMC PLAN

Month Assigned Extended Active Duty	Month of Release		
	Priority 1	Priority 2	Priority 3
July 1950	June 1951	Jan 1952	May 1952
Aug 1950	July-Aug 1951	Feb-Mar 1952	May 1952
Sept 1950	Aug-Oct 1951	Mar-Apr 1952	May 1952
Oct 1950	Oct-Dec 1951	Apr 1952	May 1952
Nov 1950	Dec 1951	Apr-May 1952	May 1952
Dec 1950	Dec 1951-Jan 1952	May 1952	May 1952
Jan 1951	Jan 1952	May 1952	May-June 1952
Feb 1951	Feb 1952	May 1952	June 1952
Mar 1951	Mar 1952	May 1952	June 1952
Apr 1951	Apr 1952	May 1952	June 1952
May 1951	May 1952	May 1952	June 1952
June 1951	June 1952	June 1952	June 1952

#### RELEASE OF MARINE RESERVE OFFICERS UNDER CURRENT USMC PLAN

Month Assigned Extended Active Duty	Month of Release			
	Priority 1	Priority 2	Priority 3	Priority 4
July 1950	July-Dec 1951	July-Dec 1951	Dec 1951	Apr 1952
Aug 1950	Jan 1952	Jan-Mar 1952	Jan 1952	May 1952
Sept 1950	Feb 1952	Mar-Apr 1952	Feb 1952	June 1952
Oct 1950	Mar 1952	Apr 1952	Mar 1952	July 1952
Nov 1950	Apr 1952	Apr 1952	Apr 1952	Aug 1952
Dec 1950	Apr 1952	Apr 1952	May 1952	Sept 1952
Jan 1951	May 1952	May 1952	June 1952	Oct 1952
Feb 1951	May 1952	May 1952	July 1952	Nov 1952
Mar 1951	June 1952	June 1952	Aug 1952	Dec 1952
Apr 1951	June 1952	June 1952	Sept 1952	Jan 1953
May 1951	June 1952	June 1952	Oct 1952	Feb 1953
June 1951	June 1952	June 1952	Nov 1952	Mar 1953

## 1,561 More POIs Advanced To CPO; On Waiting List Since Last Examinations

A second group of 1,561 enlisted candidates who passed the Navy-wide examinations conducted 13 Feb 1951, are to be advanced to CPO. They had been placed on a waiting list at the time 1,800 new CPOs were approved earlier this year (ALL HANDS, July 1951, p. 41).

Commanding officers are authorized by BuPers Circ. Ltr. 155-51 (NDB, 15 Sept 1951) to advance the men listed in that directive provided they are in all respects qualified and eligible. Such advancements must be effected sometime between 16 Oct and 16 Dec 1951.

No advancements are authorized for 17 of the existing ratings as advancements of all qualified candidates in such ratings were previously authorized.

The new chief petty officers are subject to the provisions of BuPers Circ. Ltr. 181-50 (NDB, 15 Nov. 1950), which specifies that their advancements will be *acting appointments, temporary*. However, this circular letter also provides that advancements may be made of a permanent nature when vacancies and needs of the service permit.

Approximately 7,200 POIs passed the February examinations. There remain about 3,840 of the February candidates who made passing grades in the exams, but whose advancements have not been authorized. They have not been advanced due to budgetary and pay grade structure limitations. This remaining group will be required to compete again in the service-wide competitive examinations scheduled for 29 Jan 1952.

In the list of names announced by the circular letter, Naval Reservists are indicated by the letter "R" after their serial number. They will be advanced temporarily to acting appointments in the appropriate emergency service rating in which they are serving.

Here are the number of men advanced, under the latest authority, in each rating: ABC, 18; ACC, 14; ADC, 66; AEC, 45; AFC, 14; AKC, 11; ALC, 40; AMC, 16; AOC, 15; ATC, 98; BMC, 161; BTC, 17; CMC, 3; CSC, 30; DCC, 39; DKC,

## WHAT'S IN A NAME

### Buccaneers

In the early 16th century, when the Spaniards in the West Indies were causing all manner of interference with ships of other nations trading there, they did so on the plea that the New World, as they called it, belonged exclusively to Spain by right of discovery.

The English, French and Dutch, in reprisal, fitted out privateers manned by crews destined to become the celebrated bands of piratical adventurers known as buccaneers.

For nearly two centuries, ceaseless war against Spanish shipping and indiscriminate piracy of vessels of all nations were waged by these freebooters who eventually established their headquarters on the Spanish possession of Hispaniola where immense herds of wild cattle and swine provided excellent hunting grounds.

Two groups of privateers—one to do the hunting, the other to cultivate the soil—remained on the island, while a third portion devoted themselves to "the commerce of the seas," as they were pleased to call their privateering expeditions.

Those engaged in hunting became known as "boucaniers" (later corrupted into "buccaneers") from their rude manner of cooking meat adopted from the native Caribs. This was simply to make a frame of green boughs, called a "boucan," upon which the meat was laid or spitted over a slow fire which partly smoked and partly cooked the meat. Sheds in which meat was thus prepared also were referred to as "boucans."

Some of the meat cured in this fashion was kept by the privateers for their own

consumption, but great quantities were sold to ships putting in for provisions, or exchanged for various commodities brought over from Europe. Often after a visiting ship had left port, the privateers would put to sea and raid the vessel, thereby laying hold of not only the traded meat but the entire cargo as well.

From such circumstances and similar modes of operation, these privateers, as well as all other pirates of the times, came to be called buccaneers.

Toward the middle of the 17th century, the original buccaneers began steadily to decline. Their last famous event and final concentrated raid occurred in 1697 with the capture and looting of the island city of Cartagena on the coast of Colombia in South America.



18; DTC, 25; EMC, 84; ENC, 34; FCC, 39; FPC, 41; FTC, 7; GMC, 93; HMC, 157; ICC, 15; JOC, 1; LIC, 3; MAC, 6; MEC, 12; MLC, 1; MMC, 129; MRC, 4; MUC, 14; OMC, 1; PIC, 1; PNC, 30; PRC, 4; QMC, 132; RDC, 1; SDC, 26; SHC, 31; SKC, 42; SWC, 1; TDC, 10 and TMC, 12.

### Aeronautical Engineering Duty Applications Desired

Applications for aeronautical engineering duty are desired from naval aviators who are permanently commissioned line officers of the Regular Navy.

Officers of this category who have a college degree or equivalent training and experience in their specialty

will be assigned to one of the following three classifications of aeronautical engineering duty: general (structures, power plants or armaments); electronics; industrial management.

Applications also are desired from any permanently commissioned line officer of the Regular Navy with a college degree or equivalent training and experience in aerology for assignment to aero-engineering duty. Commanders whose date of rank is 1 Jan 1944, and officers junior thereto are eligible to apply.

Applications should be submitted via official channels to the Chief of Naval Personnel (Attn: Pers-B111h), to reach the Bureau prior to 30 Nov 1951, according to BuPers Circ. Ltr. 172-51 (NDB, 30 Sept 1951).

## Here's Complete Summary of Rights and Privileges of Navy Dependents

Dependents of naval personnel are entitled to a wide range of benefits. ALL HANDS herein presents a round-up of the rights and privileges of Navy dependents.

Who is a dependent? Any person in the following categories may be claimed by a serviceman as a dependent:

- Lawful wife.
- Unmarried legitimate children, step-children or adopted children under 21 years of age.
- Unmarried legitimate children, step-children or adopted children over 21 years of age, if incapable of self-support because of being mentally defective or physically incapacitated, who are dependent on the serviceman for over half of their support.
- Father or mother of a serviceman—provided the parent is dependent upon the serviceman for over half of his support.
- A step-parent or former step-parent—who is not divorced from the blood parent—who is dependent upon the serviceman for over half of his support.
- A parent by adoption, or any person who has functioned in the place of the parent—"in loco parentis"

of the serviceman at any time for a continuous period of at least five years during the minority of the serviceman, if such person is dependent on the serviceman for over half of his support.

• If the service person is a woman, she may claim her husband or children as dependents only when such persons—as defined above—are dependent on her for over half of their support.

A serviceman may not count "in-laws" as dependents.

Here is the list of benefits and services to which qualified Navy dependents are entitled:

**Dependents' Allowance**—A basic allowance for quarters is provided by the Dependents Assistance Act of 1950. The allowance is to supplement an enlisted man's pay where it is necessary for him to obtain private quarters for himself and his dependents. Application for BAQ is made at the sailor's duty station. The amount of BAQ depends upon the enlisted man's pay grade and the number of dependents. Other information is contained in ALL HANDS, June 1951, p. 7.

**Medical Care and Hospitalization**—Dependents of naval personnel are

eligible for medical and hospital treatment when facilities are available. This includes "out-patient" treatment—when the patient does not need to be confined to a hospital. "In-patient" treatment—full hospitalization—is generally available at a prescribed rate of \$1.75 per day.

Since 13 Apr 1951, children (under 21 years of age) of deceased personnel are eligible for medical care and hospitalization.

Dependents who wish to apply for medical care must have a "Dependents Identification Card." This card is good for one year and should be obtained through the serviceman's personnel office.

Dental care is not furnished. Exceptions are made in case of extreme emergency, however, at certain foreign stations.

**Navy Exchange Privileges**—Dependents of naval personnel may make purchases from, and use the services of, Navy exchanges (formerly called ship's service stores). This privilege is extended to Navy widows who have not remarried.

Identification cards or passes should be obtained from the serviceman's commanding officer or by applying in person at the office of the Navy exchange.

**Commissary Privileges**—When a serviceman is on shore duty (or duty at sea or overseas, away from the vicinity of a commissary store), those dependents who normally make up his household when he is on shore duty may make purchases from designated commissaries.

Special commissary passes should be obtained from the administrative office of the appropriate commissary. Due to a lack of accommodations in certain places, it may be necessary to wait your turn on a "waiting list" before receiving a commissary pass.

**Travel and Transportation Allowances**—Transportation in kind, or a monetary allowance in lieu thereof, at the rate of six cents per mile is authorized for dependents 12 years of age and over, three cents per mile for those under 12 and over five years of age. Such allowances are authorized when a permanent change of station is made by the personnel concerned, or in certain other cases—such as death of a member while on

### Recruits Make Good Use of Civilian Training

Lots of times you hear the old complaint, "Why can't I make better use of my civilian training in the Navy?" A number of recruits at NTC Great Lakes, Ill., can't sing that tune, however. They are getting opportunities to test the products of their civilian labor.

Bill Rilling, SR, USN, and Charles Sparbeck, SR, USN, have had ample opportunities to test out the jerseys and watch caps they helped make as civilians. George Schringer, SR, USN, held a job with a paint manufacturer. He, too, has demonstrated a knowledge of his product and its use.

Clifford Austin, SR, USN, was a spot welder in a Bay City, Mich., shipyard where PT boats are constructed. If he gets a chance to test PTs, Austin hopes he won't have to make use of the product of

another recruit, Charles Black, SR, USN, who worked for a company that makes life jackets for the Navy.

George Marchi, SR, USN, will be able to make good use of his civilian background—if he strikes for yeoman. He held a desk job with a firm that makes office equipment.

Other sailors who may get a chance to test the goods they worked with before joining the Navy are Bill Bennett, SR, USN, who worked for an Illinois firm manufacturing submarine detecting devices, and John Haggeton, SR USN, who worked for an aircraft company which manufactures jet engines for Navy planes.

Most recruits don't look forward to using the gadget Nick Socotch, SR, USN, worked on. Socotch's company manufactures bilge pumps—R. G. Morgan, SN, USNR.

active duty. The maximum travel allowance a family can receive is 18 cents per mile. This, of course, is in addition to the six cents per mile for the personnel concerned. Transportation of furniture and household effects is also authorized. Additional information on travel allowances is contained in ALL HANDS, May 1951, p. 53.

**Soldiers' and Sailors' Civil Relief Act of 1940**—A full discussion of this act, including rights and benefits relating to rent, eviction, taxes, insurance, mortgages or similar obligations is included in ALL HANDS, May 1951, pp. 44-46.

**Social Security**—Dependent survivors of World War II veterans may be entitled to certain survivors' benefits or old-age retirement benefits under the Social Security Acts. If you believe you are entitled to Social Security benefits, consult the nearest Social Security office immediately. A full discussion of this subject is included in the September issue of ALL HANDS, pp. 46-49.

When a Navy man dies while on active duty, his next of kin is eligible for a variety of benefits:

**Back pay and allowances**—All back pay and allowances credited to a deceased Navy man's pay account are payable to his next of kin.

**Lump-sum payment** — A six months' death gratuity equal to six months' pay, is also payable to the next of kin. BuPers handles both the arrears of pay and the death gratuity.

**Free \$10,000 indemnity**—Servicemen are now covered by a free indemnity, in the amount of \$10,000, while on active duty and up to 120 days after separation from service.

The indemnity is paid in 120 equal monthly installments to the beneficiaries named by the serviceman. Full details are contained in ALL HANDS, July 1951, pp. 50-51.

**Burial and funeral expenses**—Effective 1 May 1951, an allowance of \$125 is made for burial of the serviceman in a private cemetery and \$75 for burial in a station or national cemetery. Usually, a chaplain will call on the family of a deceased serviceman and will be able to advise on most matters relating to the funeral.

**Burial in a National Cemetery**—The wife, husband, unmarried widow or widower, minor children,

## Navy Chief Has Served in Four Major Conflicts

Wade Morrow, PNC, USN, has served in four major conflicts and two branches of the armed services.

During the punitive expedition against Mexico in 1916, he served in the Army under General John J. Pershing.

One of America's pioneer flyers, Morrow holds a pilot's license signed by Orville Wright. He is one of the first 25 men in U. S. aviation history to qualify as a night fighter pilot. In 1918, during World War I, as a second lieutenant, Morrow and 24 other officers were selected to take a course in night flying. Later the group was sent to an Army Air Station in England and told their assignment was to night-bomb Metz. The armistice was signed, however, before they could execute the mission they had

so carefully prepared to carry out.

Chief Morrow returned to the service in 1942. This time, he chose the Navy and served in it for three years.

After obtaining a waiver on the age requirement, Morrow reentered the Navy a few months ago. He is now in charge of USAFI and the education testing room at Fleet Activities, Yokosuka, Japan.

Whenever he hears a jet plane roar overhead, Chief Morrow thinks back to the days he was flying *Handley-Pages*, *Spads* or *Sopwith-Camels*—when their top flying speed was 130 miles per hour, a far cry from the 600 of today.

Flying runs in the Morrow family. The chief's son, William, is now an Air Force captain.—O. S. Roloff, JOC, USN.

and certain unmarried adult children of service personnel may be buried in a national cemetery. Application for burial in a national cemetery should be addressed to the Quartermaster General, Washington 25, D. C.

Certain other agencies, which maintain a liaison with the Navy, provide benefits and services for sailors and their dependents. Here are a few of them:

- American Red Cross—Helps establish contact between serviceman and his family in time of emergency. Verifies data relating to requests for emergency leave. Renders financial assistance within certain limits, assists in personal and family problems. Provides emergency ambulance transportation.

- To obtain aid from the Red Cross, contact the Red Cross Field Director assigned to your station or the nearest Red Cross chapter.

- Navy Relief Society — Offers financial assistance, helps in securing emergency transportation, advises on community agencies such as the Crippled Children's Service, Polio League and the Welfare Department. The society also helps locate personnel and assists with family problems.

Those wishing help from the Navy Relief Society should contact an

auxiliary or branch, if one is located at the sailor's station, or the Society Headquarters, Navy Department, Washington 25, D. C. Servicemen and their dependents living in the 9th Naval District should contact the Great Lakes Auxiliary Navy Relief Society, NTC Great Lakes, Ill. In emergencies, applications to Headquarters or the Great Lakes Auxiliary should be forwarded through the Red Cross.

- Your commanding officer, your chaplain, personal affairs or legal assistance officer should be able to lend a hand or direct you to the proper agencies in time of need.

- Government Agencies—A number of federal government agencies such as the Veterans Administration, Civil Service Commission, Bureau of Internal Revenue, War Claims Commission, U. S. Employment Service and others stand ready to help in matters under their jurisdiction.

- State, county and local governments often have agencies set up to help the serviceman and his family.

The Bureau of Naval Personnel is currently revising its booklet, *Personal Affairs of Naval Personnel and Aid for Their Dependents*, which discusses in detail the rights and benefits of naval personnel and their dependents. It is expected that the booklet will soon be distributed.

# Enlisted Correspondence Courses Are Now Available to All Naval Personnel

Enlisted correspondence courses, originally established for Naval Reservists on inactive duty, are now available to all naval personnel—USN or USNR—on active or inactive duty.

Reservists on active duty, however, will not earn retirement point credits for completion of these courses.

The correspondence courses are designed for individual self-study and are based on Navy training courses. They are not to be used for group study or as part of a curriculum. Successful completion of an enlisted correspondence course will be considered as evidence of completion of the Navy training course upon which the correspondence course is based.

Certificates, signifying successful



completion of correspondence courses, will be sent to qualified personnel. Commanding officers will make copies of these certificates a part of the individual's record.

While participation in the pro-

gram is voluntary, sailors are urged to take advantage of these courses which will not only increase their knowledge and proficiency in naval subjects but will better their chances of making a high score on the advancement in rating examinations, according to BuPers Circ. Ltr. 103-51 (NDB, 30 June 1951).

The courses are administered by the U. S. Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn I, N. Y. Applications should be sent to the center via the individual's immediate forwarding authority. Normally, applicants will be enrolled in only one course at a time.

Here is a list of available courses. ALL HANDS will publish the names of additional courses as they become available.

TITLE	NAVPERS	APPLICABLE TO FOLLOWING RATINGS IN PARTICULAR:	Use of tools	91228	IC, MA, MM, MN, MR, RD, RM, SO, TD, TE, TM, and strikers.
<b>General Courses</b>					
Your Navy	91208	All rates and ratings			AD, AM, AN, AO, BT, BU, CD, CE, CM, CN, DC, DM, EM, EN, ET, FC, FN, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, SV, SW, ED, TM, UT, and strikers.
<b>Basic Courses</b>					
Mathematics, Volume 1	91219	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN, and strikers.	Basic Machines	91230	CM, IM, FC, FT, GM, MN, MR, TD, TM, and strikers.
Mathematics, Volume 2	91220	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN, and strikers.	<b>Non-rated courses</b>		
			Seaman	91240	SN, SA, SR.
			Fireman	91500	FA, FN, FR, SR.
			<b>Group I, Deck</b>		
			Boatswain's Mate 3	91242	Strikers for BM3.
			Boatswain's Mate 2	91243	BM3.
			Cargo Handling	91247	BM and strikers.
			Introduction to Communications	91254	CT, QM, and strikers.
Blueprint Reading and Layout Work	91223	AD, AE, AM, AO, BT, BU, CE, CM, CN, DC, DM, EM, EN, ET, FC, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, PM, SV, SW, TD, TM, UT, and strikers.	Radarman 3	91266	Strikers for RD3. Also AC, AL.
			Visual Communication Topics	91255	AC, QM, and strikers.
			<b>Group II, Ordnance</b>		
			Gunner's Mate 3, Vol 1	91309	Strikers for GM3.
			Gunner's Mate 2, Vol 1	91311	GM3.
Electricity	91225	AE, AL, AO, AT, CE, CM, CN, CT, EM, EN, ET, FC, FN, FT, GM,	Gunner's Mate 2, Vol 2	91312	GM3.

Fire Controlman 3,  
Vol 1 91316 Strikers for FC3 and  
FT3.

**Group III, Electronics**

Electronics Tech-  
nician 3 91373 Strikers for ET3. Also  
RM, CT, AL, TD, and  
strikers.

**Group IV, Precision Equipment**

None

**Group V, Administrative and Clerical**

Teleman 91400 TE and strikers.  
Introduction to  
Radio Equipment 91406 RM, TE, and strikers.  
Storekeeper 3 91430 Strikers for SK3.  
Storekeeper 2 91431 SK3.  
Disbursing Clerk 3 91435 Strikers for DK3.  
Disbursing Clerk 2 91436 DK3.  
Commissaryman 3 91440 Strikers for CS3.  
Commissaryman 2 91441 CS3.  
Bakers' Handbook 91444 CS, SD, and strikers.  
Ship's Service-  
man 3 91446 Strikers for SH3.  
Ship's Service-  
man 2 91447 SH3.

**Group VI, Miscellaneous**

None

**Group VII, Engineering and Hull**

Electrician's Mate 3 91523 Strikers for EM3. Also  
IC and strikers.  
Electrician's Mate 2 91524 EM3. Also ET, MR,  
and strikers.  
Metalsmith 3 31533 Strikers for ME3. Also  
BT, IC, ML, MR, PM,  
and strikers.  
Metalsmith 2 91534 ME3. Also BT, IC, ML,  
MR, MP, and strikers.

Metalsmith 1 91535 ME2. Also BT, MR,  
and strikers.  
Chief Metalsmith 91536 ME1. Also BT, MR,  
and strikers.

Damage Control-  
man 3 91543 Strikers for DC3. Also  
PM and strikers.

Damage Control  
man 2 91544 DC3. Also PM and  
strikers.

**Group VIII, Construction**

None

**Group IX, Aviation**

Aircraft Electrical  
Systems 91607 AT, AE, and strikers.  
Advanced Work  
in Aircraft Elec-  
tricity 91608 AO, AE, and strikers.  
Aircraft Metal  
Work 91618 AM and strikers.  
Airplane Structures 91620 AD, AM, and strikers.  
Aircraft Instruments 91627 AD, AE, and strikers.  
Aircraft Fuel  
Systems 91630 AD and strikers.  
Aircraft Propellers 91631 AD and strikers.  
Aircraft Fire  
Control 91635 AO and strikers.  
Aircraft Turrets 91638 AT, AO, AE, and  
strikers.

**Group X, Medical**

Handbook of the  
Hospital Corps 91666 HM and HN. Also DN  
and DT.

**Group XI, Dental**

None

**Group XII, Steward**

Steward 3 91692 Strikers for SD3.

**Wave Recruit Training Unit  
Moving to NTC Bainbridge**

Wave recruit training facilities are being moved from Great Lakes, Ill., to the newly reactivated Naval Training Center, Bainbridge, Md. Transfer of units—designed to ease the critical housing shortage at Great Lakes—is scheduled to begin in late-October or early-November.

Approximately 1,100 recruits will be enrolled at Bainbridge, an increase of 400 over the number at Great Lakes. At the same time, recruiting quotas throughout the nation will be stepped up about 50 per cent.

Graduates of the recruit training program are assigned either to a

station in the U. S. for on-the-job training or to a service school. Qualified Waves may now earn ratings in hospital work, communications, supply, aviation and general administration.

Women may now enlist in the Waves at age 18—formerly the minimum age requirement was 20.

**Part-Time Civilian Work  
Okay for Naval Personnel**

Part-time civilian jobs which are essential to the national welfare may now be accepted by naval personnel.

Commanding officers are authorized to permit military personnel to engage voluntarily in certain part-time *agricultural and industrial work*

while off duty, on liberty or leave. Authorization by COs will be dependent upon approval from the local Public Employment Service Office certifying there is a local labor emergency and that such employment will not compete with the employment of civilians in the same work.

There are certain other requirements to be met before you can start on an outside job. You must have your Social Security card. Any extra income will have to be included when you make your income tax report and payments. Liberty and leave, of course, will not be granted solely because a man desires to accept such employment. Outside jobs must involve no government expense.

## Here's How to Prepare Your Personal Papers and Take Care of Them

If you're an average Navyman, then you've probably got a number of personal papers that are important to you. You should see that they receive proper care.

Important personal documents include wills, birth certificates, marriage certificates, discharge papers, deeds, insurance policies, stocks and bonds, powers of attorney, bank pass books and the like.

For a few dollars a year you can probably rent a safe deposit box in your bank. This is a good place to keep your personal papers, savings bonds and other important material. You can arrange for your wife, attorney, or some other qualified person to open the box and take care of necessary matters in case of severe illness or death.

You may want your lawyer, bank or trust company to hold these papers for you. Perhaps you have photostatic copies of some of these documents. It is a good idea to leave copies with your lawyer or bank and, if you belong to the Navy Mutual Aid Society, file copies with that organization, too.

Officer personnel may send personal documents to BuPers for safekeeping. Wills are sealed in envelopes, marked "last will and testament" and filed—along with other papers—in the officer's service record.

Enlisted personnel may request their commanding officers to file such personal documents with their current service record. BuPers keeps only a duplicate of each man's current service record but documents that are forwarded to BuPers are

kept on file with his duplicate record. After separation, the sailor may request the return of any such personal documents the Bureau may be holding.

• *Your will*—Be sure to make a will—no matter how small your estate may be. It is costly to administer an estate and, in the absence of a will, the costs sometimes exceed the net worth of a small estate.

You can make a short general will that will cover most situations but if you have several beneficiaries and property of various types, it is far better to have a complete and detailed will made out with the assistance of an attorney.

Here is a sample "short will." It should be used *only* if there is not time to prepare a detailed will.

*All my property and estate I bequeath and devise unto my wife, (mother), (brother), ..... absolutely and in fee simple, and appoint her (him) executrix (executor) of this will without bond, and with full powers to sell and convey, or in any other manner dispose of, the whole or any part of my estate.*

*Witness my hand at ..... (place) this ..... day of ....., 19.....*

*(Full name)  
Signed, sealed, published,  
and declared by  
.....  
(Full Signature)*

*the above-named testator, as and for his last will and testament in our presence, and we, at his request, and in his presence, and in the presence of one another, hereunto subscribe our names as attested witnesses.*

(1) ..... (name) ..... (address) .....  
(2) .....  
(3) .....

A will should be signed by the testator—the person making the will—in the presence of three witnesses. Authentication by a notary public is not necessary. Each witness must write his name and address on the will, *in the presence of the testator and the other witnesses.*

A will consisting of several pages

should be initialed by the testator and witnesses on every page that does not contain their signatures.

Witnesses should not include your spouse, a beneficiary or the spouse of a beneficiary.

The laws of the state in which you reside—or in which your property is located—govern disposition of your property. You may will everything to your wife but you cannot will everything away from her. The law protects the legal share of a surviving spouse. You can will everything away from your children, however, by specifically mentioning each one.

Remember that this will is not good forever. If one of the beneficiaries dies or if you have another child after the will is made, the security of the will is weakened. For example, you may have provided for specific amounts to be paid to your wife and each child. After the

### 500 CWOs Are Considered For Advancement in Grade

A selection board has been in session to select commissioned warrant officers of the Regular Navy and Naval Reserve for assignment to higher pay grades.

Approximately 500 CWOs are being considered, including many serving under temporary appointment in the grade of ensign or higher. All CWOs whose dates of commencement of commissioned service under current appointment (as distinguished from dates of rank) were 28 Feb 1945 or earlier are eligible for consideration for assignment to warrant officer pay grade W-3. Those with 12 years' commissioned service on or prior to 30 June 1952 are eligible for consideration for assignment to warrant officer pay grade W-4.

Further details are contained in BuPers Circ. Ltr. 157-51 (NDB, 15 Sept 1951) which also announces the assignment of 316 commissioned warrant officers to pay grade W-3—effective, for pay purposes, on 10 Sept 1951. These officers were selected and placed on a waiting list last summer. (See ALL HANDS, August 1951, p. 42.)



"Room with a bath, please."

will has been executed, another child is born. Unless the will is altered to include this child, he will be permitted to take whatever share is allowed by the law in the state concerned—just as if no will existed. It would be possible, therefore, for him to receive a larger share than the other children.

• **Power of Attorney**—It is sometimes advantageous to appoint a power of attorney—someone to administer your affairs in your absence. A power of attorney should be executed for a specific purpose, however, under the guidance of a legal officer or attorney. *General powers of attorney should be avoided.* Complete details on this subject are contained in ALL HANDS, April 1951, pp. 8-9.

• **Checks**—It is no longer necessary for you to file your signature and written permission with the Treasury Department in order for your dependent or beneficiary to cash your government checks. Banks are required to guarantee such checks. You will have to make arrangements with your bank, however, if you want it to accept your wife's—or some other person's—endorsement.

The simplest way to handle this problem is to have a joint bank account. Remember, however, that if your wife or some other person holding a joint bank account with you should move to another city, your signature or power of attorney is needed to open another joint account.

## LDO Selections Announced; Eligible During 1951-1953

The list of successful candidates in the 1951 increment of the LDO Program is announced in BuPers Circ. Ltr. 131-51 (NDB, 15 Aug 1951).

The candidates, who were recommended for appointment by the 1951 LDO selection board, are listed in lineal order and will become eligible for temporary promotion during the calendar years 1951 to 1953 as indicated on the circular letter list.

Appointments have been mailed to those selectees who are not now serving in the Navy in temporary commissioned grades of ensign and above.

## The Word on PT Boats and Getting Duty on Board Them

A PT boat sailor writes in asking why he hadn't heard about motor torpedo boats in the Korean conflict. A man with extensive experience in this type of craft during World War II, he also wants to know what his chances are of getting PT duty once again.

Chances of getting PT duty aren't so good, since there are just a few more PTs than battleships in active service. Currently there are eight boats. Four are plywood-hull boats which were constructed during the war. The other four (PTs 809, 810, 811 and 812) are aluminum-hull boats completed during the Korean conflict.

The four wood-hull boats (PTs 613, 616, 619 and 620) were in service until the spring of 1951 when all but one were placed in mothballs. The favored boat was the 619.

The four aluminum-hull boats, each built by a different yard, were

built for experimental purposes. Each has a different hull and each embodies different characteristics. It is planned that a composite type will evolve from these four, utilizing the best features of each boat and the most suitable of the four different hulls.

Present plans do not call for the immediate construction of any of these composite-type boats. In the event of mobilization, however, all newly-constructed PTs would use this craft as their prototype.

PTs of the future will be bigger craft all-around than their World War II predecessors—15 to 25 feet longer and proportionately wider. They will be powered by four engines of much greater power than the three 1,500 horsepower engines of the older craft. Their greater size will mean more and larger armament and roomier living compartments. The added horsepower will mean even greater speed.

## Mine-Testing Personnel To Qualify Once a Year

Simplified procedures for qualifying officers and enlisted personnel to test, adjust and repair influence-type mine firing mechanisms have been announced in BuPers Circ. Ltr. 143-51 (NDB, 31 Aug 1951).

Influence-type mine firing mechanisms may be opened only by qualified personnel. These personnel are divided into two categories:

**Class A**—Qualified to test, adjust and repair influence-type mine firing mechanisms.

**Class B**—Qualified to test and adjust influence-type mine firing mechanisms.

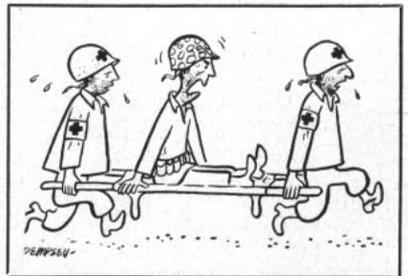
For an officer to hold one of the above classifications he must be qualified by (1) the Commanding Officer, Naval Schools, Mine Warfare, or (2) by his CO after demonstrating his proficiency before a person currently holding a Class A qualification, or (3) by the CO of the activity conducting authorized requalification training.

In the case of enlisted men, the individual letters of authorization formerly issued by BuOrd have been

replaced by the identification furnished by two special program job codes. These codes, 9987 and 9988, identify graduates of certain courses at the Mine Warfare School.

Men holding code 9988 will have an entry on page 13 of their service records listing the name of the course completed and the mechanisms they are qualified to test and adjust.

For both officer and enlisted personnel the qualification will terminate at the end of one year unless the command concerned originates another letter indicating that the individual has been working with influence-type mine firing mechanisms during that period. Moreover, everyone must be *retrained* every three years.



"Hey, I was just sleeping."

## Summary of Action on Current Legislation of Interest to Naval Personnel

Each month when Congress is in session, legislation of interest to naval personnel is reported in ALL HANDS. Only new bills and changes in the status of previously discussed legislation are reported, covering generally the four-week period immediately prior to the date this issue goes to press.

If there has been no change in the status of a particular bill since the time it was last reported in ALL HANDS, it will not be covered in the current issue. The last round-up was carried in the October 1951 issue, page 16.

**Defense Housing**—Public Law 139 (evolving from H.R. 2988 and S. 349); the new Defense Housing and Community Facilities Act assists in providing housing, facilities and services required in connection with national defense. Included in the law are the following general provisions: (1) reduces substantially the minimum down payment required on homes priced up to \$12,000; (2) makes eligible for additional home loan guaranties many of the veterans who previously used all or part of their guaranty entitlement for home, farm and business loans; and

(3), revives the direct government loan program for veterans in areas where four percent mortgage financing is unavailable from private sources.

**GI Loan Violations**—Public Law 142 (evolving from H.R. 319); establishes treble damages provisions, namely, that whoever knowingly makes, effects or participates in a sales of any property to a veteran for consideration in excess of the reasonable value of such property as determined by proper VA appraisal, shall, if the veteran pays for such property in whole or part with a GI loan, be liable to three times the amount of such excess amount.

**Tax on Admissions**—Public Law 124 (evolving from H.R. 4601); exempts servicemen in uniform from admission tax where they are otherwise admitted free.

**Disabled Veterans Pensions**—Public Law 149 (evolving from H.R. 3193); enacted into law by Congress over the President's veto; provides a \$120 a month pension for totally disabled veterans whose disability is not service-connected.

**Korean Veterans' Rehabilitation**—H. R. 3932: passed by Senate; to

provide vocational rehabilitation and training for all veterans with compensable service-connected disabilities serving after 27 June 1950.

**Reserve Components of Armed Forces**—H.R. 5426 (replaces H.R. 5277, H.R. 4860 and H.R. 4667) and S. 1991: introduced; the new revised bill has been approved by the House Armed Services Committee; it supplements the recent U.M.T.S. Act (Public Law 51) and places all Reserve components of the armed forces on an equal basis in so far as practicable. Provisions of the bill call for establishment of a Ready Reserve, a Stand-by Reserve and a Retired Reserve, in each of the services in lieu of existing organization structures.

**Commissary and Prices** — H.R. 5054: passed by House and Senate with amendments; to provide as part of the Armed Forces Appropriation Act, that no appropriation shall be available for any direct expense in connection with the operations of commissary stores, except where reimbursement for such expenses is to be made by the services. A possible effect of this is that the services may be required to include in the sale price of commissary goods overhead items or any direct expense, including transportation, maintenance, operation and management of commissary stores.

**Cash Bonus Payments**—House Concurrent Resolution 150: under consideration; the resolution, if approved, would express the sense of Congress that payment of cash bonuses to veterans is non-inflationary and is an appropriate recognition of their services and sacrifices, and that federal agencies should encourage the purchase of state bonds issued to provide funds for the payment of such bonuses.

**Correction Payments** — H.R. 1181 and S. 308: passed by House with amendments and approved by Senate Armed Services Committee without amendment; to amend existing law so as to authorize payment of claims arising from the correction of a number of military and naval records.

**Transportation of Dependents and Effects** (when called to active duty)—H.R. 5065 and S. 1993: introduced;

## HOW DID IT START

### Quarantine

In international law, "quarantine" is the name given to the regulations imposing a period of time during which a ship arriving in port is forbidden to land freight or pas-



sengers if it is suspected of being infected with a contagious malignant disease.

Maritime quarantine was first established at Venice in 1403 to prevent the invasion of pestilence from the East. Geneva followed suit in 1467, and gradually the Italian system was adopted by other seaport cities of the world.

Originally, the period of restriction, regardless of the disease to which a ship might have been exposed, was 40 days. The name given such regulations was "quarantina" (Italian for "forty"); whence comes "quarantine."

The 40-day period, thanks to developments of medical science, has long since been reduced materially, the extent of quarantine now depending upon the incubation period of whatever disease may be involved.

Today, if a ship's physician reports his vessel free from exposure or disease, port medical authorities generally impose no period of quarantine.

to authorize that Regular Navy and USMC officers appointed during the period 8 May 1945 to 31 March 1951, after previous service as Reserve officers, shall be entitled to receive allowances for transportation of dependents and household effects from home of record to first permanent duty station.

**Transportation of Household Effects** (at termination of duty)—H.R. 1202 and S. 329: introduced; to authorize payment for the transportation of household effects of members of the naval forces, upon release from active duty, from their homes of record to places selected by such members.

**Survivors' Benefits**—H.R. 5169: introduced and hearings concluded by special subcommittee of House Armed Services Committee (clean bill H.R. 5594 introduced later); to provide, in the case of death of personnel on active service, that the surviving widow shall be paid an annuity of 25 per cent of the serviceman's base pay, and surviving children be paid an annuity of \$360 per child (not to exceed \$900 in case of three or more children). To pay for this benefit a small portion of the pay of servicemen would be deducted, progressing from three-fourths of one per cent of the monthly basic pay of a seaman recruit up to two and a quarter per cent for an admiral. Those in receipt of hazardous duty pay would have deducted an additional amount from one to three per cent of their hazardous duty pay. The bill provides survivors benefits for personnel granted retired, retirement or retainer pay.

### 25 July 1947 Is Terminal Date for GI Bill Purposes

In giving a definition of World War II veterans used for the purpose of release of Naval Reservists to inactive duty, ALL HANDS (September 1951, p. 43) stated: "A specified amount of service after the 'shooting war'—between 2 Sept 1945 and 24 June 1948—qualifies an individual for the GI Bill, for example, but not for some state bonuses or for membership in certain veterans' organizations."

The terminal date should have been listed as 25 July 1947—the end of World War II for GI Bill purposes—and not 24 June 1948. The 24 June 1948 date is a terminal date for determining veteran status of enlisted Reservists with regard to release to inactive duty only.

**Cost-of-Living Pay Adjustment**—H.R. 3991: introduced; to adjust the basic pay of service personnel so as to rise or fall in relation to the standard Consumer's Price Index figure.

**Reenlistment Bonuses**—H.R. 5405: approved by House Committee; passed by House; to amend current law and provide the following lump sum bonuses for personnel who reenlist within three months of discharge or separation: \$40 for a two-year enlistment; \$90 for three years; \$160 for four years; \$250 for five years; and \$360 for six years. Also, upon enlistment for an unspecified period of time of more than six years, a bonus of \$360 would be paid plus (after six years' service) a \$60 payment made in advance of each subsequent year, up to a designated limit.

**Attaches Reimbursement**—H.R. 2737 and S. 935: passed by House and approved by Senate Committee; to authorize the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions in foreign countries.

**Official Register**—H.R. 1183 and S. 321: passed by House; to authorize each branch of the armed services to publish annually separate official registers of officers of Regular and Reserve components.

### Latest 16-mm. Movies Listed For the Convenience of Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Exchange, Brooklyn 1, N.Y., is listed for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in September.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

*Secrets of Monte Carlo* (701): Melodrama; Warren Douglas, Lois Hall.

*Secret of Convict Lake* (702): Drama; Glenn Ford, Gene Tierney.

*Texas Rangers* (703): Western; George Montgomery, Gale Storm.

*Savage Drums* (704): Adventure; Sabu, Lita Baron.

*Yukon Manhunt* (705): Drama; Kirby Grant, Gail Davis.

*Kentucky Jubilee* (706): Musical comedy; Jerry Colonna, Jean Porter.

*The Last Outpost* (707) (T): Drama; Ronald Reagan, Rhonda Fleming.

*Two Gals and A Guy* (708): Comedy; Janis Paige, Robert Alda.

*Pick Up* (709): Melodrama; Beverly Michaels, Hugo Haas.

*Warpath* (710) (T): Western; Edmond O'Brien, Polly Bergen.

*On Moonlight Bay* (711) (T): Musical; Gordon MacRae, Doris Day.

*St. Benny the Dip* (712): Melodrama; Dick Haymes, Nina Foch.

*The Magic Face* (713): Melodrama; Luther Adler, Patricia Knight.

*Meet Me After the Show* (714) (T): Musical; Betty Grable, MacDonald Carey.

*A Place in the Sun* (715): Drama; Montgomery Clift, Shelley Winters.

*Mark of the Renegade* (716) (T): Drama; Ricardo Montalban, Cyd Charisse.

*Never Trust a Gambler* (717): Melodrama; Dane Clark, Cathy O'Donnell.

*Here Comes the Groom* (718): Comedy; Bing Crosby, Jane Wyman.

*A Millionaire for Christie* (719) Comedy; Fred MacMurray, Eleanor Parker.

*Fugitive Lady* (720): Drama; Janis Paige, Binnie Barnes.

*The Law and the Lady* (721): Drama; Greer Garson, Michael Wilding.

*Two of a Kind* (722): Melodrama; Edmond O'Brien, Elizabeth Scott.

*Lost Continent* (723): Adventure; Cesar Romero, Hillary Brooke.

*Million Dollar Pursuit* (724): Drama; Penny Edwards, Stephen Flag.

### QUIZ ANSWERS

QUIZ AWEIGH is on page 9

- (a) Light Weight Type (LWT); a BuShips design.
- (c) It has high holding power for its weight, under some circumstances nearly double that of other types of anchors of equivalent poundage. LWTs vary in weight from less than 10 pounds up to several thousand.
- (b) Aviation ordnanceman (AO).
- (a) Air controlman (AC).
- (c) Barbettes (fixed circular tubes of armor extending down to the armored deck and containing ammunition handling rooms, hoists, and revolving machinery for the turrets).
- (b) Tompions (pronounced *tompkins*).

**Thanksgiving Day Planned Throughout the Fleet**

Thanksgiving Day of 1951 will be observed on Navy ships and stations the world over in the traditional American pattern—Church, Feast and Football.

Church pennants flying above the national ensign will denote the offering up of thanks by seagoing and shore-based congregations and their leaders.

The high level of activity going on in Navy galleys and bake shops will be the sign of the forthcoming dinner.

In line with this part of the Thanksgiving festival, Bureau of Supply and Accounts spokesmen relate the careful preparations started months ago, with increased food shipments departing from East Coast and West Coast stocking points.

Purpose of these shipments has been to ensure that Navymen the world over will enjoy the same Thanksgiving Day dinner. First to move out in volume were the non-perishable items — canned cranberries, pumpkin and mince meat, etc. Later, the perishable items — fresh fruits, fresh vegetables and frozen prime young turkeys — were loaded aboard reefers and started on their way.

A menu based upon these shipments has been prepared by the Food Services branch of BuShips. It offers an idea as to what Navymen subsisting in the general mess can expect to enjoy for their Thanksgiving dinner. This holds true whether that mess be at an

air activity in the Hawaiian Islands, on a tanker in the Persian Gulf or on a cruiser off the Korean coast. Here is the menu — from two items before the soup to one item after the nuts:

- Shrimp or Fruit Cocktail
- Relish Tray
- French Onion Soup
- Roast Young Tom Turkey with Giblet Gravy
- Oyster or Cornbread Dressing
- Cranberry Orange Relish
- Snow Flaked or Glazed Sweet Potatoes
- Cauliflower or Buttered Green Peas
- Waldorf or Perfection Salad
- Hot Cloverleaf Rolls and Butter
- Pumpkin, Sweet Potato Pie or Mince Meat Pie
- Ice Cream
- Assorted Fruits, Candies, Nuts
- Coffee, Tea or Milk

The third part of the Thanksgiving Day pattern will be taken care of for the most part by Armed Forces Radio Service broadcasts and rebroadcasts of football games. Time zone differences make it impracticable for naval forces in many parts of the world to listen to the game as it is being broadcast, necessitating the rebroadcasts. In Korea, for instance, it will be 0500 or 0600 on Friday, 23 November, when a midwest Thanksgiving-day game is being played.

As this issue goes to press, the "game of the day" to be broadcast has not yet been decided. This choice depends upon the top-flight football contest having the greatest national and service-wide interest.

**Extension Agreement Change Means Delay Before Release**

Some Reserve officers who requested an extension of active duty beyond their obligated service when they completed questionnaires earlier this year, have since changed their minds, and are now asking for release after completion of their obligated service.

Reserve officers are currently being released to inactive duty on the basis of their replies in these questionnaires, the instructions for which are contained in BuPers Circ. Ltr. 56-51 (NDB, 15 Apr 1951). There-

fore, if an officer's preference for length of extended service has changed, he is required to submit a new questionnaire completely filled out, which would supersede the original. This procedure is called for in BuPers Circ. Ltr. 120-51 (NDB, 31 July 1951).

Reserve officers in such cases may anticipate a delay of as much as four months after the receipt of their new questionnaires until their separation. This delay, as explained in BuPers Circ. Ltr. 165-51 (NDB, 30 Sept 1951), is occasioned by the time involved in lining up and ordering a replacement for the officer.

**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 Alnavs, NavActs 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. 93—Specifies administrative procedures to be taken following enactment of Public Law 132 which made temporary appropriations under Public Law 70 available through 30 Sept 1951.

No. 94—Authorizes the retention on active duty of USNR officers who have received orders releasing them if they desire to continue in active service for six months or more, and further directs them to remain at activity where notification of desired extension has been made, until receipt of further instructions.

No. 95—Pertains to the use of government-owned vehicles by key security and safety personnel at naval activities where extra-hazardous conditions exist; cancels designations of personnel for field work status which have been granted for safety and security reasons.

No. 96—Designates canvas leggings as an organization article of clothing and discontinues issue of leggings as individual article in initial outfits.

No. 97—Reiterates the opportunities of an education and appointment as commissioned officer offered to qualified enlisted personnel through NROTC program, and specified 15 October as deadline this year for receipt of applications.

No. 98—Modifies BuPers Circ. Ltr. 84-51 (NDB 31 May 1951) on subject of reenlistment and voluntary extension of enlistment, and specifies that travel allowance for Naval Reserve is payable to either place from which ordered to active duty or home of record, at option of the individual.

No. 99—Lists the names of officers promoted to temporary grade of rear admiral in the Supply Corps and Medical Corps.

No. 100—Discontinues for an indefinite period, because of critical

shortage, the supply of boneless beef to general messes in continental limits, with substitutes available being veal, poultry, seafood, fresh and smoked pork, cheese, etc.

No. 101—Announced convening on 9 October of selection board to consider for promotion to temporary grade of commander those USN and active duty USNR line officers (reporting prior to 1 July 1951) who will have four years' service in grade of lieutenant commander as of 30 June 1952.

No. 102—Amends provisions of Alnav 59 as implemented by Alnav 61 (NDB, 15 July 1951), following enactment of Public Law 156 which makes temporary appropriations under Public Law 70 available through 31 Oct 1951.

#### BuPers Circular Letters

No. 161—Sets forth current policy with regard to employment and rotation of USNR officers on active duty in connection with billets pertaining to the drilling, training and instruction of Reservists.

No. 162—Pertains to fraudulent claims for reimbursement for transportation of dependents and the severe consequences of falsification.

No. 163—Authorizes USNR officers to be enrolled at naval schools in courses of four months' to a year's duration, provided officers accepted agree to serve on active duty one year for each six months or fraction thereof of schooling, in addition to obligated service.

No. 164—Announces awards of Navy Unit Commendations to Fighter Squadron 33 and Scouting Squadron Detachment, Ringbolt (renamed Scouting Squadron 64) for specified periods during World War II.



"Wanna go on liberty with me tonight, Mitch?"

No. 165—Announces that Reserve officers are being released to inactive duty on the basis of replies to questionnaires which they have filled out, and states that in cases where extensions have been requested and are no longer desired, there will be a delay of about four months in complying with requests for release.

No. 166—Sets 1 March 1952 as deadline for receipt by BuPers of applications for six-month submarine training course starting next summer for USN and USNR officers, and lists names of officers selected for the next class convening 2 Jan 1952.

No. 167—Announces changes in regulations for issuance of Naval Reserve Medal.

No. 168—Changes the designation of officer billets previously called "welfare and recreation" or "recreation" to the new designation "special services," and requests that a special service officer (collateral duty) be appointed at all ships and stations which have enough personnel on board to justify such an assignment.

No. 169—Lists the dates for which engagement stars have been approved for the Korean Service Medal, and announces that a list of ships and units meeting the requirements will be published at a later date.

No. 170—Announces convening of rating structure review board to consider changes to enlisted rate, rating and warrant structures.

No. 171—Applies to privilege of renewing five-year term policies on National Service Life Insurance (NSLI) and U.S. Government Life Insurance (USGLI) and states that in case of personnel who have waived their premiums while on active duty the term policies which expire while an insured is in active service will be automatically renewed for an additional five-year period.

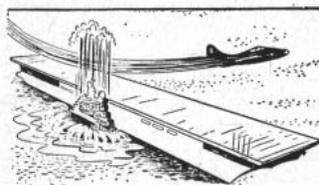
No. 172—Requests interested USN line officers to apply for designation for aeronautical engineering duty, with deadline for applications reaching BuPers set at 30 Nov 1951.

No. 173—Contain administrative instructions covering reports and procedures in the hospitalization of officers.

No. 174—Discusses some of the principles involved in the retention or waiving of NSLI and USGLI contracts, in the case of personnel on active duty.

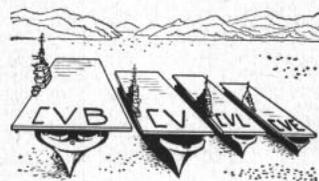
## HERE'S YOUR NAVY

When the CVB 59 (USS *Forrestal*) joins the Fleet in an estimated three years the Navy will have a total of four CVBs. The completed ship is expected to have a standard displace-



ment of 59,900 tons and to measure 1,040 feet in length and 252 feet at her greatest width. A unique feature of USS *Forrestal* will be her retractable bridge, making her a true flush-decker.

Present type aircraft carriers range in size from 12,000-ton, 553 foot-long CVEs (escort carriers) to 45,000-ton, 986 foot-long CVBs. The largest ships of the other two flattop classes—



CVLs (small carriers) and CVs (aircraft carriers)—go at 14,500 tons with an over-all length of 684 feet, and at 27,000 tons, 888 feet long, respectively. Of the carriers now in active service those of the CV and CVE classes are the most numerous.

Probably no other type of ship has undergone such a wide variety of name-groupings as carriers. They have been named for land and sea battles of U.S. history, for rivers, bays and sounds, and for famous ships of the old Navy. One, USS *Shangri La* (CV



38), was named for a non-existent locality; another, the Navy's first carrier, USS *Langley* (CV 1), was named for a person famous in aviation history. Naming of CVB 59 as USS *Forrestal* follows an example set in 1945 when CVB 42 was named USS *Franklin D. Roosevelt*.

# DECORATIONS & CITATIONS

## Engagement Stars Approved For Korean Service Medal; Authorized Phases Listed

Engagement stars for the Korean Service Medal have been approved by the Chief of Naval Operations. Personnel who are eligible are authorized to wear these engagement stars upon the Korean Service Ribbon as appropriate. One star is authorized for participation in each of the following phases:

- North Korean Aggression period 27 June 1950 through 2 Nov 1950.
- Communist China Aggression period 3 Nov 1950 through a date to be announced.

- Inchon landing period 13 Sept 1950 through 17 Sept 1950.

Ships and units considered to have participated in combat operations are those which did one (or more) of the following:

- Engaged in blockade in Korean waters.
- Took part in shore bombardment, minesweeping, amphibious assault or redeployment under enemy fire or were part of mobile logistic support force in combat areas.
- Operated as part of carrier task groups from which offensive air strikes were launched.
- Participated in ground action or engaged in aerial flights over enemy territory.
- Engaged in or launched commando-type raids or other operations behind enemy lines.



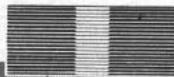
"Junior, has that sailor left yet?"

- Engaged in patrol or escort operations which resulted in engagement in which a ship or aircraft suffered damage from the enemy or destroyed or severely damaged an enemy ship or aircraft.

Names of ships and units designated by the Chief of Naval Operations as having met the preceding requirements will be published at a later date. In the meantime, eligible personnel may wear engagement stars upon the ribbon as appropriate.

The above information is contained in BuPers Circ. Ltr. 169-51 (NDB, 30 Sept 1951). This letter also instructs commanding officers to take necessary steps for the proper entries to be made in the service records of eligible personnel.

Information on the Korean Service Medal and ribbon can be found in ALL HANDS, April 1951, page 8, and June 1951, page 6.



NAVY CROSS

### First award:

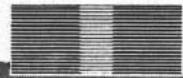
\* AUSTIN, Wayne D., HMC, USN: While serving as a corpsman with the First Battalion, Fifth Marines, First Marine Division, on the outskirts of Seoul, Korea, on 22 Sept 1950, Chief Austin risked his life in order to give aid to a chaplain and several others who were wounded by an exploding enemy mortar. Still under mortar fire and severely wounded himself, Chief Austin disregarded his own serious condition to give emergency first aid to and organize a means of evacuation for the wounded. It was only after a sufficient number of hospital corpsmen had arrived to take over his tasks that he stopped long enough for others to treat his wounds and relieve his intense pain with morphine.

\* BOWEN, MURRAY M., HN, USN (posthumously): While serving as a corpsman with F Company, Second Battalion, First Marines, First Marine Division, in Korea on 21 Sept 1950, Bowen rendered first aid to several wounded marines in the face of intense enemy small-arms, machine-gun and mortar fire. Bowen then crawled forward to aid another casualty. Despite a virtual hail of enemy machine-gun fire, he made a valiant attempt to

reach the side of his wounded comrade, but was mortally wounded a moment before reaching his objective.

\* SHOULDICE, D'Arcy V., LCDR, USN: As Commander of Mine Division 31 and in tactical command of that division during mine sweeping operations off Wonsan Harbor on the coast of Korea on 12 Oct 1950, Lieutenant Commander Shouldice led his division into supporting positions of two mine sweepers of another division that were mined within a few minutes of each other in order to rescue survivors and take in tow a third mine sweeper. Maneuvering his command skillfully throughout this operation in unswept and densely mined waters, he returned effective gunfire against enemy shore batteries until his division and tow had reached safe waters. In the following days, he continued to lead his division in the task of sweeping mined areas until an anchorage and a channel had been cleared to the landing beaches, thereby contributing essentially to the success of naval operations in the Wonsan area.

\* VOGEL, Raymond Wm., CDR, USN (posthumously): As a fighter pilot and Commander Air Group 11, attached to USS *Philippine Sea*, in action against enemy forces in the vicinity of Seoul, Korea, on 19 Aug 1950, Commander Vogel led his *Corsair* and *Skyraider* aircraft in a strike on a strongly defended bridge which constituted a vital link in the land communications of the enemy. Pressing home his attack in the face of heavy antiaircraft fire, he obtained the first direct bomb hit on the bridge which had withstood repeated earlier bombing attacks. Despite the hazards of continuing the attack, he made a second run to silence and divert the fire of an adjoining antiaircraft position. While thus protecting the other aircraft in his group, Commander Vogel's plane was fatally hit and set ablaze.



DISTINGUISHED SERVICE MEDAL

### First award:

\* AUSTIN, Bernard L., CAPT, USN: As Commander Service Squadron Three operating in logistical support of the Seventh Fleet and Joint Task Force Seven during operations in the Korean area from 10 July 1950, to 8 Feb 1951, Captain Austin demonstrated foresightedness and expert planning which

enabled the mobile logistics force under his command to meet the heavy demands of the Fleet during a period of rapid expansion and continual deployment of our operating forces. By his performance in maintaining adequate stock levels of all classes of materials, in expeditiously delivering vitally needed supplies and in making constantly available excellent repair and maintenance service in the combat area, he was instrumental in enabling our combatant forces to remain at sea over prolonged periods while conducting uninterrupted attacks against the enemy.



SILVER STAR MEDAL

**Gold star in lieu of second award:**

\* SMITH, Edwin P. Jr., LTJG, USN: CO Underwater Demolition Team One during assault landings at Inchon, Korea, 15 Sept 1950.

**First award:**

\* BAGGIO, Fioramante G., HM3, USN: Corpsman attached to a Marine Rifle Company, Seventh Marines, First Marine Division, Reinforced, in action against enemy forces in Korea on 27 and 28 Nov 1950.

\* BOND, Richard A., HM1 USN: Corpsman attached to a Marine Infantry Battalion, First Marine Division, Reinforced, in action against enemy forces in Korea on 10 Dec 1950.

\* DAVIES, Henry E. Jr., LTJG, USN: Executive officer of *uss Pirate* during minesweeping operations in densely mined waters off Wonsan, Korea, on 12 Oct 1950.

\* DOSS, Clarence T. Jr., CDR, USN: As Commander LSR Division 11 in action against enemy forces in Korea on 15 Sept 1950.

\* FIELDING, Teddy R., LTJG, USN: Attached to Underwater Demolition Team One during a night reconnaissance mission behind enemy lines on the west coast of Korea, on 25 Aug 1950.

\* GRIFFIN, Cornelius J., LTJG (ChC), USN: Attached to the Second Battalion, Seventh Marines, First Marine Division, in action against enemy forces in Korea from 2 to 8 Nov 1950.

\* HOPE, Richard L., HM2, USN: Corpsman attached to a Marine Infantry Battalion of the First Marine Division, Reinforced, in action against enemy aggressor forces in Korea on 2 Oct 1950.

\* LEGARIE, Warren G., HM1, USN: Corpsman serving with a Marine Artillery Battalion in the First Marine Division, Reinforced, in action against enemy forces in Korea on 7 Dec 1950.

\* McLEAN, William H., HM3, USNR: Corpsman serving with a Reinforced Rifle Company in the Seventh Marines,

First Marine Division, Reinforced, in action against enemy forces in Korea from 27 Nov to 2 Dec 1950.

\* MITCHELL, Twyman "D", HM3, USNR: As company corpsman serving with a Marine Infantry Company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 7 Dec 1950.

\* RAY, Charles "S", HM3, USN: Corpsman serving with a Marine Infantry Battalion in the First Marine Division, Reinforced, in action against enemy forces in Korea on 6 Dec 1950.

\* SHAW, William H., LT, USNR (posthumously): Special interpreter and liaison officer attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 22 Sept 1950.

\* TRENT, William S., HM1, USNR: Corpsman attached to a Marine Artillery Battalion, Eleventh Marines, First Division, Reinforced, in action against enemy forces in Korea on 4 Dec 1950.

\* YACKLEY, Edward C., HM2, USNR: Corpsman attached to a Marine Artillery Battalion, Eleventh Marines, First Marine Division, Reinforced, in action against enemy forces in Korea on 4 Dec 1950.



LEGION OF MERIT

**Gold star in lieu of third award:**

\* HERING, Eugene R. Jr., CAPT, MC, USN: Medical Officer of the First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea from 5 Sept to 2 Nov 1950.

**Gold star in lieu of second award:**

\* DUKE, Irving T. CAPT, USN: CO of *uss Missouri* (BB63) and CO of a task group for gunfire support in action against enemy forces in the Korean area from 15 Sept 1950 to 28 Feb 1951.

\* GRANT, Etheridge, CAPT, USN: Commander Fleet Air Wing One during operations against enemy forces in Korea from 17 Jun 1950, to 28 Feb 1951.

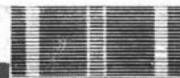
\* ROEDER, Bernard F., CAPT, USN: Commander Task Element 95.21 during operations against enemy forces at Wonsan Harbor, Korea, from 16 to 22 Feb 1951.

**First award:**

\* COLEMAN, Walter D., CAPT, USN: Chief staff officer on the staff of Commander Service Squadron Three engaged in support of U.S. naval vessels operating against enemy forces in the Korean area from 15 Jul 1950, to 28 Feb 1951.

\* CRAVEN, John H., LCDR, USN: Chaplain of the Seventh Marine Regiment,

First Marine Division, Reinforced, during operations against enemy forces in Korea from 28 Nov to 10 Dec 1950.



DISTINGUISHED FLYING CROSS

**First award:**

\* BAGWELL, Ralph M., LCDR, USN (missing in action): Pilot of an attack bomber plane and CO of Attack Squadron 35, attached to *uss Leyte*, in action against enemy forces in Korea from 11 Oct to 12 Dec 1950.

\* BATSON, Roland R., Jr., LTJG, USN (missing in action): Pilot of a dive bomber plane in Attack Squadron 35, attached to *uss Leyte*, in action against enemy forces in Korea on 11 Nov 1950.

\* BROWN, Jesse L., ENS, USNR (posthumously): Fighter pilot and section leader in Fighter Squadron 32, attached to *uss Leyte*, in action against enemy forces in the Korean area from 12 Oct to 4 Dec 1950.

\* BROWN, William E., ENS, USN: Pilot of a fighter plane in Fighter Squadron 53, attached to *uss Valley Forge*, in action against enemy forces in Korea from 18 Jul to 25 Sept 1950.

\* HARRIS, Evan C., ENS, USNR (missing in action): Pilot of an attack bomber plane in Attack Squadron 195, attached to *uss Princeton*, during operations against enemy forces in Korea on 28 Jan 1951.

\* MERNER, Marcus P., LT, USN (missing in action): Pilot of a fighter plane in Fighter Squadron 192 in action against enemy forces in Korea on 28 Jan 1951.

\* NOONAN, William D., ENS, USN (posthumously): Pilot in Attack Squadron 115, attached to *uss Philippine Sea*, in action against enemy forces in Korea from Aug to 17 Oct 1950.

\* STUFFLEBEEM, John D., LTJG, USN: Plane commander of a transport plane attached to the Japan detachment of Air Transport Squadron 21 in connection with operations against enemy forces in Korea from 29 Sept to 9 Dec 1950.



# BOOKS:

## A STATESMAN'S DIARY HEADS MONTH'S LIST

SEVERAL IMPORTANT non-fiction books are now on tap for Navymen ashore and afloat along with a number of lighter works selected by BuPers. Here are some of the best of the current crop:

★ ★ ★

• *The Forrestal Diaries*, edited by Walter Millis; Viking Press.

Soon after James Forrestal resigned as the nation's first Secretary of Defense, he had his confidential diaries sent to the White House for safekeeping. Several months after he died, the 15 loose-leaf notebooks were examined by representatives of his estate, the White House and Defense Department—with a view toward publication. A few highly secret documents were removed and, early in 1950, the task of compiling and editing began.

Publication of the diaries at this time seems singularly appropriate. The words of the late public servant provide a remarkable and invaluable insight into the machinations of government, the maneuvering of foreign powers. They shed light on officialdom here and abroad. They clearly outline the unification program and its many ramifications. And, of

course, they offer a close glimpse of Forrestal the man.

The editor and his collaborator, E. S. Duffield, have added much background material and supplemented the diaries with letters and other documents to make the picture even more complete. Their work has been done in a factual, straightforward manner.

As a result, the book makes fascinating reading. It is a "must" for all who are interested in the development of our national defense program and in the influences—both internal and external—that have tempered its development.

★ ★ ★

• *The United States and Turkey and Iran*, by Lewis V. Thomas and Richard N. Frye; Harvard University Press.

This book is particularly timely today because of the strategic importance of Turkey and Iran—both of which figure prominently in the news from day to day.

Both men know their subjects. Mr. Thomas, who discusses Turkey, spent a number of years in that country and now teaches the Turkish language and history at Princeton. Mr. Frye, who tackles Iran, was in the land of the Persians during World War II and in 1948. He also served as a research analyst for the Near East section of the Office of Strategic Services.

While the title may imply "dry" reading to the casual library browser, the pages within the covers are not dry. The book is not primarily a political treatise. It deals with the people and their land, the geography, agriculture, industry, art, religions, government.

The book is written in a clear and interesting manner, and is recommended as another source of background material on world affairs today.

★ ★ ★

• *The Quest of the Schooner Argus*, by Alan Villiers; Charles Scribner's Sons.

Each year a fleet of over 30 ships leaves Portugal for a trip to the Grand Banks and Davis Straits in quest of codfish. In 1950, the author—who has spent much of his life at

sea—accompanied the fishermen on the six months' voyage. Sailing in the schooner *Argus*, he observed the life of these rugged men and experienced some of the hardships they endure year after year.

If you think you've got it tough, sailor, then look over this typical day in the life of a dory fisherman: Arising at four in the morning—often in a cold, oppressive rain—he launches his frail craft from the mother ship. If he's lucky, he may return around noon with a dory full of fish. If not, he'll toil for a good 12 hours until the "recall flag" is flown, calling the fisherman back. After battling an unpredictable sea to keep from getting swamped, he finally gets his catch loaded aboard the mother vessel. His dory is then hauled aboard and nested with 40 or 50 others for the night.

But his work is not yet done. After a hasty meal, all hands must turn to and clean and salt the fish. If the work moves swiftly, the fisherman may get four hours' sleep before it's time to launch the dory again. A top-flight fisherman may earn as much as \$970 on a cruise this way.

The author tells us it is traditional for each man to have a "tot" of brandy if he wants it before he sets sail in his one-man craft. It is also traditional that the life-saving gear is never used; if a man's dory can't save him, nothing can.

Although completely devoid of humor, Mr. Villiers' interesting book—his 11th—should hold the interest of most Navy men. Fifty-four photographs, taken by the author, add much to the book's enjoyment.

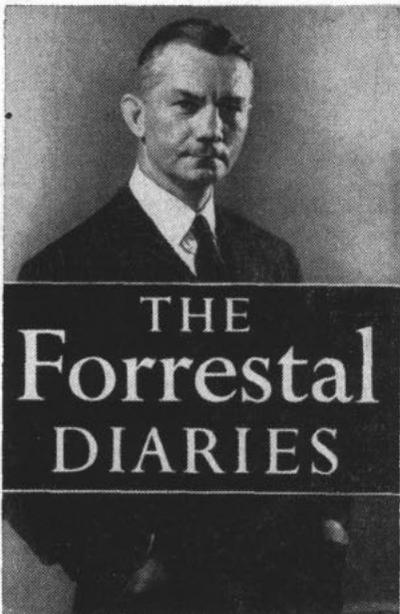
★ ★ ★

• *King's Arrow*, by Joseph Patrick; J. B. Lippincott Company.

Mr. Patrick's first novel is one full of salt and smuggling, treachery and love.

It is the story of Stephen Pearse, a medical student who is pressed into the British Royal Navy during the American colonial period; of his desertion and entry into the business of smuggling; of the torch he carries for Deborah Lewis and her torch for him; of suave Richard Neville, John Hancock and others. Mingled with the personal affairs of the main characters, is the mounting pro-revolutionary fever among the colonists.

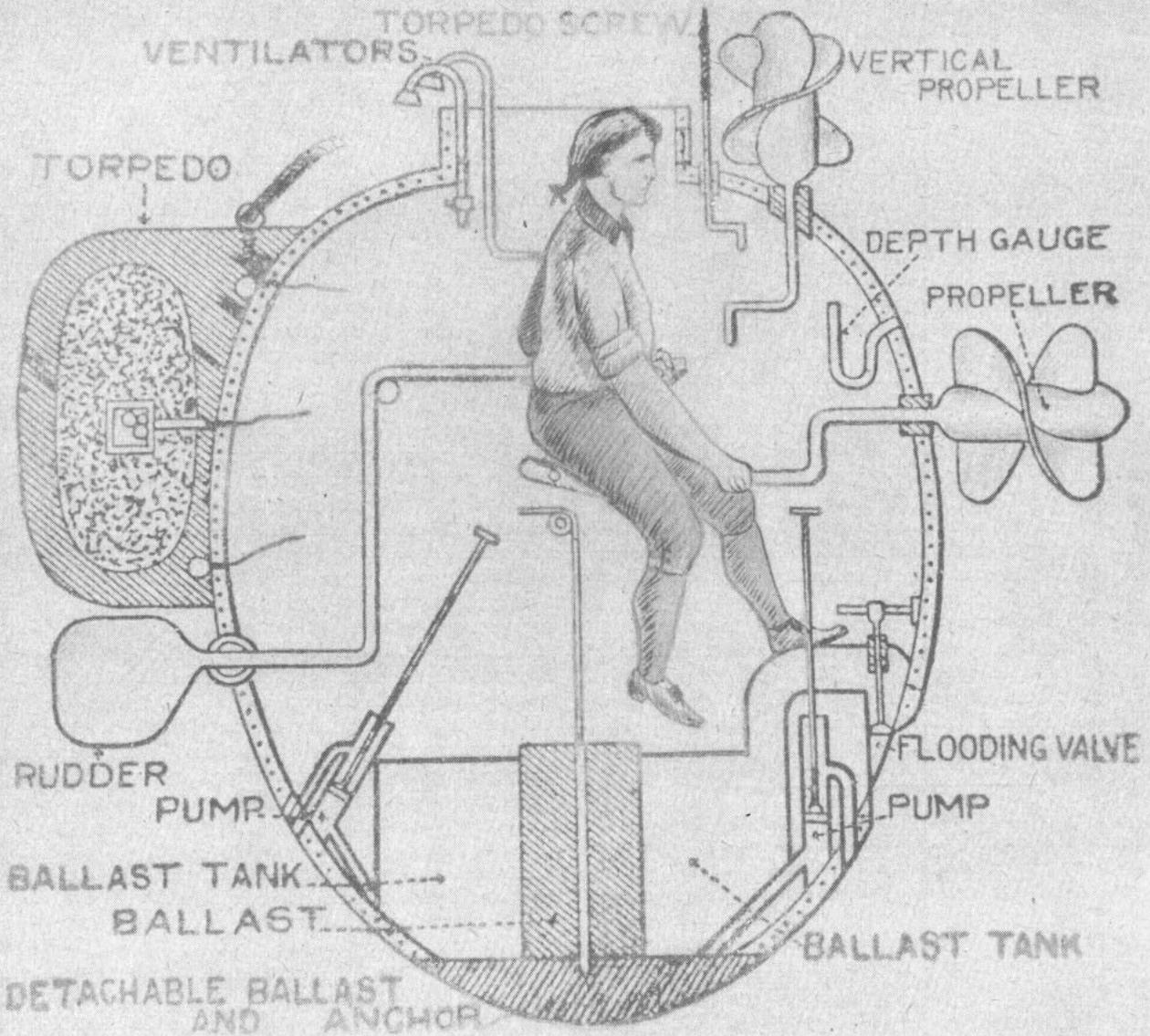
Action and intrigue are the order of the day, what with floggings, duels, minor rebellions and other swash-buckling fare. Pleasant light reading.



CURT COMMENTS scribbled into a worn notebook by an observant man add footnotes to the pages of history.

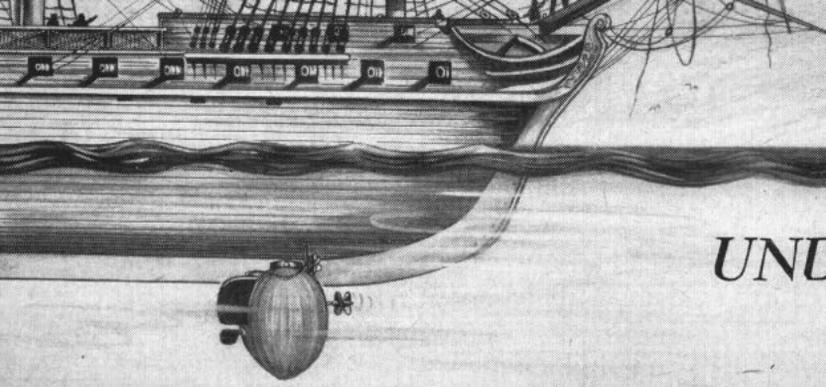
# UNDERSEA WARFARE

## 1776



### SUBMARINES AND MINES

An account by the inventor himself, David Bushnell, of America's first submarine, Turtle, which made its debut in combat against HMS Eagle in the War of Independence, and another invention of Bushnell, the floating mine, which won fame in the "Battle of the Kegs"



# UNDERSEA WARFARE

## 1776

*America's first submarine fought in the Revolutionary War. Invented by David Bushnell, it was completed in 1775 and was used to attack HMS Eagle in New York harbor. Operated by Ezra Lee, a sergeant in the American army, the submarine Turtle found its target under water. The attack failed, however, because the screw to which an explosive torpedo was to be attached was not sharp enough to penetrate the hull of the enemy vessel.*

*No one knows who first invented an operable submarine. Alexander the Great is said to have been interested in submarine navigation, and during the 13-14th centuries studies were made of underwater attacks against vessels. There were several submarine inventions by the early part of the 17th century.*

*A pioneer and a man of foresight, Bushnell was still too far ahead of his times for his underwater vessel to be a military success, although it did work. And it was one of the first (if not the first) vessels of this type to be used in combat.*

*Bushnell also invented a floating mine, which might have achieved a great victory against the British fleet moored in the Delaware River, except for a miscalculation in timing and weather. An interesting discussion of the inventions of Bushnell and other early pioneers in this field is contained in a book published in 1869, Submarine Warfare, Offensive and Defensive, by Lieutenant Commander J. S. Barnes, USN.*

*The following extract is from Bushnell's own account of his submarine and mine inventions, contained in a letter Bushnell sent in October 1787 to Thomas Jefferson, who was then Minister Plenipotentiary of the United States at Paris. This account was later presented before the American Philosophical Society in June 1798.*

**I**N THE FIRST essays with the submarine vessel, I took care to prove its strength to sustain the great pressure of the water, when sunk deep, before I trusted any person to descend much below the surface. I never suffered any person to go under water without having a strong piece of rigging made fast to it, until I found him well acquainted with the operations necessary for his safety.

After that I made him descend and continue at particular depths without rising or sinking; row by the compass; approach a vessel; go under her, and fix the woodscrew into her bottom, etc., until I thought him sufficiently expert to put my design into execution. I found, agreeably to my expectations, that it required many trials to make a person of common ingenuity a skilful operator.

The first operator I employed [my brother] was very ingenious, and made himself master of the business,

but was taken sick in the campaign of 1776, at New York, before he had an opportunity to make use of his skill, and never recovered his health sufficiently afterwards.

\* \* \*

The external shape of the submarine vessel bore some resemblance to two tortoise shells of equal size, joined together. The inside was capable of containing the operator, and air sufficient to support him thirty minutes, without receiving fresh air.

At the bottom, opposite to the entrance, was fixed a quantity of lead for ballast. At one edge, which was directly before the operator, who sat upright, was an oar for rowing forward or backward. At the other edge was a rudder for steering.

An aperture, at the bottom, with its valve, was designed to admit water for the purpose of descending, and two brass forcing-pumps served to eject the water within, when necessary for ascending. At the top there was likewise an oar, for ascending or descending, or continuing at any particular depth.

A water gauge or barometer determined the depth of descent; a compass directed the course, and a ventilator within supplied the vessel with fresh air, when on the surface.

The entrance into the vessel [from the top] was elliptical, and so small as barely to admit one person. This entrance was surrounded by a broad elliptical iron band, the lower edge of which was let into the wood whereof the body of the vessel was made, in such a manner as to give its utmost support to the body of the vessel against the pressure of the water.

Above the upper edge of this iron band there was a brass crown or cover, resembling a hat with its crown and brim, which shut water tight upon the iron band. The crown was hung to the iron band with hinges, so as to turn over sideways when opened. To make it perfectly secure when shut, it might be screwed down upon the band by the operator, or by a person without.

There were in the brass crown three round doors, one directly in front and one on each side, large enough to put the hand through. When open they admitted fresh air. Their shutters were ground perfectly tight into their places with emery, and were hung with hinges and secured in their places when shut.

There were likewise several glass windows in the crown for looking through and for admitting light in the daytime, with covers to secure them. There were two air pipes in the crown; a ventilator which drew fresh air through one of the air pipes, and discharged it into the lower part of the vessel.

The fresh air introduced by the ventilator expelled the impure air through the other pipe. Both air pipes

were so constructed that they shut themselves, whenever the water rose near their tops, so that no water could enter through them. They opened themselves immediately after they rose above the water.

The vessel was chiefly ballasted with lead fixed to its bottom. When this was not sufficient, a quantity was placed within, more or less, according to the weight of the operator. Its ballast rendered it so solid that there was no danger of its oversetting.

The vessel, with all its appendages and the operator, was of sufficient weight to settle it low in the water. About two hundred pounds of the lead, at the bottom for ballast, could be let down forty or fifty feet below the vessel. This enabled the operator to rise instantly to the surface of the water in case of accident.

When the operator desired to descend, he placed his foot upon the top of a brass valve, depressing it, by which he opened a large aperture in the bottom of the vessel, through which the water entered at his pleasure. When he had admitted a sufficient quantity, he descended very gradually. If he admitted too large a quantity, in order to obtain an equilibrium, he ejected as much as was necessary by the two brass forcing-pumps, which were placed at each end.

Whenever the vessel leaked, or he desired to ascend to the surface, he also made use of these forcing-pumps. When the skilful operator had obtained an equilibrium, he could row upward or downward, or continue at any particular depth, with an oar placed near the top of the vessel, formed upon the principle of the screw, the axis of the oar entering the vessel. By turning the oar in one direction he raised the vessel, by turning it the other way he depressed it.

A glass tube, eighteen inches long and one inch in diameter, standing upright, its upper end closed, and its lower end, which was open, screwed into a brass pipe, through which the external water had a passage into the glass tube, served as a water-gauge or barometer. There was a piece of cork, with phosphorus on it, put into the water-gauge, condensing the air within, and bearing the cork on its surface. By the light of the phosphorus, the ascent of the water in the gauge was rendered visible, and the depth of the vessel ascertained by a graduated scale.

An oar, formed on the principle of the screw, was fixed in the fore part of the vessel; its axis entered the vessel, and, being turned in one direction, rowed the vessel forward; but being turned in the other, rowed backward. It was constructed to be turned by the hand or foot.

A rudder to the hinder part of the vessel, which commanded it with the greatest ease, was made very elastic, and might be used for rowing forward. The tiller was within the vessel, at the operator's right hand, fixed at a right angle on an iron rod which passed through the vessel.

A compass marked with phosphorus directed the course above and under the water.

The body of the vessel was made exceedingly strong; a firm piece of wood was framed parallel to the diameter, to prevent the sides from yielding to the great pressure of the water in a deep immersion. This piece of wood was also a seat for the operator.

Every opening was well secured. The pumps had two sets of valves. The aperture at the bottom for admitting water was covered with a plate perforated full of holes,

to receive the water and prevent anything from closing the passage or stopping the valve from shutting. The brass valve might likewise be forced into its place with a screw.

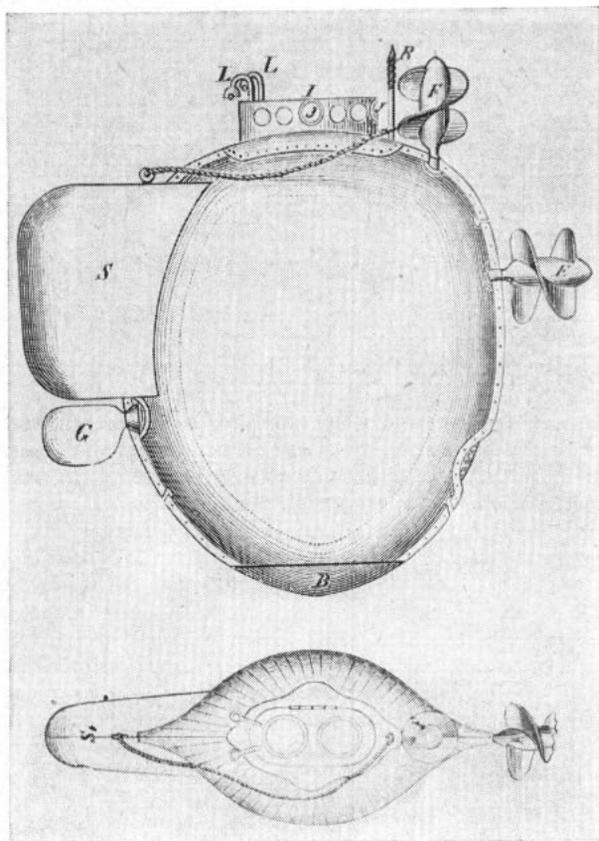
The air-pipes had a kind of hollow sphere fixed round the top of each, to secure the air-pipe valves from injury. These hollow spheres were perforated full of holes for the passage of air through the pipes; within the air-pipes were shutters to secure them, should any accident happen to the pipes or the valves on their tops. All the joints were exactly made, and were water-tight.

Particular attention was given to bring every part necessary to performing the operation, both within and without the vessel, before the operator, so that everything might be found in the dark. Nothing required the operator to turn to the right hand or the left.

In the fore part of the brim of the crown of the vessel was a socket, and an iron tube passing through the socket; the tube stood upright, and could slide up and down six inches. At the top of the tube was a wood-screw, fixed by means of a rod, which passed through the tube and screwed the wood-screw fast upon the top of the tube.

By pushing the wood-screw up against the bottom of a ship, and turning it at the same time, it would enter the planks. When the wood-screw was firmly fixed, it could be cast off by unscrewing the rod which fastened it upon the top of the tube.

Behind the vessel was a place, above the rudder, for carrying a large powder magazine. This was made of two pieces of oak timber, large enough, when hollowed out, to contain an hundred and fifty pounds of powder,



BUSHNELL'S 1776 submarine was manually propelled.

# UNDERSEA WARFARE 1776

with the apparatus used in firing it. A rope extended from the magazine to the wood-screw above mentioned. When the wood-screw was fixed and was to be cast off from its tube, the magazine was to be cast off likewise, leaving it hanging to the wood-screw. It was designed to be lighter than water, so that it might rise up against the object to which the screw and itself were fastened.

Within the magazine was a clock, constructed to run any proposed length of time under twelve hours; when it had run out its time, it unpinioned a strong lock, resembling a gun lock, which gave fire to the powder. This apparatus was so pinioned that it could not possibly

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## Subs Interested George Washington

*One man who was very much interested in Bushnell's invention was the commander-in-chief of the youthful U.S.A.'s armed forces, George Washington. The following extract is from a letter which General Washington sent to Thomas Jefferson, dated Mount Vernon, 26th September, 1775. It points up the potentialities of Bushnell's submarine, and indicated Washington's keen perceptiveness in naval, as well as military, weapons and problems.*

I am sorry that I cannot give you full information respecting Bushnell's projects for the destruction of ships . . . Bushnell is a man of great mechanical powers, fertile in inventions and master of execution. He came to me in 1776, recommended by Governor Trumbull and other respectable characters, who were converts to his plans. Although I wanted faith myself, I furnished him with money and other aids to carry his plan into execution. He labored for some time ineffectually, and, though the advocates for his schemes continued sanguine, he never did succeed. One accident or another always intervened. I then thought, and still think, that it was an effort of genius, but that too many things were necessary to be combined to expect much from the issue against an enemy who are always upon guard.

That he had a machine so contrived as to carry him under water at any depth he chose, and for a considerable time and distance, with an appendage charged with powder, which he could fasten to a ship, and give fire to it in time sufficient for his returning, and by means thereof destroy it, are facts, I believe, which admit of little doubt. But then, where it was to operate against an enemy, it was no easy matter to get a person hardy enough to encounter the variety of dangers to which he would be exposed—first, from the novelty; secondly, from the difficulty of conducting the machine and governing it under water, on account of the current; and thirdly, from the consequent uncertainty of hitting the object devoted to destruction, without rising frequently above water for fresh observations, which, when near the vessel, would expose the adventurer to discovery, and to almost certain death. To these causes I always ascribed the failure of his plans, as he wanted nothing that I could furnish to insure the success of it. . . .

[Signed]  
George Washington

move till, by casting off the magazine from the vessel, it was set in motion.

The skilful operator could move so low over the surface of the water as to approach very near a ship in the night without fear of being discovered, and might, if he chose, approach the stem or stern with very little danger. He could sink very quickly, keep at any necessary depth, and row a great distance in any direction he desired without coming to the surface. When he rose to the surface he could soon obtain a fresh supply of air, and, if necessary, he might then descend again and pursue his course.

\* \* \*

The first experiment I made [to prove the nature and use of a submarine vessel] was with about two ounces of powder, which I exploded four feet under water, to prove to some of the first personages in Connecticut that powder would take fire under water.

The second experiment was made with two pounds of powder, enclosed in a wooden bottle, and fired under a hogshead, with a two-inch oak plank between the hogshead and the powder; the hogshead was loaded with stones, as deep as it could swim. A wooden pipe, descending through the lower head of the hogshead and through the plank into the powder, contained in the bottle was primed with powder.

A match put to the priming exploded the powder with a very great effect, rending the plank into pieces, demolishing the hogshead, and casting the stones and ruins of the hogshead, with a body of water, many feet into the air, to the astonishment of the spectators.

\* \* \*

After various attempts to find an operator to my wish, I sent one [Ezra Lee] who appeared more expert than the rest from New York, to a fifty-gun ship, of the British enemy fleet lying near Governor's Island. He went under the ship [HMS *Eagle*] and attempted to fasten the wood-screw into her bottom, but struck, as he supposes, a bar of iron.

Not being well skilled in the management of the vessel, in attempting to move to another place, he lost the ship, and after seeking her in vain for some time, he rowed some distance and rose to the surface of the water, but found daylight had advanced so far, that he durst not renew the attempt.

On his return from the ship to New York, he passed near Governor's Island, and thought he was discovered by the enemy; he cast off the magazine.

After it had been cast off one hour, the time the internal apparatus was to set to run, it blew up with great violence.

Afterwards, there were two attempts made against the enemy in Hudson's River, above the city, but they effected nothing. Soon after this the enemy went up the river, and pursued the vessel which had the submarine boat on board, and sunk it with their shot.

Though I afterwards recovered the vessel, I found it impossible to prosecute the design any further. I had been in a bad state of health from the beginning of my undertaking, and was now very ill. The situation of public affairs was such, that I despaired of obtaining the public attention and assistance necessary. I therefore gave over the pursuit for that time and waited for a more favorable opportunity, which never arrived.

\* \* \*

In the year 1777, I made an attempt from a whale-boat

## THE BATTLE OF THE KEGS

Although Bushnell's submarine and floating mines did not accomplish what he intended them to, they had a certain effect against the enemy. Especially was this the case with his floating mines, also called torpedoes. But to the Revolutionary citizen they were known as the "kegs". The following account of Bushnell's kegs is reported in *Annals of Philadelphia and Pennsylvania, 1844 edition*.

Among the amusing incidents of the war, which sometimes cheered the heart amidst its abiding gloom, was that of the celebrated occurrence of the "Battle of the Kegs", at Philadelphia.

It began at early morn, a subject of general alarm and consternation, but at last subsided in matter of much merry-making among our American whigs, and of vexation and disappointment on the part of the British.

When the alarm of explosion first occurred, the whole city was set in commotion. The housekeepers and children ran to their houses generally for shelter, and the British everywhere ran from their shelters to their assigned places of muster. Horns, drums and trumpets sounded everywhere to arms with appalling noises. Cavalry and horsemen dashed to and fro in confusion.

The kegs which gave this dire alarm were constructed at Bordentown, and floated down the Delaware for the purpose of destroying the British shipping which all lay out in the stream moored in a long line, the whole length of the city.

The kegs were charged with gunpowder, and were to be fired and exploded by a spring-lock, the moment the kegs should brush against the vessel's bottom. The kegs themselves could not be seen—being under water; but the buoys which floated them were visible. It so happened, however, that at the very time (on January 7th, 1778) when the scheme was set in operation, the British, fearing the making of ice, had warped in their ships to the wharves, and so escaped much of the intended mischief.

The crew of a barge attempting to take one of them up, it exploded and killed four of the hands and wounded the rest. Soon all the wharves and shipping were lined with soldiers.

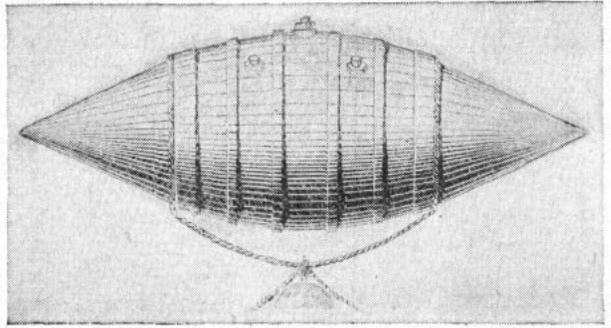
Conjecture was vague, and imagination supplied many "phantoms dire." Some asserted the kegs were filled

against the [the enemy's] *Cerberus* frigate, then lying at anchor between Connecticut River and New London, by throwing [an exploding] machine against her side by means of a line.

The machine was loaded with powder to be exploded by a gun-lock, which was to be unpinioned by an apparatus, to be turned by being brought alongside of the frigate. This machine fell in with an enemy schooner at anchor, astern of the frigate and concealed from my sight. It was fired, and demolished the schooner and three men, and blew the only one left alive overboard, who was taken up very much hurt.

After this, I fixed several kegs under water charged with powder, to explode upon touching anything as they floated along with the tide.

I set them afloat in the Delaware, above the English shipping at Philadelphia, in December, 1777. I was unacquainted with the river and obliged to depend



BARREL TORPEDOES were easily built and detonated.

with armed rebels, that they had seen the points of their bayonets sticking out of the bung-holes. Others said that they were filled with inveterate combustibles, which would set the Delaware in flames and consume all the shipping.

Others deemed them magic machines which would mount the wharves and roll all flaming into the city!

Great were the exertions of the British officers and men, incessant were the firings, so that not a chip or stick escaped their vigilance, [in their efforts to destroy the rebel kegs before they could damage the shipping].

We are indebted to the muse of Francis Hopkinson, Esq., for the following *jeu d'esprit* upon the occasion. I give an extract:

Those kegs I'm told the rebels hold,  
Packed up like pickled herring;  
And they've come down to attack the town  
In this new way of ferrying.  
"Arise, arise!" Sir Erskine cries;  
"The rebels, more's the pity,  
Without a boat, are all afloat  
And ranged before the city."  
The royal band now ready stand,  
All ranged in dread array, sir.  
With stomach stout to see it out,  
And make a bloody day, sir.  
Such feats did they perform that day,  
Among those wicked kegs, sir,  
That years to come, when they get home,  
They'll make their boast and brag, sir.

upon a gentleman very imperfectly acquainted with that part of it, as I afterwards found. We went as near the shipping as we durst venture. I believe the darkness of the night greatly deceived him, as it did me. We set the kegs adrift, to fall with the ebb upon the shipping. Had we been within sixty rods, I believe they must have fallen in with the shipping immediately, as I designed; but as I afterwards found, they were set adrift much too far distant, and did not arrive until after being detained some time by the frost.

They advanced in the daytime in a dispersed situation and under great disadvantages.

One of them blew up a British boat with several persons in it, who imprudently handled it too freely, and thus gave the British that alarm which brought on the "Battle of the Kegs." The above submarine vessel, magazine, etc., were projected in the year 1771, but not completed until the year 1775.

# TAFFRAIL TALK

THE FIRST American to fire a shot in the Korean conflict, according to a report received by ALL HANDS, was Richard L. Newhaver, now serving as a lieutenant in the Navy. On 25 June 1950 Newhaver, as a civilian adviser to the South Korean Air Force, was working at Kimpo Airfield, near Seoul.

There were 10 unarmed ROK training planes at the airfield when two Communist planes came over at 1125. "They didn't open fire until their third pass over the field," Newhaver says. "We quickly mounted two 30-caliber machine guns, one of them manned by Koreans, on the administration building roof, and began fighting back. The planes turned tail when we started spitting lead, but returned later six strong."

Newhaver and Korean volunteers stayed at their makeshift gun emplacements for 48 hours, shooting at the attackers until a plane arrived to evacuate them to Japan.

Two hours after the plane took off, the North Koreans poured across the airfield, the largest in ROK. Newhaver, who had served in World War II, left Japan for the United States, only to return to the Korean theater three months later and continue fighting the Communists, this time in Navy uniform.

\* \* \*

The prettiest crews in the annals of the Naval Gun Factory sailed down the Potomac recently, when two groups of 40 Waves participated in weekend training cruises.



It was only proper that the Navy ship picked to carry the smart-looking trainees is herself a glamor queen, having passed screen tests for Hollywood and appearing in the movies as *uss Teakettle*. As a Navy vessel she goes under the name of PC-1168, a patrol craft. The Waves received a brief indoctrination from the regular crew in gunnery, engineering, radar operation and fire fighting.

\* \* \*

"Please send *Samuel Roberts* back to Liverpool," says a letter addressed to Naval Headquarters, Washington, U.S.A., and forwarded, appropriately enough, to ALL HANDS.

The senders of the correspondence were 10 young ladies from Bootle, and 24 "friends from the Conservative Club." They were referring to *uss Samuel B. Roberts* (DD 823), with highly complimentary remarks about our sailors. "My friends and I have never met nicer boys," says one of the writers. "They have such good manners—they are a credit to the U.S.A."

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, 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.

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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.

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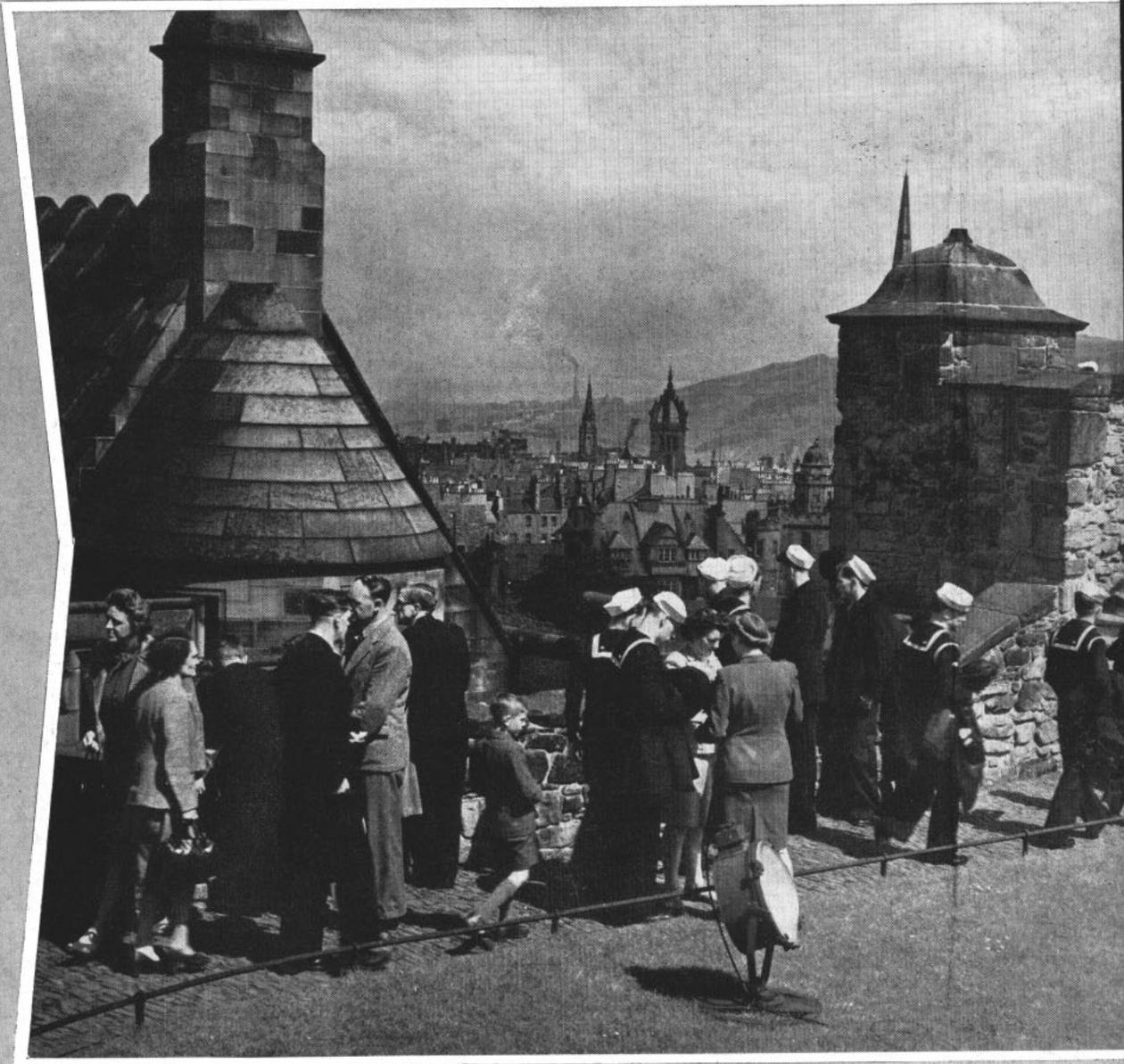
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

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: Two sailors serving in *USS Salem* (CA 139), flagship of the U.S. Sixth Fleet in the Mediterranean, paint the flagstaff on the fantail during a visit to Istanbul, Turkey. In background is *USS Columbus* (CA 74).



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OF AMERICA**