

# ALL HANDS



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

AUGUST 1961



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1961 Nav-Pers-O NUMBER 535

VICE ADMIRAL W. R. SMEDBERG III, USN

The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN

The Deputy Chief of Naval Personnel

CAPTAIN F. R. WHITBY, Jr., USN

Assistant Chief for Morale Services

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CDR F. C. Huntley, USNR, **Editor**  
John A. Oudine, **Managing Editor**

### Associate Editors

G. Vern Blasdel, **News**

Jerry Wolff, **Research**

Don Addor, **Layout & Art**

French Crawford Smith, **Reserve**

● **AT LEFT: SURE SEAMANSHIP**—With aircraft carrier's elevator seeming to hover overhead like a tall highway bridge, *USS Willard Keith* (DD 775) kicks up a white stern wake as she makes knots off carrier's beam in high-speed refueling position.

● **FRONT COVER: NEW CROWS ON THE CLG**—The May 16 advancements brought lots of smiles to crewmembers of *USS Oklahoma City* (CLG 5). Shown are some of 145 newly advanced 'Oak City' sailors—against a backdrop of their ship's superstructure and *Talos* missiles.

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

الحرب بعد الحرب  
 لى بلارنا بطريقة تفوق  
 لعدوان المباشر وغير المبا  
 والمصلحة لأول مرة عقب الفشل الذى قنا  
 ت ويسدو في صحة جيدة . بدأ كاسترو يتحدث  
 نظمته والطريقة التى أحبط بها  
 تم تاليف قوة غير عادية لهزيمة بلادنا ، وكانت  
 نها امريكا وقال ان امريكا زودت هذه القوا  
 فى حسمك « اربينز » حيث اشتركت  
 نند كوبا عن طريق منظمة الدول  
 فقد حاولت اتخاذ مثل حسماسى  
 « تيتية »  
 ستقبل وقال « اننا سنقاوم اى  
 نامل الا يقع هجوم آخر  
 حرب ويخفون بالصالح الى  
 مستماريون  
 ك البرازيل وغيرها من  
 لأمريكا اللاتينية وقتت الى  
 امريكا  
 المتحدة اقترفت ثلاثة  
 ذكروا

« استقلال »  
**La France navale**  
**Les négociations avec l'EURATOM**  
 récemment, nous l'avons annoncé, deux marins et de la construction éventuelle des  
 Quelle est la position de la France ? Le Secrétariat général de la Marine marchande vient de  
 Il note tout d'abord qu'en matière de navigation de commerce la notion de rentabilité est capitale et qu'il n'est pas encore possible de concevoir des navires  
**Le projet français**  
 Il rappelle qu'un concours d'avant-projets fut ouvert, en 1957, entre trois groupes industriels français pour un pétrolier de 40.000 tonnes avec moteur nucléaire de 20.000 CV. Trois fluides de refroidissement avaient ainsi été étudiés : l'eau bouillante, l'eau sous pression, la g

**ПРОЧНЫЙ**  
 КОГДА ВСТРЕЧАЮТСЯ посланцы социалистических государств, они говорят о мире и созида-нии. Совесть человечества, его разум и добрая воля незримо властвуют за круглым столом. Иначе и не может быть. Ведь мир — это верный союзник социализма.  
 Страны и континенты облетела весть: в Москве закончилось заседа-ние Политического Консультативного Комитета государств — участников Варшавского договора о дружбе, со-трудничестве и взаимной помощи. На ем шел разговор о том, что волнует народы — о развитии междуна-родных событий за последнее время. Председатели, зафиксирован-ные в Коммюнике, находят добрый клик в каждом честном сердце, множают веру в торжество дела мира, окрыляют ряды его сторон-ников.  
 Прошло немногим более года со вре-мени подписания резолюции Плену

НАТО в че-  
 ву — вот их  
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Entschädigung für Blockade  
 en von der Sperre hart getre

**Oui, Se**

**ität**  
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 manen ihren  
 kein Geld me  
 Etwa eine Mill  
 her auf diese

**Erdölgesellschaft**  
**UMA NOITE EM BAGDA**  
**EM 1258, Bagdad foi conquistada pelos mongóis. Em 1917 foi con-**  
**foi incorporada pela Turquia. Em 1917 foi con-**  
**pelos ingleses. E em 1961, numa chuvosa terça-**  
**carnaval, nem mesmo o famoso califa Harun-a-**  
**impediu a triunfal invasão dos follões cariocas**  
**desta vez, Bagdad era de brinquedo. E a inva-**  
**num dos mais simpáticos clubes do Rio de Janei-**  
**Libano. Esta batalha ficará na história pela o**  
**as armas: em vez de alfanjes, confetes e**  
**de histórica estavam nas t**  
**decorador Emilio**

**THE SIGNIFICANCE OF LANGUAGE**  
 speaks for itself.  
 Although members of the U. S. Navy are sometimes thought to speak a language all their own — English, which with 280 million speakers ranks as the world's second most widely used language, is usually recognized as the accepted tongue for Navymen.  
 However, when you visit a foreign country, you will more likely than not run into at least one U. S. Navymen who is not only a master of his native tongue, but is also a fluent speaker of the language peculiar to that area.  
 For example, in Singapore, the U. S. Navy Liaison Officer speaks fluent Mandarin (Chinese). So does an enlisted man who serves with the Naval Security Group in Taiwan. In Heidelberg, a recent newcomer to the U. S. Navy staff there was an Ohio-born YNI who speaks fluent German.  
 If this sounds like strange duty for Navymen, you're wrong. It's becoming more and more common, and, what's more, the Navy has employed its men in similar positions for years. These Navymen, and many others, are full time language specialists who received their training at the

**ALL HANDS**

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Hususi) — Bugün saat 1f  
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dir. Ama idealist.  
vatan

ESTADOS UNIDOS

En los primeros días del mes próximo, unidades navales y aéreas de la Armada Nacional, de los Estados Unidos de América, Uruguay y Brasil, realizarán maniobras conjuntas, denominadas "Operativo Unidas", en aguas del litoral atlántico sur, desde la Patagonia hasta Rio de Janeiro.

Las operaciones comenzarán cuando la fuerza de tareas de la Argentina, al mando del capitán de navío Lorenzo P. Garrahan, e integrada por el portaaviones "Independencia" y los destructores "San Juan", "Santa Cruz", "Entre Ríos", "Buenos Aires", zarpe el 3 de noviembre desde la base naval de Puerto Belgrano y dirigirse hacia el sur, al centro de la escuadra naval americana, a las órdenes del comandante Allan L. Reed, comandante de las fuerzas navales de la Unión en el Atlántico Sur.

Es la primera vez que una fuerza de ese país realiza ejercicios conjuntos y conti-

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【新華社北京二十六日電】新德里消息：四月二十二日的「思潮」週刊透露出所謂「達賴喇嘛三封信」的聲明，在對中國在西藏的暴行所採取的立場方面是不妥協的。

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法新社論達賴承認三封信  
認為尼赫魯威信受大打擊

Habla Soup to Nuts

Language Division of the Naval Intelligence School. That's where each year many Navymen become expert in one of eight foreign tongues.

THE LANGUAGE DIVISION, which is organized into two branches, Foreign and English, is located at the Naval Station in Washington, D. C.

The Foreign Branch trains Navymen to be interpreter-translators. At present, the foreign curriculum consists of German, Portuguese, Turkish, Arabic, French, Spanish, Russian and Chinese (Mandarin). The Russian department is the largest. Courses range in length from four and a half months for Spanish to 15 months for Chinese.

The English Branch provides a six-week conversational English course for foreign naval personnel, both officer and enlisted, scheduled for further training at Navy establishments in the U. S.

The school's objective is to make each student thoroughly at ease in speaking, reading, writing, and understanding the language he has enrolled to study.

The present enrollment is about 150 students from all branches of the service. Although the student

body is primarily made up of Navymen, a mutual exchange agreement with the other services makes the Division's courses available to Army and Air Force personnel who are stationed near Washington at the time they are ordered to language training.

Conversely, Navymen can attend the Army or Air Force's schools if that would be more convenient.

A THUMBNAIL SKETCH of the Navy's Language Training Program shows that from 1923 to 1940 only 58 regular Navy and Marine officers were trained in a foreign tongue. These men learned Japanese or Chinese at schools in the countries concerned. Both courses required three years of study.

Then, in September 1941 the Navy started its own Japanese language courses at Harvard and the University of California. These were later consolidated to form the Naval School of Oriental Languages at the University of Colorado.

In 1944, Chinese, Russian and Malay were added, and in April 1945 an additional Naval School of Oriental Languages was established at Oklahoma A.&M.

Between 1941 and 1946 approxi-

mately 1250 language officers were graduated in Japanese, Chinese, Russian and Malay, and the time of all courses was shortened by highly intensive training methods. For example, the three years of study previously required to master Japanese was shortened to one.

Thus, according to school officials, the Navy pioneered the "cram" method of teaching foreign languages. Later, colleges and universities adopted the Navy methods for themselves.

In 1946 the Naval Intelligence School was established in Washington, and language training was shifted to the Intelligence School and made into a separate division.

The Language Division's 31 instructors are all native-born to the language they teach, and all have the status of professor, associate professor, and assistant professor, or instructor on the faculty of the U. S. Naval Postgraduate School.

Some faculty members are fluent in four or five languages and have had extensive experience as professors in foreign and American universities.

ONE INSTRUCTOR WAS A RUSSIAN prince before he came to the



**CLOSE ATTENTION**—Mixed class of Navy officers and EMs listen while their teacher explains formation of intricate Chinese characters.

U. S. and acquired citizenship. Other Russians rode with the Cavalry of the Czar's army before they ventured to the U. S. and became language school instructors.

Of course, not all the instructors are imports with mysterious pasts. The English teachers are mostly native Americans.

Even though the school is able to teach a foreign language in such a relatively short time, the instructors still find time to devote some attention to the history, geography and everyday customs of the country concerned.

When a student reports to the school, he is absorbed for the first day with briefings, the usual Navy check-in procedure, and just browsing around to get acquainted.

Among the first things to catch his eye are the various foreign magazines and newspapers placed throughout the school in classrooms, passageways and libraries.

New men usually thumb through one that is printed in the language they have enrolled to study. Of course, they aren't able to read them — yet.

A peek into the tape library shows new students the school's towering racks of about 5000 tapes on which foreign languages are recorded.

Let us use, for example, a new group of students who have enrolled to study Russian. They get some idea of how valuable the tapes are when they enter the Language lab

and watch a group of more advanced students listen to tapes on which Russian sentences have been recorded.

**T**HE LANGUAGE LABORATORY CONTAINS 32 booths, each equipped with an individual earphone system through which the students listen to the tape recordings.

Here the students practice the pattern drills of the particular language and perfect their pronunciation under the supervision of a member of the faculty. The tapes are all prepared by the faculty of the Language Division and it is as if each student had his own professor in the booth with him.

A quick look into some of the classes already in session usually rounds out a tour of the school, after which new students hit the beach and report back the following day.

Then they go to work.

School hours are from 0830 to 1220 and 1330 to 1520 Monday through Friday. The school day consists of four 50-minute periods in the morning and two 50-minute sessions in the afternoon. The sessions are separated by 10-minute breaks which occur at 20 minutes past the hour.

In all, students have 30 hours of classroom instruction each week.

The daily routine is broken down like this:

- First the day's lesson.

- Second hour, oral work that closely follows the day's lesson.

- Third hour, oral work with material from all previous lessons.

- Fourth hour, dictation of sentences, or of a text which contains the new vocabulary items and grammar features.

In the afternoon, the instructor will:

- Introduce the new daily lesson by formally discussing the grammar notes.

- Read aloud the new vocabulary and text.

- Correct and hand back the previous night's homework.

- Discuss old examination papers which have been returned.

After the first week of study, students are not permitted to speak English in class, unless it is absolutely necessary to explain a difficult grammatical point.

Students are also given a short English grammar refresher course during their first week.

**S**O FAR, WITH A MERE 30-hour class week, instruction at the language school may sound like a snap. However, study hours and homework soon change this impression.

Each student is required to spend from four to six hours of study outside of class for each lesson assigned. That means at least 20 hours of homework each week.

In all regular courses, enlisted students are required to attend evening study hours during their second, third and fourth weeks of training, from 1800 to 2200 Sunday through Friday.

Officers spend just as much time in after-hours study, only they aren't required to spend it at the school's evening study sessions.

The reasoning behind study hours is obvious. It's the school's way of encouraging students to develop adequate study habits early in the training period.

Once sound study habits are developed, students usually have little trouble keeping their noses to the grindstone, and find that even after their required study weeks have passed they spend many evenings at school to take advantage of the quiet facilities. The school is open for study purposes on weekdays from 1520 to 2200, on Saturdays from 0800 to 1300, and on Sundays from 1300 to 2200.

Students also learn about the

school's grading system during their first few days in class.

A weekly grade, composed of marks for daily work, oral examinations, and written exams, is submitted for each student by his instructor. Students are encouraged to consult their grades and to be aware of the progress they are making.

**T**HE FINAL GRADE for the course is determined by the final oral and written exams, which, combined, constitute one third of the final grade. The average of the weekly grades constitutes the other two thirds.

A "C" average means the student pulled down numerical marks of from 70 to 79, for a "B" he'd have to average 80 to 89, and an "A" student must maintain 90 or above.

As students progress in their studies they are each issued a tape recorder and receive a thorough briefing in the proper use of it. At present, the school uses dual channel, magnetic type recorders designed expressly for language teaching.

In a later stage of the course, students are issued dictionaries and other books that deal with their new language.

By then they are, or should be, well on the road to becoming proficient bilinguals.

After three months at the school it's time for a rest.

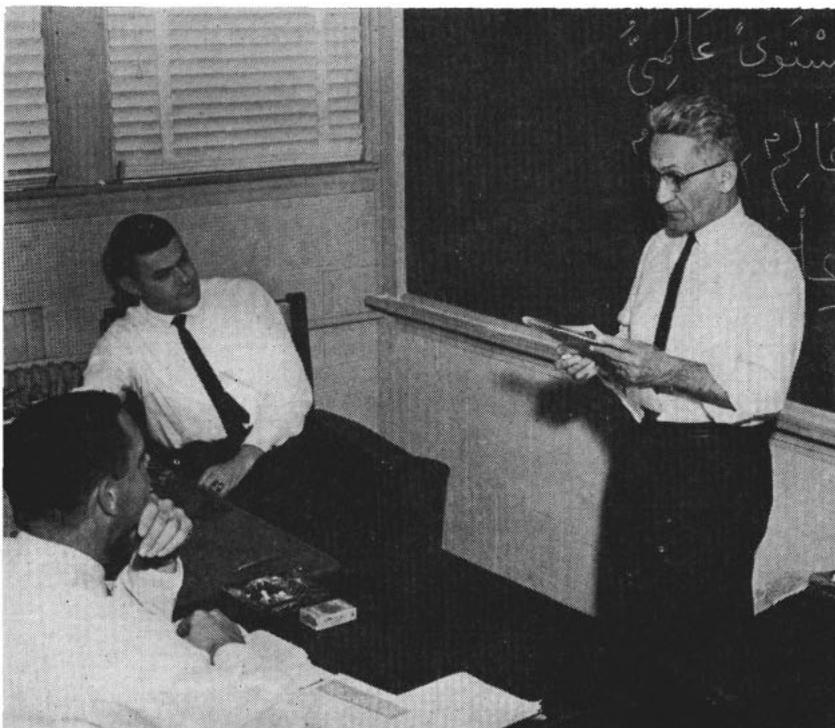
Regular instruction is suspended for one week approximately every three months, and language students are encouraged to take leave.

These periods are provided to let the men get away from their studies so they can bring refreshed minds and renewed outlooks back to class with them.

The few who elect not to go home during the quarterly leave period are required to report to school daily at the expiration of regular liberty and remain physically present in the building until 1220.

However, some students follow other interests during their leave periods. Aviators, for example, find the vacation period a good time to accrue flight time, participate in Link trainer flying, and otherwise catch up on flying requirements which cannot be met during their full-time language study.

**T**HOSE WHO TAKE the 60-week Chinese course have about five such leave periods during their language



EXOTIC SCRIPT on blackboard is Arabic, one of school's 9 languages.

training. Going to the other extreme, students of the six-week refresher course in German or Portuguese wouldn't be at school long enough to rate even one leave period.

There comes the day in every student's training, however, when thoughts of leave and liberty give way to a more permanent departure from the school. That's when the new assignment list comes out.

Officer students usually receive orders to attache, mission, or other billets both within the United States and overseas, which require an active proficiency in a foreign language. They receive their orders sufficiently in advance so that personal arrangements regarding pass-

ports, immunization, dependents' travel, can be made if required.

Most enlisted students receive language instruction for work with the Naval Security Group. However, many EMs study languages required for duty with MAAGs, missions, or attache offices.

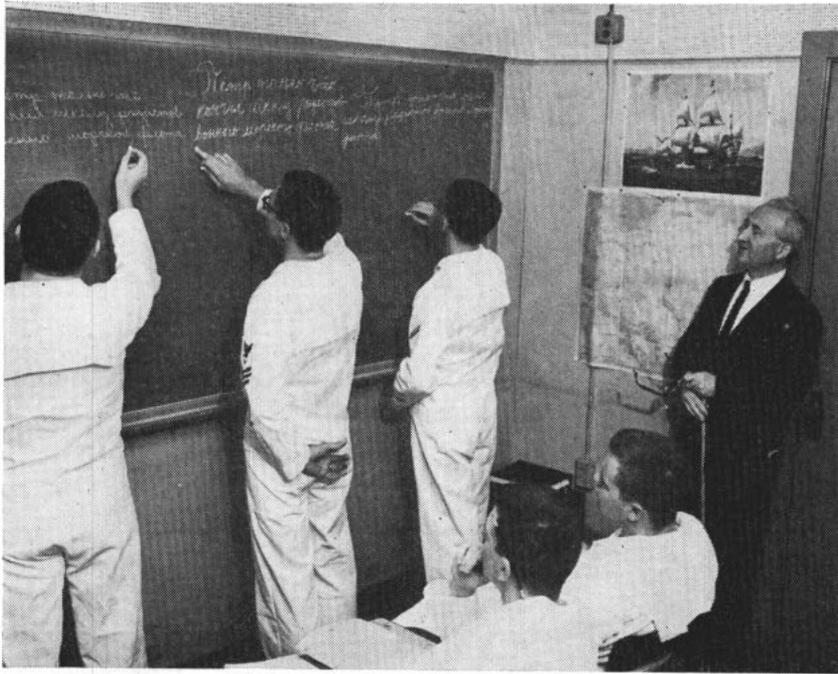
Like officers, enlisted men are notified of their next duty stations before graduation, and are given time to attend to personal matters.

**G**RADUATION IS USUALLY ranked right along with new assignments as the thing students look forward to most.

Graduation ceremonies are held in the Offices of the Director of the

**LATEST METHODS** of language instruction are used. Here students listen to Russian on tape while they follow same words on paper.





**BLACKBOARD DRILL**—Students write as instructor dictates sentence in Russian. New language skill will be used at their new duty stations.

Naval Intelligence School on the last day of the last week of the course, after the final examinations have been completed.

A diploma is issued to each student who satisfactorily completes a full course of study. Credit considerations are recommended to civilian institutions for students who finish the course with a "C" (70) average or better.

In addition, all graduates who qualify as interpreters and translators will have an appropriate entry made on their diplomas.

The final grades of naval officers are transmitted to the Chief of Naval Personnel as a fitness report item.

**URUGUAYAN LT practices English while instructor monitors lesson.**



Final marks on EMs are entered on page four of their service record.

Graduates of the Language Division who wish to apply their credits toward a degree can request that a transcript be sent to their college or university. The Language Division recommends credit consideration be given on the basis of the length of training the student receives.

The American Council on Education has recommended that institutions grant undergraduate credit suggested by the following tabulation.

- Chinese — 26 semester hours.
- Arabic, German, Russian and Turkish — 15 semester hours.
- Spanish, Portuguese and French — 12 semester hours.

**H**OW DO NAVYMEN QUALIFY for language training? BuPers Inst. 1520.27B is the authoritative guide.

Personnel are ordered to full-time language instruction only when their services are needed in a specific billet which requires language ability immediately upon completion of the course.

All naval officers, both Regular and Reserve on active duty, are eligible to apply. However officers assigned to MAAGS and missions as such receive orders to language training without application. Officer applications, which must be accompanied by a Language Qualification Form (NavPers 584), should be sub-

mitted to the Chief of Naval Personnel (Pers B136). Each officer applicant must agree to serve on active duty at least one year for each one-half year of language instruction he receives. This is in addition to the obligated service incurred upon commissioning.

In the case of Reserve officers who have completed their initial obligated service and are serving on voluntary active duty extensions, the extra obligated service incurred through language training will commence on the date language training is completed.

Enlisted men who serve with the Naval Security Group can submit applications for language training, while other enlisted men selected for MAAG and mission duty or attache posts receive orders to language instruction without application when it is necessary for their specific billets. Otherwise, applications from enlisted men are not desired.

**I**F YOU CAN QUALIFY and want the language training, use normal supply procedures to obtain the Language Qualification Form from the Naval Supply Centers at Norfolk, Va., or Oakland, Calif.

The Language Division receives many inquiries each week from men in the Fleet who want to learn more about foreign languages in general, or who are interested in studying a particular language.

Since the school itself does not provide instruction for men on a part time or off-the-record basis, it often refers would-be-bilinguists to the I & E branch of the Bureau of Naval Personnel; the Bureau of Supplies and Accounts Publication NavSanda 2002, which lists language material available on requisition; and to the USAFI catalogue.

USAFI (U. S. Armed Forces Institute) has a do-it-yourself language system. They maintain recordings of 30 different languages for the use of part-time students.

It may be worth noting that the Naval Correspondence Course Center does not include foreign languages in its course listings.

All in all, the Language Division of the Naval Intelligence School is proof that the Navy is aware of the present and future need for qualified linguists. In addition, there are studies and conferences in progress with a view toward improved foreign language training and billet requirements.

— Dan Kasperick, JO1, USN.



**TERRIER TWOSOME**—USS *Canberra* (CAG 2) and USS *Boston* (CAG 1) meet in port during Operation Springboard.

## Booming Times

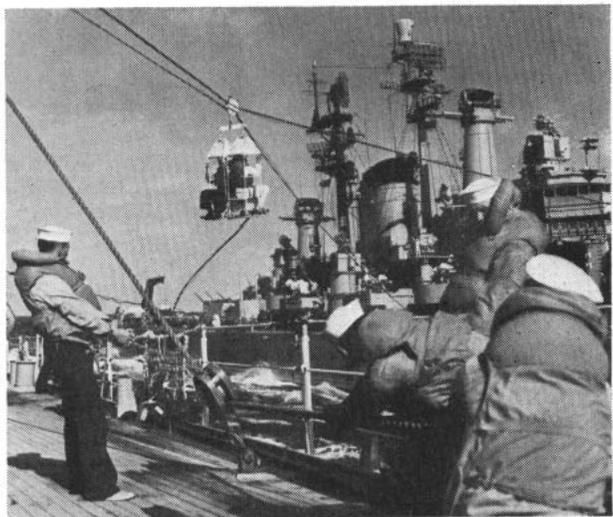
**WHEN** A CRUISER goes out on a Fleet exercise, it's bang, bang, bang all over the place.

Take the case of USS *Canberra* (CAG 2) when she took part in "Operation Springboard," an exercise held annually for U.S. Second Fleet ships. It's designed to keep them up to par in battle readiness.

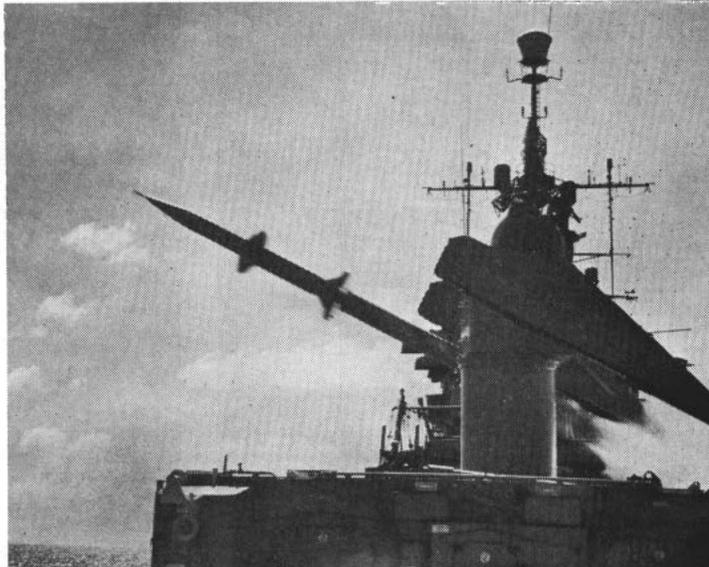
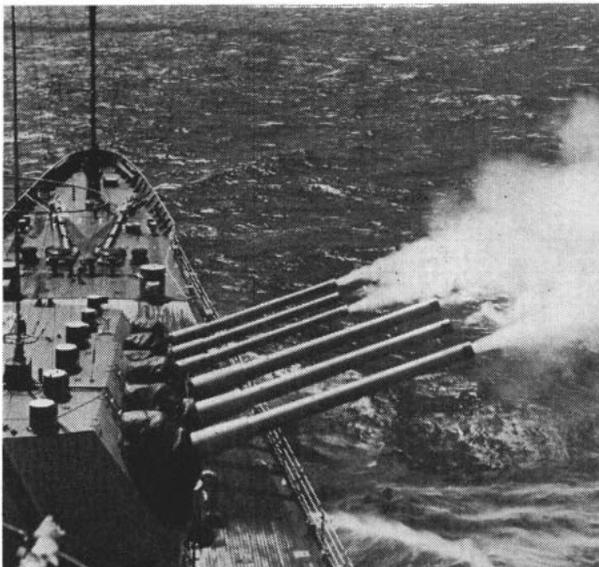
During the exercise, *Canberra*-men fired everything from shotguns (during fantail skeet shoots) to 8-inch battery rifles and *Terrier* missiles. In this way the crew members kept their shooting eyes keen—a keenness that helped their ship win the Battle Efficiency "E" for 1960.

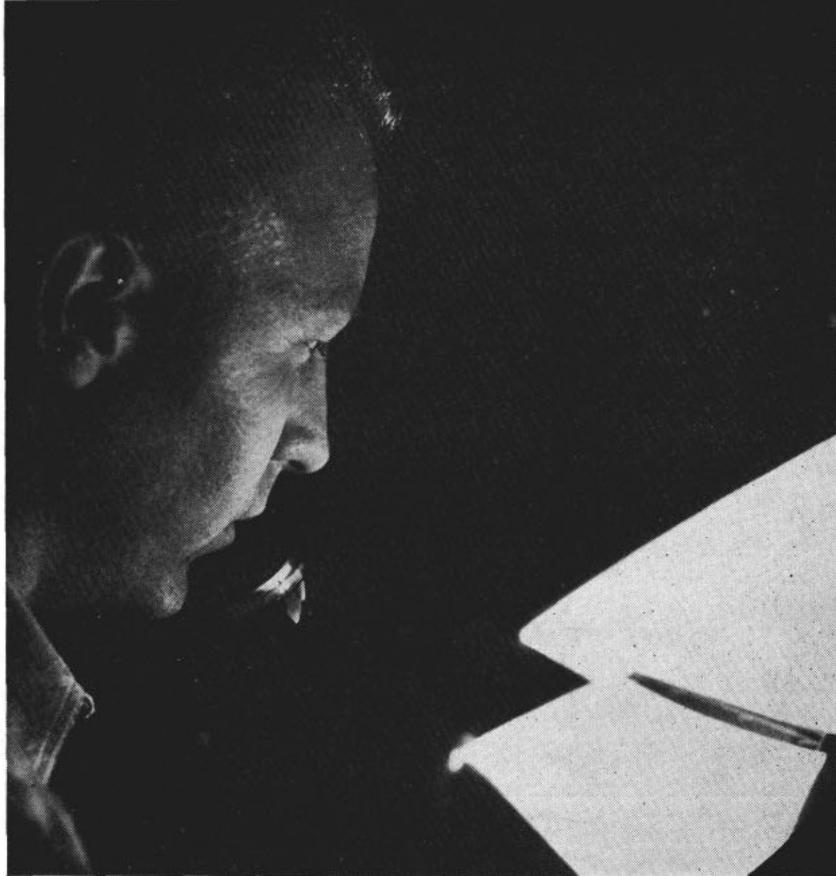
It was not all ship's business during the exercise. There were liberty visits at St. Thomas, Virgin Islands, and San Juan, Puerto Rico.

— D. G. Hogboom, J03, USN.



**OH SHOOT!**—Firing on *Canberra* ranged from missiles to eight-inchers. Above: Personnel are transferred at sea.





COMING IN — E. J. Brouillette, AC1, guides plane's approach for landing at NAS Atsugi, Japan.

air group. In addition, however, it is home base for Navy utility, Fleet reconnaissance, transport and fighter squadrons, and serves as an alternate landing strip for Pacific Fleet aviation units which operate in the vicinity of Japan. To these Seventh Fleet Aviators, GCA 26 is known as Chisai RATCC.

Together with its northern neighbors, Yokota, Johnson and Tachikawa Air Force bases, Atsugi receives approach control services from a master radar installation at Yokota Radar Approach Control Center. When a plane nears NAS Atsugi, however, it switches to Atsugi Radar Control and the pilot is talked down by station radar personnel.

**T**HE CHISAI RATCC operates in a thoroughly interservice and international atmosphere. Land lines and microwave relay put the operating

# Small Unit But Big Job

**G**ROUND CONTROLLED APPROACH UNIT 26 at the Naval Air Station, Atsugi, Japan, is reported to be the world's smallest radar air traffic control center.

This U.S. Navy unit resembles, in a way, the tiny products of Japanese craftsmen. Despite its size, it duplicates the operational capabilities of its king-sized counterparts located at

IN SHAPE — F. L. Benz, ETC, and

various bases on the mainland.

NAS Atsugi, located on the southeastern corner of the island of Honshu, is the hub of naval aviation in the Far East. Nestled in the shadow of Fujiyama's profile, the station is often shrouded by smoke and haze from the Tokyo-Yokohama metropolis on which it borders.

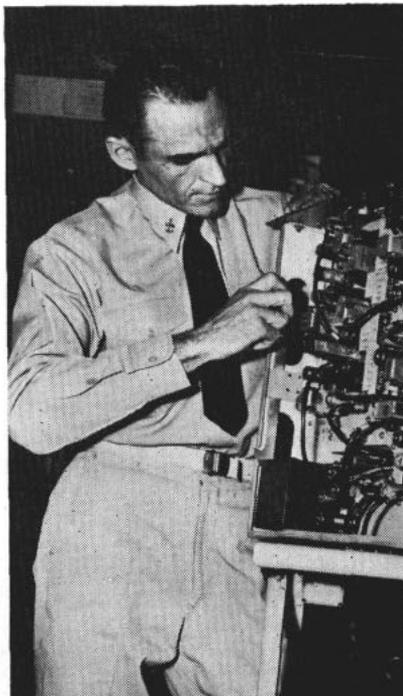
Atsugi is the home of a Marine H. Gordon, ATC, work on radar.

crew of the radar trailer into immediate contact with Yokota, Atsugi tower and the local air defense radar installation.

This communication system is maintained by U.S. Army personnel and by Japanese civilian employees. USAF personnel and Japanese Air Self Defense Force trainees, who operate the Yokota installation, pass traffic information to the Atsugi radar coordinator, who may be a Navyman, Marine or member of the Japanese Maritime Self Defense Force (JMSDF). The aircraft that land at Atsugi might be flown by pilots of the U.S. Army, Navy, Marine Corps, Air Force or Coast Guard; the Japanese Maritime or Air Self Defense Force; or civilian contract carriers. Private planes show up at times too.

The procedures used to handle this traffic have been established jointly by the Air Force, Navy, and Marine Air Traffic Control Officer, Federal Aviation Agency advisors, and officials of the Japanese Civilian Aeronautics Board. The resultant coordination permits a radar traffic flow that has surpassed all levels previously attained by GCA 26 at Atsugi.

**ALL HANDS**



During some months the approach total at Atsugi may even exceed the workload of some stateside radar air traffic control (RATCC) installations.

During a period when GCA 26 was topping all her previous traffic records, she was also bidding, "Sayonara," to her 12th class of Japanese Maritime Self Defense Force trainees. During the three months' on-the-job training, when saturation jet traffic was the norm, the men of the unit, in their roles as instructor-controllers, guided and monitored the six-man class through over 100 approaches per student.

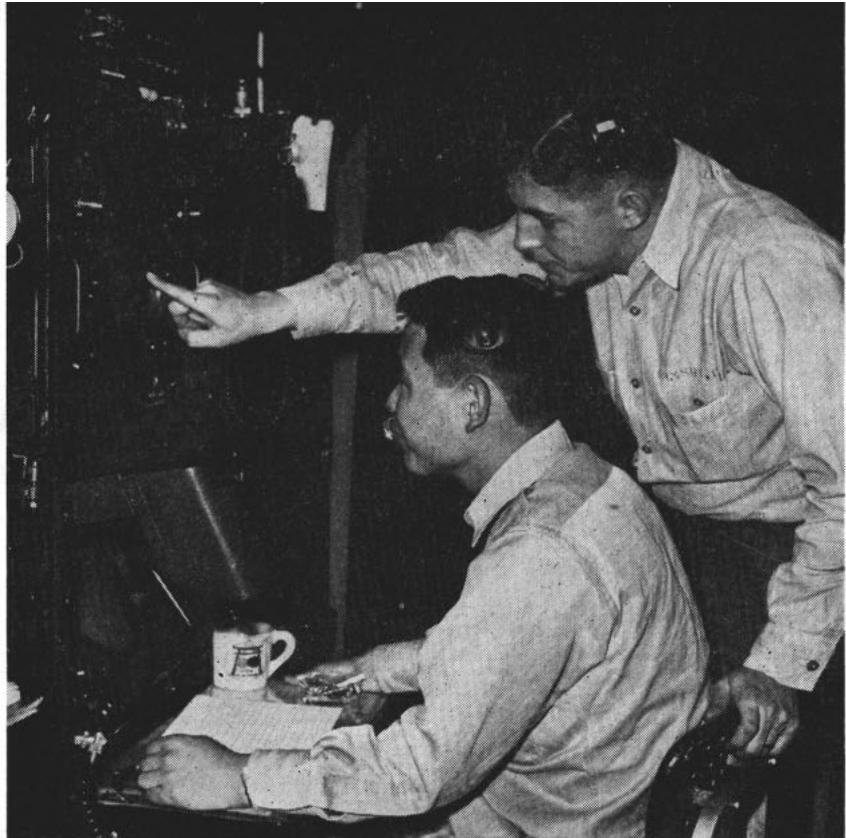
**T**HE GCA UNIT has a maintenance section and an operations section. The four-man maintenance group is under the leadership of LT Frank Rowan USNR, (who is also a rescue helicopter pilot for the Naval Air Station). The maintenance requirements of RATCC type operation are many. Deprived of the traditional scheduled maintenance period by the demands of the busy local air traffic system, the Navy ETs have put in many extra hours of work in a nightly program of progressive maintenance. Because of this additional effort, operators of this unit have never been required to relinquish control of an aircraft on final approach due to equipment failure during periods of foul weather.

A technically complex but operationally simple telecommunications system is another installation in which the maintenance personnel take a high degree of pride. The system permits the unit to conduct the rapid-fire exchange of information with other control agencies which is essential to a saturation level of traffic.

LT John O'Shea, an LDO who is also a naval aviator, shares the duty officer watch with the Officer-in-Charge, LCDR John T. Cleghorn, USNR. The 14 air controlmen are divided into three watches with a chief petty officer in charge of each crew.

In years past, clear weather meant relaxation for a GCA crew, but this is not the case today at Atsugi. Although proud of the record developed by its predecessors, today's GCA 26 team finds it difficult to visualize the operating conditions which could have fostered the legend engraved in the cornerstore of the unit a decade ago by the first crew to operate at the Atsugi station:

**AUGUST 1961**



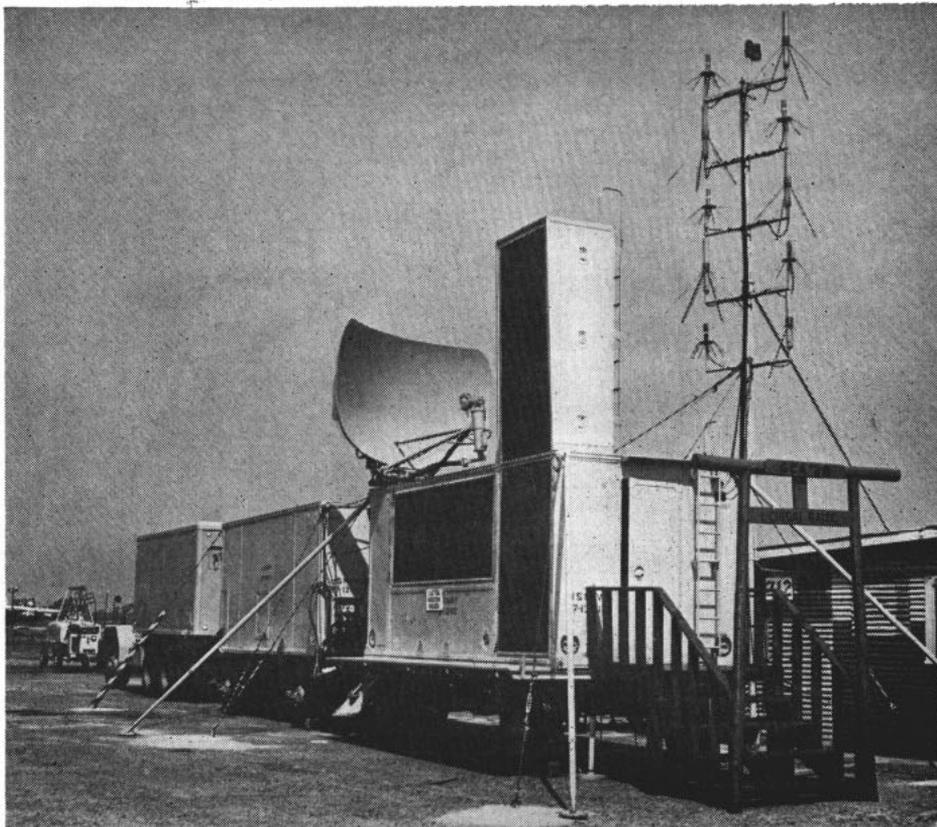
**SCOPE OF IT**—D. Ormsby, AC2, USN, points out landmarks on search scope to a member of the Japanese Maritime Self Defense Forces.

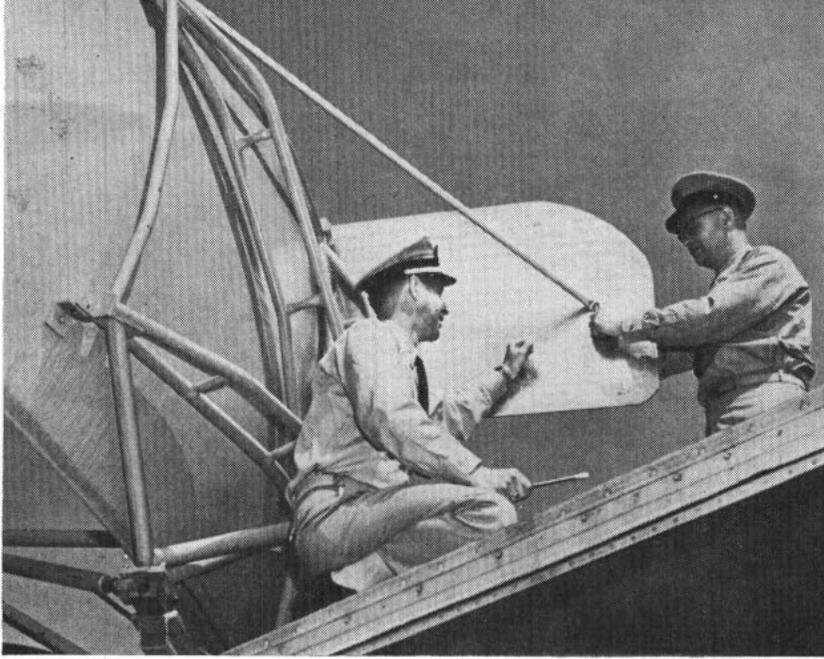
*"We fought the war with the U.S. Horde,  
From our vantage point on the acety-deucey board."*

**A** NEWCOMER TO GCA 26 soon learns that standardization is the hallmark of a professional outfit. He

must spend countless hours memorizing the unit phraseology which has been honed down to the minimum number of concise control instructions necessary for a smooth radar approach. Maps of the area, which show the airway system, beacon locations, holding patterns, approach

**HOME BASE** — Truck, power and operations trailers compose GCA 26.





**SAIL ON**—LT F. E. Rowan and E. M. G. Rankin, ETC, check wind sail.

paths and minimum safe altitudes, must also be drawn and redrawn until they are etched in his mind.

Controllers must adhere strictly to the prescribed approach paths. During heavy recovery operations, even small deviations by a careless operator could disrupt the orderly flow of traffic and create problems which could quickly become serious.

It is not unusual to find student controllers at Atsugi who have had many years' experience at other radar control installations. Only after the new arrival has logged several hundred monitored approaches at Atsugi, however, is he ready to take actual control of and responsibility for a landing. And even then, before he can become a controller the unit officers conduct a series of flight checks which include almost every possible situation that could occur in flight operations. If he checks out he

is designated an "IFR qualified controller," and an entry is made in his service record. Then, and only then, may he control an aircraft without first warning the pilot of his student status.

IFR (Instrument Flight Rules) qualification carries with it a heavy responsibility. No longer will his every move be carefully watched by a senior controller. Only during actual IFR operations, when the GCA duty officer is constantly observing and monitoring each approach, can he feel that someone is backing him up. Ahead of him are countless approaches, each of which will be his individual responsibility.

**I**N THE MONTHS TO COME, the new controller will also find himself instructing and monitoring trainees of the JMSDF. During these sessions he will need a new alertness as he

mentally conducts the run himself, ready to resume personal control if the student miscalculates.

A GCA section leader is assigned a degree of responsibility seldom given to enlisted men. He is directly accountable for the performance of his section, the training of his juniors and the status of the equipment. In the absence of the officer controller, he has complete authority over all unit operations. A section leader may, under certain specified conditions, even be designated as Acting Watch Officer.

New members of the Chisai RATCC soon find that their technical specialties are not restricted to the hours they spend in the operations trailer. Modifications to equipment must be made to meet the needs of the local situation. The ideas for most of these modifications, and also new procedures, are formed during discussions in the ready room.

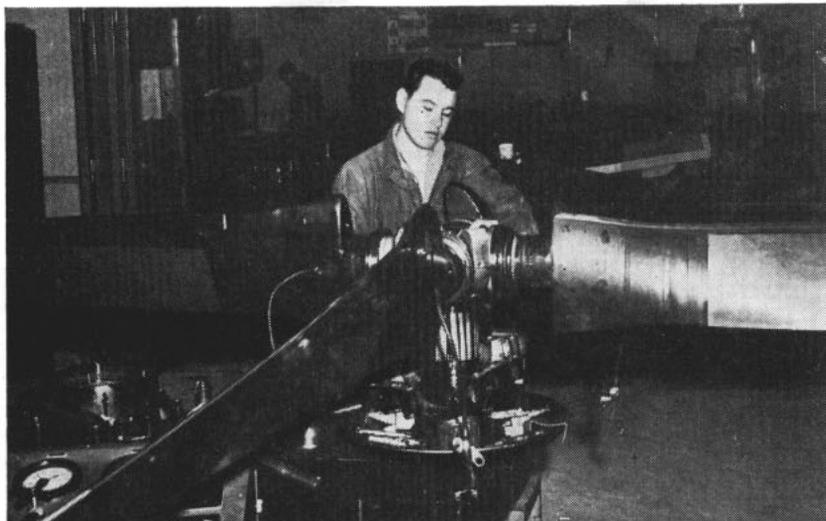
A continuing process of review and analysis is essential to intelligent progress in this field. While formulating procedures to obtain the maximum effectiveness from existing facilities and conducting analysis of local traffic problems, GCA personnel have learned that technical competence in this field is maintained only through constant study.

Although procedures have never been formulated to allow the men of a radar unit to earn an "E" for their trailer, they must always operate with perfection. The uncompromising motto of Chisai RATCC aptly sets forth their creed:

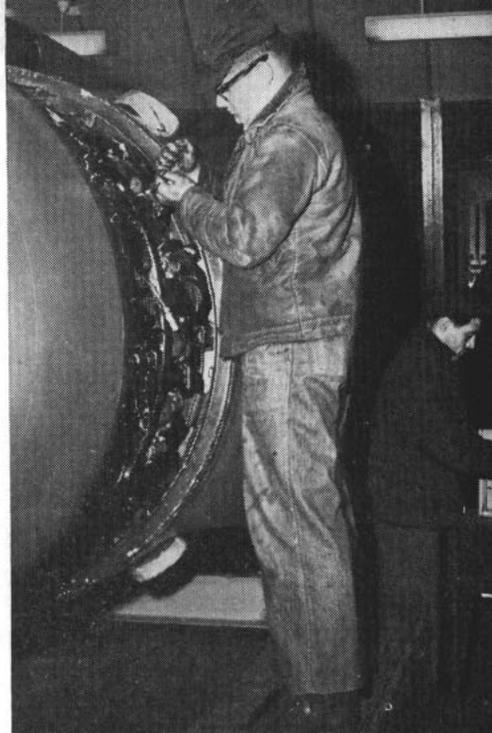
"We have fine equipment, we have trained people, and we have proven procedures. Therefore the pilot has a right to a perfect approach. Anything less is unacceptable." —LT John A. O'Shea, USN.

**TEAM WORK**—U. S. and Japanese sailors leave after an approach. Rt: AC2 mans communications gear.





PROP MAN—S. Barbosa, SA, USN, repairs propeller at Iwakuni.



CHECK UP—C. Smith, AN, USN, checks wiring on new engine.

## Navymen Invade Marine Post

**M**OST NAVYMEN like to believe the Marine corps is just part of the Navy. (And there's a rumor that most Marines like to think the Navy is just part of the Marine Corps.)

It is not uncommon, however, for a Marine detachment to be stationed aboard a Navy ship or station, while it is out of the ordinary for a detachment of Navymen (other than medical personnel and chaplains) to be stationed aboard a Marine installation.

Marines at the Iwakuni Marine Corps Air Facility in Japan have just such a group of sailors in their Naval Aircraft Maintenance Department (NAMD).

NAMD supports all the naval aircraft in the squadrons based at Iwakuni, Japan, plus other Navy aircraft which pass through the area. Nine officers and 125 enlisted men are attached to the unit.

The detachment regularly supports four of its own aircraft and 22 planes from Navy Patrol Squadrons 50 and 22, as well as transient prop-type aircraft. This schedule keeps NAMD's repair and maintenance departments busy.

During the first 80 days of this year, for example, the propeller shop repaired 28 propellers and 17 governors and made minor repairs to four other props.

NAMD's hangar line department maintains and flies the detachment's two UF-1 aircraft, which are used for utility and VIP flights, and two SNB aircraft. The detachment also furnishes major maintenance for two

SNB aircraft based in Korea. While it is capable of handling most repair problems, the detachment is limited to what is known as Class "C" work. This allows it to perform almost every type of repair job except complete overhaul.

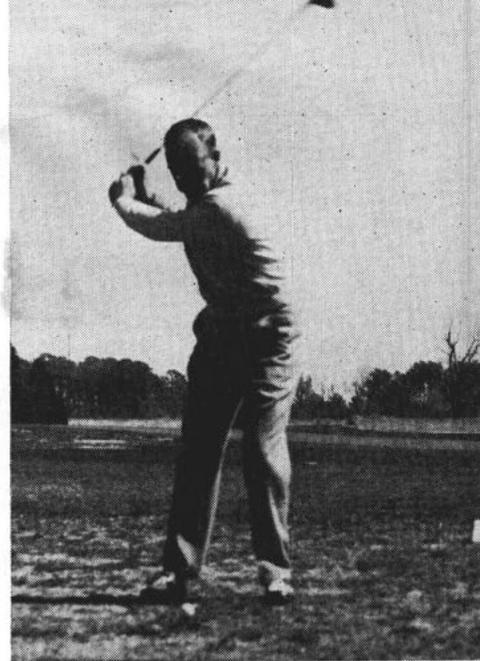
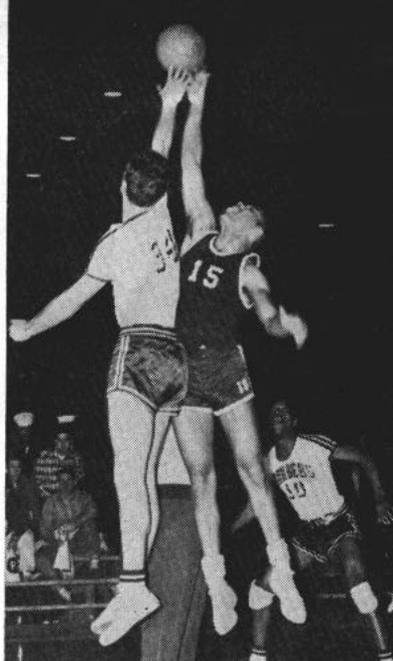
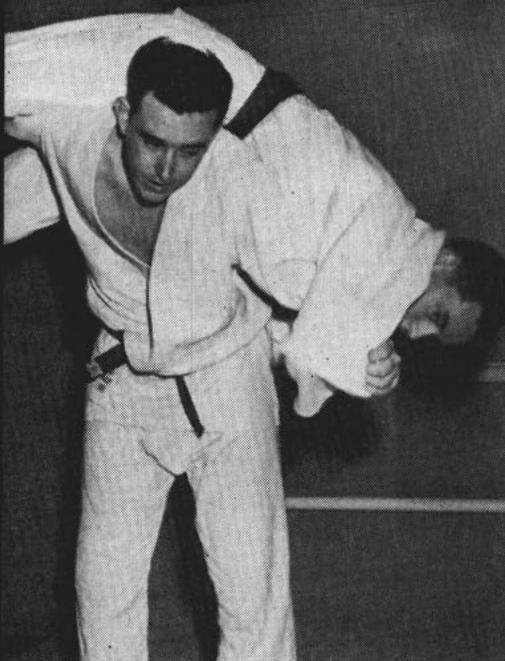
The materiel department receives an average of 42 requests per day for equipment and materiel. Each

request is screened, and then after the accounting information is assigned and the money value determined, the request is forwarded to MCAF supply.

The group of Navymen, tucked away at the Marine Corps Air Facility in Japan, keeps plenty busy.

**HOT STUFF**—NAMD crew load practice torpedo aboard ASW seaplane.





**WELL ROUNDED** — Off-hours sports and recreation program at Pax River has something for everyone.



**FINE SPOT** — Navy units at Patuxent are on some 6800 acres with nine miles of Chesapeake Bay coastline affording ideal recreation.

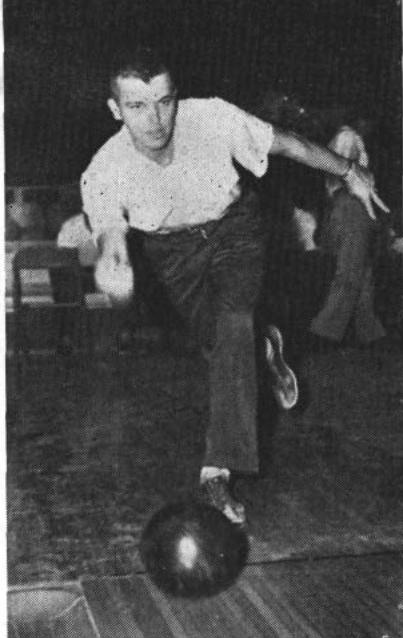
## NAS Pax

**F**ROM time to time ALL HANDS has found occasion to make passing mention of Fiddler's Green — that sort of combination Shangri-La, Paradise, Eden, and all of the other never-never lands you've ever heard of, all rolled into one — where, so the story goes, all good sailors (and those who have helped in any way to make a sailor's lot in life a happier one) go to their eternal reward.

In Fiddler's Green, we understand, there is no reveille — and old salts and jolly tars spend their days and nights singing, dancing and frolicking to their heart's content. That, as a matter of fact, is the big attraction of Fiddler's Green.

Such a setup, we'd imagine, would find almost as many different ideas as to what constitutes the ideal in fun and frolic as there are inhabitants.

For the old boatswain's mate, who got his kicks while a member of Uncle Sam's Navy, through whipping up elaborate and ornamental knot displays, for example, there'd be miles and miles of pure white line — all he could ever want. For the chow hound the galley would always be open; for the sack artist there would be the most comfortable sack in the place, plus a permanent "Do not disturb, I had the mid" sign for his very own. Liberty hounds, we assume, would find eternal open gangway to neighboring clouds. Cumshaw, scrimshaw and midnight small stores would all be blessed and



FITNESS AND FUN — Sports for participants and spectators run from All-Navy to intramural events.

## River--Where All Good Sailors Go

accepted ways of life on the Green.

For the thousands of sailors who get their enjoyment out of sports and recreation there'd be overflowing gear lockers — always open; fishermen would always find the holes where the big ones jump right into the boat in their eagerness to take the hook. Umpires and referees would all be blessed with perfect eyesight and the patience of Job. There would always be enough alleys available for open bowling, and in all the alleys, the tenpin would *not* be nailed down.

Picnics, beach parties, ball games, golf dates and what-have-you would never, never be rained out.

**T**HIS IS ALL BY WAY of introduction to one of the finer examples of an Athletics and Recreation setup in the Navy today. It's not Fiddler's Green by any means, but you'll be surprised — and pleased — by the excellent off-hours program at the Naval Air Station, Patuxent River, Md. This extremely busy and important activity is somewhat isolated from metropolitan centers. Its recreation program has been a big boost to station morale.

Top-flight morale, maintained, at least in part, through vigorously prosecuted and widely varied recreational programs, has long been a Navy specialty the world over. NTC Great Lakes, SubPac, 14ND Headquarters and NAS Barber's Point are some examples which spring readily

to mind. Norfolk, San Diego, Whidbey Island, Memphis, Jacksonville, and both Atsugi and Yokosuka, in Japan, are some more we've heard rave notices about. There are plenty of others, too.

Pax River ranks mighty high on the list — and could well serve as a model for any command which, for one reason or another, might feel there is something lacking in its own W & R picture.

Two items — command interest, and the aforementioned geographical location — probably rate as chiefly responsible for Pax's recognition of the importance of the sporting life. Washington, D. C. — the nearest city of any size — is upwards of 70 miles away. With area traffic the way it is, that puts Patuxent in the category of an isolated duty station, at least for the off-duty sailor.

At Pax River, Special Services Officer LCDR Tom Pole and his troupe are constantly dreaming up new ideas to encourage the inhabitants to stay on the station — in lieu of embarking on the long, tiring and potentially dangerous 140-mile round trip auto junket into the Nation's capital on overnight liberty — and they get an unqualified endorsement, and the whole-hearted approval of the top brass.

**T**HE STATION AT PATUXENT RIVER is a fascinating melange which ranges from busy airfields, bustling shops and hangars, and traffic con-

gestion to well-nigh untrammelled wilderness within a mile or two. It rambles over some 6800 acres and nine miles of the Chesapeake Bay coastline where the Patuxent River and the Bay merge at Cedar Point, Md. By far its most important tenant activity is the Naval Air Test Center, which has played a continuing and increasingly important role in new developments in naval aviation since World War II. Also based here are: Fleet Tactical Support Squadron One; Air Early Warning Squadrons Two and Thirteen; Patrol Squadron Eight, and, as adjuncts of the Naval Air Test Center, a Flight Test Division, a Service Test Division, a Weapons Systems Test Division and a Test Pilot School.

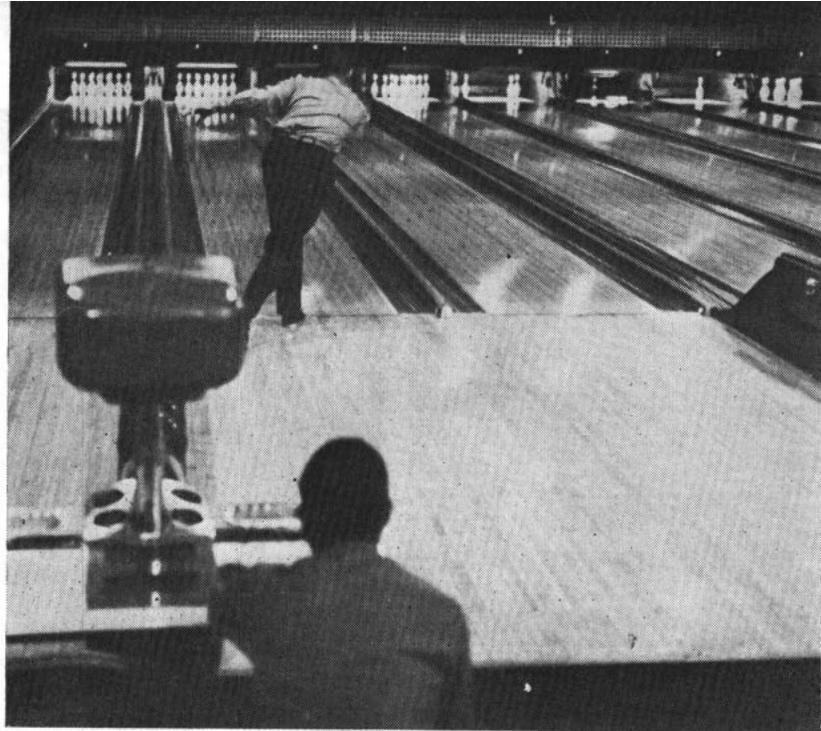
NAS Special Services serves all of them.

Here's what you'll find:

- Twelve intramural softball fields, on which upwards of 30 teams are battling through a rip-roaring race scheduled to culminate in late August with a base championship series.

- A swimming and picnic area — white sand beach, lifeguards on duty, outdoor grills, picnic tables and floats in profusion.

- Harper's Creek — a sheltered inlet just off the Bay — where 30-odd Special Services boats, complete with outboard motors, are moored. These are also checked out on a first come — first served basis, along with fishing tackle, crabbing gear, skin div-



**DOWN THE ALLEY** — Station's bowling alley does booming business.

ing equipment or water skis. Many Pax-based Navymen also keep their privately owned boats here. There is a large cabin cruiser, available for parties, which is suitable for day-long or week-end fishing excursions.

- A flourishing Rod and Gun club. Deer, squirrel and rabbit abound in the base's heavily-forested sections, and each may be hunted in season. There are four well-stocked fish ponds and several duck blinds in the marshes near the river. Guns can be checked out from the armory, or bow and arrows from Special Services.

- A picturesque golf course which winds through the trees along the Bay shore. Tee-off times are on a first come — first served basis, and clubs and golf carts are on hand for checkout, so anyone can play. A club pro is available for lessons, and a snack bar is located near the first tee.

- Hobby shop. Huge, spotlessly

clean and immaculately maintained, it's enough to send a do-it-yourselfer into spasms of delight. The wood-working and carpentry section contains power tools of every description, plus every hand tool known to man.

Many Pax sailors bring their boats here for sanding down, repairing and repainting. Wood, nails, paint and such can be purchased right on the premises, and an attendant is always on duty to check out tools and equipment.

The automotive and metal-working section of the shop offers all of the necessary equipment for anything from minor body work or a paint job to a major engine overhaul, plus lathes, drills, forges and what-have-you.

- Many Special Services activities are housed in the huge drill hall which also contains the Special Services administrative offices and its main complex of gear lockers, dress-

ing rooms and what-have-you.

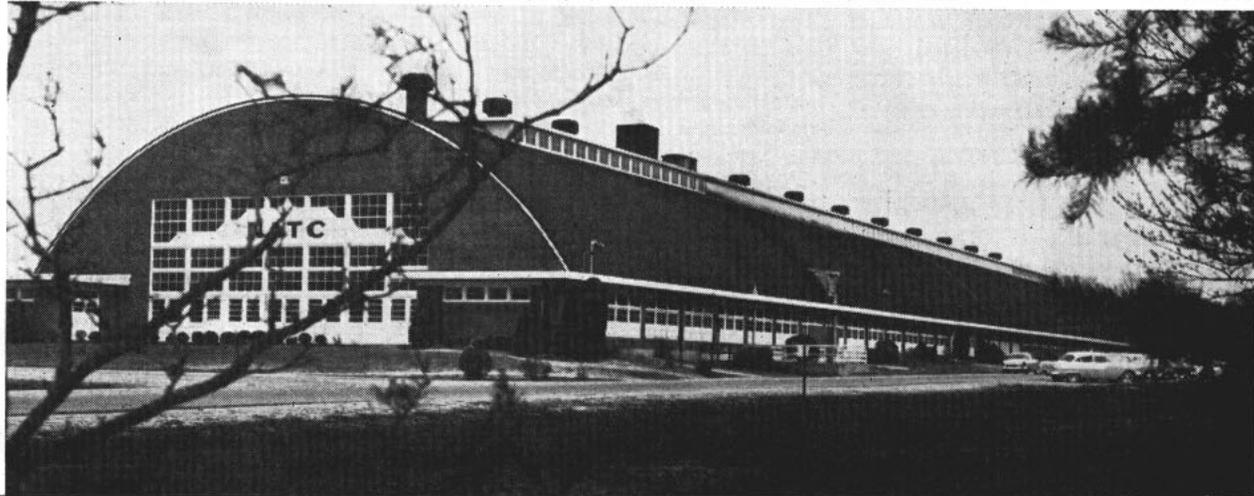
- Here you'll also find the 14-lane bowling alley, complete with automatic pin-spotters. These automatic pin-setting machines were installed last year for the All-Navy Bowling Tournament, and have more than tripled activity at the plant ever since. It does a booming business the year around, with some 70-odd teams competing in various intramural leagues, and with mixed leagues, children's leagues, women's leagues and open bowling adding to the clatter.

- There are five basketball courts — home base for both the varsity squad and for the more than 30 teams which battle it out all winter in several intramural leagues. At one end of the building are badminton courts, a boxing ring, wrestling and tumbling mats, and a completely equipped weightlifting and body-building area.

- Directly beneath the bowling alley is an indoor, sound-proofed rifle and pistol range. There is also an outdoor rifle range. They're evidently being put to good use, too — earlier this summer Pax's 10-man rifle and pistol team journeyed to NAS Jacksonville, Fla., and made a near clean sweep of the Atlantic Fleet matches, winning five of a possible eight first-place awards.

- Outdoors there are tennis and volleyball courts. There's Buddy Meyer Field — a well maintained, lighted softball stadium, where the varsity Bombers play their home games, and which will be the scene of the upcoming North Atlantic Region and All-Navy meets. You can, if you like, pitch horseshoes — or you can check out a bicycle and tour the base and surrounding countryside if that's your particular cup of tea. Indoors there are table tennis, pool tables, a library, various service clubs and a base theater.

**'FUN HOUSE'** — Large drill hall houses many Special Services activities, as well as administrative offices.



**T**HERE'S DOUBTLESS MORE that hasn't been included, but you get the general idea. The general idea, as far as Patuxent River's Special Services Department is concerned, is something for everybody — if it's humanly possible to produce it.

During 1961 NAS Patuxent River has hosted, or will host, a total of one All-Navy and four Regional sports meets. Such a rash of activity within a few months time would seem to indicate, even to the uninitiated, that Pax River boasts a hustling Special Services crew.

The workload involved in the management of a Welfare and Recreation program on a base of this size can be staggering enough in itself, without the additional hundreds of details inherent in the successful production of a Regional or All-Navy meet.

Here's what Special Service's Tom Pole, a tall aviator who's been a Navyman since 1943, has to say about that:

"It is a lot of work, all right. But we think it's worth it.

"With a total of only 6000 to 6500 military attached to all of the activities at this base combined, we don't have an awfully large budget at our disposal. Within the limitations of that budget we feel we should have three major aims.

"They are: (But not necessarily in this order) (1) to provide top-drawer spectator entertainment for any and all who care to attend; (2) maintain a complete intramural program to give the men and women not of varsity caliber a chance to compete in the sport of their choice (thus providing added sources of spectator entertainment); and last but certainly not least, as far as we're concerned, to provide as many facilities as possible for those whose interests lie neither in competition nor in watching competition, but who want only the opportunity, and the means, to entertain themselves."

**N**AS PATUXENT RIVER SPONSORS varsity-level teams in basketball, softball, golf, tennis, bowling and soccer. Most of these squads are entered in MAISAC (Mid-Atlantic Interservice Athletic Conference) league schedules, in order to bring to the Air Station the strongest service competition available locally.

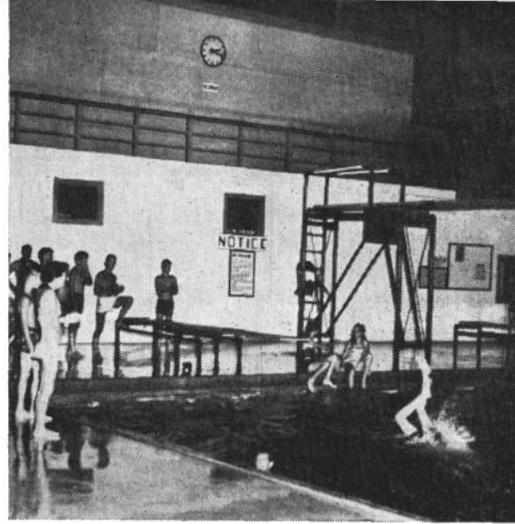
In softball this season they've gone even a step further. They have also entered their varsity team in Amateur Softball Association of the Amer-

icas competition in the Triple-A Guy Mason League in Washington. This move has accomplished a three-fold purpose. It has given the Pax team the benefit of extremely rugged competition; it has brought to the Air Station some of the top civilian softball players in the world; and it has given the Pax team a chance to qualify for Central Region eliminations leading toward a possible berth in the World Softball Championship tournament.

All of NAS Patuxent's varsity teams enter PRNC-SRNC district-level meets (some of which are also staged there from time to time) to compete for the chance to advance to Regional and All-Navy play.

These tournaments are, as previously noted, only extras. And varsity-level sports affect relatively few actual combatants. The real year-in, year-out bread-and-butter items at Pax, as they are at most other Navy bases, are the recreational facilities available to all hands, and the Base intramural sports program.

From Special Services Officer on down, the W & R team is not above pitching in to help repair a ball field, refinish a court or make up a schedule. LCDR Pole, however, must confine a large share of his time and energy to administrative matters, in short — paperwork. The on-the-spot overseeing of Pax's many-faceted recreational facilities, and responsibility for the operation of its intramural sports program falls, in large



**SPLASH**—Navy dependents enjoy a swim in station's indoor pool.

measure, on his number one assistant, Chief Yeoman Mike Hoffman.

Arriving at Pax River a couple of years ago from a tour in Naples, Italy, Chief Hoffman was awaiting assignment to one of the administrative or personnel offices on the base when he was sent to LCDR Pole's shop to lend a temporary helping hand. He's hardly had a chance to put the phone down since.

The people at NAS Patuxent expressed a near-unanimous opinion:

If there exists a Pax River sailor who harbors the feeling that "there's nothing to do aboard this base," he must be either (a) highly unimaginative, or (b) ready for Fiddler's Green.

—Jerry McConnell, J01, USN.

**IN SEASON** — Pax River softball team sharpens up in practice session.



# Pins, Records Fall in Tourney

**R**ECORD HIGH SCORES, game but losing bids for a third straight crown by two defending titlists, and the crowning of two new champions featured the 1961 All Navy Men's and Women's Bowling Tournament at Bremerton, Wash., May 17-19.

Hot and heavy firing was the order of the day throughout the entire three-night, 18-game pin-toppling orgy—so hot and heavy, in fact, that in both the Men's and Women's Divisions, the top nine finishers exceeded last year's winning total.

Atlantic Fleet Region's male representatives copped most of the honors in the Men's Division, furnishing the champion and filling four of the top six slots. The North Atlantic Region's female contingent, meanwhile, even more thoroughly dominated Women's Division play, grabbing off four of the top five positions.

A total of 20 Navymen—four from each of the North Atlantic, Atlantic Fleet, South Atlantic, Pacific Coast and Western Pacific Regions, and 16 women (the Atlantic Fleet Region did not send a women's team), competed in the three-day struggle for Navy ten-pin supremacy. Scoring was on a straight pin-fall basis, with games rolled off in six-game blocks each night.

Reigning as 1961's top Navy keglers as a result of their Bremerton triumph are:

**Men's Division** — Gunner's Mate Third Class Troy Davis, USN. A Stillwater, Okla., native serving aboard the destroyer tender *uss Sierra* (AD 18), and representing the LantFlt Region, Davis, a model of consistency, led through all three rounds. He splashed an 18-game total of 3664 pins, and averaged slightly over 203 per game in the process.

**Women's Division** — WAVE Machine Accountant Second Class Rose Stewart. Representing the Naval Supply Center, Bayonne, N. J., and NorthLant, Miss Stewart, unlike Davis, had to come from behind to win. Resting in the runner-up slot, some 53 pins behind, after the first two rounds, the Indianapolis, Ind., Navywoman ground out a final night 1097 string, giving her an over-all 3221 total, a sparkling 179 average for her 18 games, and a healthy 112-pin bulge over her nearest pursuer.

Topped from their two-year pre-



**TOP KEGLERS** — Holding trophies and sharing smiles are winners of the 1961 All-Navy Bowling Tournament. They are Rose Stewart, MA2, and Troy Davis, GM3.

eminence as the Navy's best bowlers were defending champions Norm Nicholson and Laura Core—and in both cases, the dethronement was accomplished by a teammate.

Chief Sonarman Nicholson, a crew member of the escort destroyer *uss Beale* (DDE 471), and, like Davis, a member of the Atlantic Fleet Region detachment, couldn't get untracked through the first two nights' action. He dawdled along in eighth

place before making his move with a final-round 1239 splurge which was too little and too late, but did lift him to fourth place in the over-all rankings.

Laura Core, a disbursing clerk second class stationed at the U. S. Naval Station, Washington, D. C., and a NorthLant Region teammate of Wave Stewart, was never lower than third, and finished in a tie for second with NAS Cecil Field, Texas' ENS Marianne Schrader, a SouthLant Region entrant. Veteran Navy sportswoman Core then proceeded to cop a two-frame roll-off by a 19-18 margin for distaff runner-up honors.

WestPac's Marilyn Hatch, a communications technician second class out of the Naval Communications Station, Pearl Harbor, set the pace in the Women's Division through the first two rounds, but faded badly in the stretch and wound up sixth.

Furnishing the big challenge to Davis throughout the men's tournament, and never more than a few pins back, was NAS Jacksonville's diminutive Vic Cieplinski. An aviation machinist's mate second class, and a SouthLant Region standard-bearer, Cieplinski never let Davis relax for a moment as he stuck doggedly to the new champ's heels over the entire 18-game grind. His fine 3627 effort, just 37 pins off Davis' winning mark, added up to a sparkling 201-plus average, and gained him the Men's Division runner-up trophy.

Davis' first-round 1304 series—fashioned from games 161, 262, 234, 195, 201, and 251—stood up as the meet's highest six-game block in the Men's Division. Similarly, Miss Hatch's first-night 1181 gained her Women's Division honors in that category.

High single game among the men—a mammoth 265—was turned in by NavSta Midway's Lawrence Drager, who wound up in 13th place in total scoring. SouthLant's Chief Disbursing Clerk Betty McCaffrey, ninth-place finisher in women's play, set her Division's single-game standard with a fine 237.

Sharing honors with the bowlers in making this year's meet a smashing success were the host command—Puget Sound Naval Base—and the city of Bremerton. The tourna-

## Top Ten Scorers in Each Division

MEN'S		
Name	Team	Score
Troy Davis	LantFlt	3664
Vic Cieplinski	SouthLant	3627
Bill Daily	LantFlt	3558
Norm Nicholson	LantFlt	3554
Clyde Collins	NorthLant	3501
Terry Dopson	Lan:Flt	3486
John Moore	NorthLant	3472
Jim Poteet	PacCoast	3431
Rube Knopp	PacCoast	3420
Floyd Touchette	PacCoast	3350
WOMEN'S		
Rose Stewart	NorthLant	3221
Laura Core	Nor:hLant	3109
Marianne Schrader	SouthLant	3109
Mary Wallace	Nor:hLant	3093
Eihel DeBevec	NorthLant	3032
Marilyn Ha'ch	WestPac	3067
Dorothy Troyan	PacCoast	3040
Lena Carnes	PacCoast	3038
Betty McCaffrey	SouthLant	3014
Nadene LaBon'te	WestPac	2983

# Glory and Trophies for All

ment was originally slated for the Naval Base alleys, but was shifted downtown to provide room for more spectators. It proved to be an inspired move, as evidenced by the SRO throngs which crammed into the lanes during each of the three nightly sessions.

Both the Base and the city literally knocked themselves out in providing the best in services, facilities and hospitality for the visiting keggers. To a man — and woman — the bowlers, most of whom are veterans of many years of Navy tournament competition, termed this year's setup "the finest we've ever seen."

## Navy Men Win CISM Berths

Two East Coast-based Navy boxers — Sixth Naval District's SN Jim Rosette, and NAVAIRLANT's SN John Hunter — helped represent the United States as part of a 10-man mitt squad (also including four Airmen, three Marines and one Army man) which hosted eight other countries in C.I.S.M. ring competition at Fort Dix, N. J., in late May.

A total of 50 leather-pushers competed in the four-day event. The U. S., aided materially by Rosette's triumph in the middleweight division, won in five of the 10 weight classes. Italy captured three championships, while the United Arab Republic captured the remaining two spots.

C.I.S.M. is the "Conseil International du Sport Militaire" — or, unofficially, the "International Military Sports Council."

Formed in Nice, France, in 1948, with five original participants, it has now expanded to include 26 member countries.

Middleweight Rosette, the classy 6ND belter who waltzed off with the 1961 All-Navy 165-pound championship as a member of the South Atlantic Region squad, rapped out two straight decisive wins in coping his C.I.S.M. crown. The slugging lefty came back from an opening round eight-count knockdown to outpoint his first round foe, then be-dazzled a heavily-favored UAR entrant in the championship go-round.

Hunter, the experience-shy but bone-tough scrapper who pulled a big surprise in winning this year's All-Navy lightweight title, and who continues to look better every time he goes to the post, KO'd his first-round opponent to reach the finals. There he dropped a close decision to a ring-wise Italian battler.

**WOULD YOU LIKE TO STAND** a handsome trophy or two on the old mantelpiece — the better, perhaps, to impress your friends and neighbors, and maybe, someday, to help convince the offspring that the old man was some shucks in his day?

You've got as good a chance as anyone to do just that now — through participation in BuPers' new, Navy-wide Sport of the Month Program.

What is the Sport of the Month Program? Its announced objective is to furnish something for everyone — be he bowling nut or horseshoe pitching artist; fishing fanatic or basketball foul-shooting devotee; a regular Robin Hood with bow and arrow, a golfing bug, a Dead-eye Dick with a pistol, or a track and field enthusiast — be he an ardent, year-around athlete, or the type who prefers a more casual fling at the sporting life.

In any case, and whatever your approach to sports and recreation in general, the BuPers Sport of the Month Program aims to give you, and all other officer and enlisted Navy men on active duty for 90 days or more, and your bona fide dependents, a shot at any or all of the First, Second and Third Place Athletic Achievement Awards which will be furnished for each contest by the Chief of Naval Personnel.

Contest rules are simple and uninvolved. Basically, you should use standard equipment wherever available — but improvised gear, where necessary, is acceptable so long as it conforms to standards; i.e., paper covers in lieu of archery targets or CO2 shooting targets.

Eligibility for any of the awards is based on participation within the three months previous to the deadline set for the ending of that contest. For example: If the deadline for the Horse-shoe Pitching Contest is 31 Oct 1961 (which it is) you must compete in that contest sometime during the months of August, September and/or October 1961 to have your bid for an Achievement Award receive consideration.

**WHEN BIDDING FOR** an Athletic Achievement Award in connection with the BuPers Sport of the Month Program, your achievement must be reported directly to the Chief of Naval Personnel (Attn: Pers G-11) with a copy to the com-

mand fund administrator, and must follow a hard-and-fast format. It must be in the hands of the Bureau by the day listed as the deadline for a particular contest.

This report may be submitted on a standard postal card, and must be in the form indicated in the following sample:

1. (Contest No.) X-61
2. (Contest Name) Horseshoe Pitching
3. (Score) 45
4. (Name, rank/rate, serial No.)  
Doe, John, SR, 123 45 67
5. (Activity) USS Rollheavy (DD 10)
6. (Date of Accomplishment) 15 Aug 1961
7. (Certified by:) Smith, Jack (n),  
BMC, USN

Here are the remaining events on this year's schedule. Beginning in January 1962, a complete calendar of 12 events will be published for the entire year.

## VIII — 61 — CO2 Pistol Shooting

Bullseyes only — number of bullseyes out of 50 shots at 25 feet. Bullseyes must be one-and-a-half inches in diameter. Deadline — 31 Aug 1961.

## IX — 61 — Archery

Bullseyes only — number of bullseyes out of 30 shots at 40 yards. Bullseyes to be 9.6 inches in diameter. Deadline — 30 Sep 1961.

## X — 61 — Horseshoe Pitching

Ringers only — number of ringers out of 50 consecutive attempts at distance of 40 feet. Stake must be 12 inches out of ground. Deadline — 31 Oct 1961.

## XI — 61 — Bowling

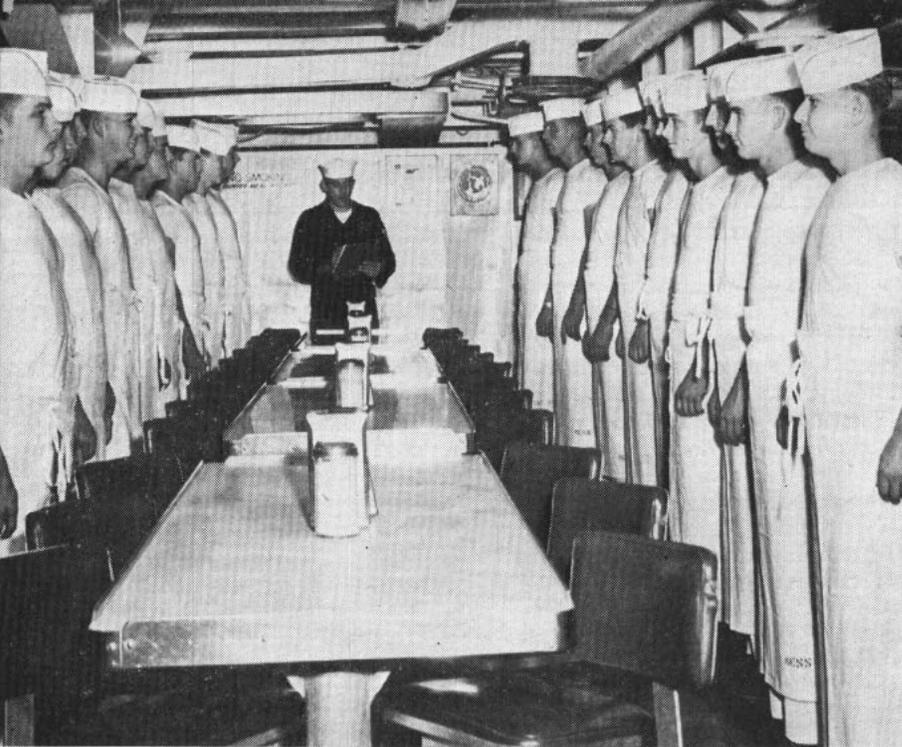
Highest three-game series. Deadline — 30 Nov 1961.

## XII — 61 — Basketball Foul-shooting

Number of foul shots made out of 100 consecutive attempts. Deadline — 31 Dec 1961.

BuPers Recreation officials hope that this newly instituted program will result in wide over-all participation, including local and area-wide field day promotions, with appropriate awards. The establishment of records in the various events at these levels will also be considered. In the same vein, they'd like to hear your comments on the desirability of holding "via mail" track and field and swimming meets — or any other constructive comment.

If you're sports-minded and you would like a chance to fill vacant spaces in your trophy showcase, this is your opportunity to be heard.



MESS MUSTER — Mess cooks of USS Galveston (CLG 3) stand inspection. *Rt.*: Best mess ashore was NAS Patuxent.

# These Are Good Feeders

**T**HERE ARE A LOT of mighty fine general messes in the U. S. Navy, both ashore and afloat. Some of them are so outstanding that they deserve special recognition. To do this, the Secretary of the Navy established the Navy Memorial Awards Program in 1958. And now, 1961 has rolled around, with the Awards Program firmly established.

Thirty-nine admirals nominated a ship or station in the command of each as a representative for the Award. Of these, six were chosen as

finalists; three ashore and three afloat. The six were visited by a committee and after a thorough inspection, the best, in the opinion of the committee, were chosen.

Winner afloat was USS *Courtney* (DE 1021), the COMDESLANT nominee. Runners-up afloat were USS *Galveston* (CLG 3), of COMCRULANT and USS *Henrico* (APA 45) of COMPHIBPAC.

Winner ashore was NAS Patuxent River, the PRNC nominee. Submarine Base, Pearl Harbor, the 14 ND

representative and NavSecGroup, Kami Seya, the COMNAVFORJAPAN nominee, were runners-up.

How do you choose a winner? That's a long story, but here are a few items that apply to any general mess:

- **Proper techniques**—Food preparation, use of Navy Recipe Cards, cooking and baking, serving, clean-up. Stowage and breakout. Check on wastage.

- **Organization**—Safety regulations posted. Operating instructions and temperatures and times posted. Watch lists. Routing of food lines. Placement of machinery, utensils, foods and condiments.

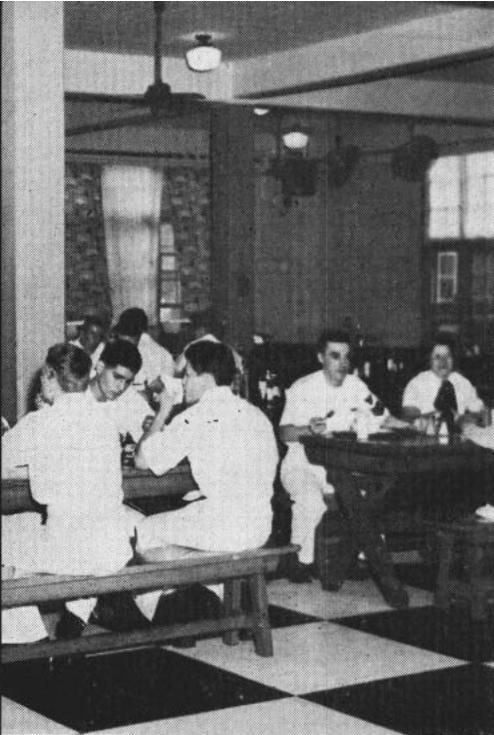
- **Records**—Accounts up to date. Status of supplies known at all times. Proper reports made. Staying within budget. Training schedules made.

- **People**—The Navyman who eats in the mess is, when you come down to it, the most important item. Is his food well prepared, tasty? Does it appeal to the eye? Is it served piping hot or ice cold, as needs be? Does he have to wait in line a long time? Has everything possible been done to see that, when he eats, his surroundings are as pleasant as possible? Is he annoyed by rattling trays, noise and grumbling in the galley, while he is at meal? Is his mess deck spotlessly clean? Are the

SALAD BAR is big hit at the runner-up mess of Pearl Harbor Sub Base.



**ALL HANDS**



TOPS AFLOAT — Crew members of *USS Courtney* (DE 1021), winner of Ney Award afloat, help themselves to salad.

messmen clean, alert, competent? Does he get enough to eat, even if he comes in at the end of the line?

In short, is the man who uses the mess convinced he gets a better meal in his ship than he can find ashore?

Those are a lot of questions and a lot of items to be checked by a committee. In each ship or station inspected, there were many outstanding features observed. Here are a few of them:

**Messmen**—In *Galveston* you would find as fine a group of messmen as you could wish. Shining white uniforms. A smile on every face (They know they're good). To make the messman team in *Galveston* you have to be a 4.0 sailor. (No messman in *Galveston* has been to mast this year.) You have to be a team player. You have to be fast, alert, know your job and enjoy it. There is keen competition for the Messmen of the Month Award, presented in a formal ceremony by the commanding officer, and—the Award goes into the man's jacket.

The messman can do a lot to make the mess decks a pleasant place in which to eat. In *Courtney*, for example, handling of trays and utensils was done quietly, with a messman standing by to take the tray from the "customer," and start to process it through the scullery. The scullery itself was quiet—no banging to annoy the gourmets at their well-prepared, well-laid-out meal.

**Cooks, bakers and strikers**—These

men, in an outstanding mess, are proud of their work, and constantly keep in mind the fact that they must please the sailor or Marine who uses the mess. If you want to see a real sailor at his job, you could do no better than to visit NAS Pax. You'd see, in each of the two messes, a galley captain, two watch captains, cooks, bakers, strikers, messmen and the MAA mess deck force.

The NAS Pax cooks, as one example, will fry right in front of the man who is ordering and—they will make it just as asked. The bakers, in their own building, turn out superb products. They welcome a

visitor with pride, because they, too, know they're good—they have proof in the pudding (or is it cake?).

**Layout of the food**—Submarine Base, Pearl Harbor, is a good example of what can be done to make food look good as it sits on the line, waiting to be chosen. All of the winners have salad bars that are the result of careful planning, meticulous preparation and artistic arrangement. The decorative appearance of these outstanding salad bars had an added effect—they made the mess decks brighter.

Each of these winners had their own, individual, touches. Forms for

FINE FOOD served by *USS Henrico* (APA 45) messmen made her a runner-up.





**LOOKING GOOD** — Judges for Ney Award check salad bar at NAS Patuxent, as commissary officers LTJG J. C. Owens and CWO G. W. Barlow watch.



**CONGRATS** — RADM C. E. Weakley, Commander of DesLant, Mrs. Edward F. Ney, widow of Captain Ney, congratulate Commissaryman First Class Levesque on USS *Courtney's* (DE 1021) winning top honors.



**SWEET TALK** — Mr. Harry R. Tully and LCDR Roy Hattan (third from left), two of the judges for Ney Awards, inspect special cake telling of ComDeslant victory with LCDR H. L. Stanfield, CO of USS *Courtney*.

ice sculpture at Sub Base, Pearl, were one feature. NAS Pax River lined up all the condiments on the mess tables, in order and with labels inboard, giving the mess decks (together with other decorations) a banquet hall appearance. *Courtney* brightened the mess area with a cloth bulkhead hanging. *Galveston's* mess decks shone brightly by reason of two factors — the spick-and-span cleanliness and the amazing messmen. Kami Seya had outstanding murals, full-size paintings of Japanese scenes.

**Cleanliness** — There is a medical reason for being clean, of course, but there is an artistic value, too. Each of these winners had cleaning bills that overlooked nothing and each added the final touch to make their gear sparkle. The butcher's gear in *Galveston*, proof of a man who knows and likes his job, was spotless and well stowed. At Pax River, thanks to good liaison with the Public Works people, the drain covers were of salvaged brass that showed brightwork training.

In *Courtney* you could see the results of day-to-day emphasis on cleanliness in all food handling, stowage and serving spaces. A good scullery man is worth his weight in gold, and each winner demonstrated that point. The *Courtney* scullery man was so good, the committee heard, that three departments were trying to steal him.

Sub Base, Pearl, was another outstanding example of attention to day to day clean-up. They have a check system that runs from storerooms to garbage cans.

Personal cleanliness, it was noted, was a matter of constant checking. Fingernails, haircuts, clean white uniforms and hats, frequent washing after each chore — these were part of standard routine in a winner.

**Meals** — A menu planning board, a good variety of foods, a well-balanced meal, a choice of entrees — these are some of the factors that make a meal. (It was noted that the customers prefer to have meat sliced to order, rather than pre-sliced. It was found that "different ships have different long splices" also applies to the difference in food likes and dislikes. Each ship and station evidently varies in what is liked and the difference is found in the same ship, as, for example, between what the seaman likes — and how much — as against what the

chiefs are fond of. Then, all of a sudden, the choices will change. (Variety, it seems, is quite a strong point.)

The winners used the basic Navy Recipe Cards, with the addition of their own skill and methods, to "make the food taste good."

**Command interest** — All the winners demonstrated that there was command interest in their general messes. Admiral, commodore, commanding officer, executive officer, supply officer and the commissary officers and chiefs — these, it was apparent, kept a close eye on the general mess and backed up the working staff of cooks, bakers, strikers and messmen. "Food for the crew is as important as missiles for the ship," was the idea of one chief. "These men work hard and they deserve the very best food we can fix for them," represents another idea. Continuing command interest was noted by the committee to be typical of the winners.

**Commissary spaces** — Let's not forget the hard-working jack of the dust. And — his fellow workers who strike food below and help stow properly, then turn around and break out for issue.

This is a matter of money, time and hygiene. Food on pallets or racks, for example, leads to quicker handling, more cleanliness, less wastage. Proper handling and stowage in the reefers, together with the correct temperature for the type of food in the reefer, is equally important.

It would take a lot of work to re-do a stowage job that put all of one kind of food in a far back corner of a tightly packed space. Cases that were not secured for a ship working heavily in a seaway would lead to undesirable consequences.

**Supply office** — This, too, is a matter of interest to the committee. Accounts and training, watch bills and records are all part of Supply. You'll find these shipshape in a winner. It is a complicated business. It looks easy when you see one of the winners, but the supply office — and what and how things are done there — can be a key factor in the making of a winning mess.

Kami Seya personnel, for example, had a highly-organized and smooth-running office. Their jack of the dust could not be stumped on any question asked by the judges.

How do you go about getting your mess in the winning bracket? That's a tall order. One CO said: "Take what you've got and improve it." A leading chief, when asked the question, merely said that it was all in the books. He went on to point out, however, that the Navy commissary training, the help you get from the skipper and the morale of the men who run the general mess are all a part of it.

How can your mess win next year? "Hard work," seems to be a constant answer. It isn't the only answer, and you'll find no magic formula here. You may get a clue from the winners and the rest of the 39 nominees of 1961. A ship, to be 4.0, must have a 4.0 general mess. It seems logical that a 4.0 general mess would help a ship to be 4.0.



**LOCKER LOOKING**—LT J. A. Allinder of BuSanda inspects food store-room aboard the prize-winning DE.



**A LA RITZ** — Mess hall at Kami Seya provides fine surroundings for tops in foods. Above: Crew members of USS Galveston enjoy their fine meal at sea.





## Behind the Scenes

**T**HE NEY AWARD for best general mess afloat and ashore saw 39 top messes nominated by their commands. An awards committee of eight officers and civilians made a thorough check of each of the 39 top messes and narrowed the competition to six finalists, by secret ballot.

A four-man committee visited each of the six finalists, and once again voted for winners and runners-up.

The traveling committee saw many fine messes, butcher shops, sculleries, bake shops, supply offices, store rooms, and—personnel.

Outstanding personnel in the commissary department seemed to be a consistent feature of the winners and runners-up.

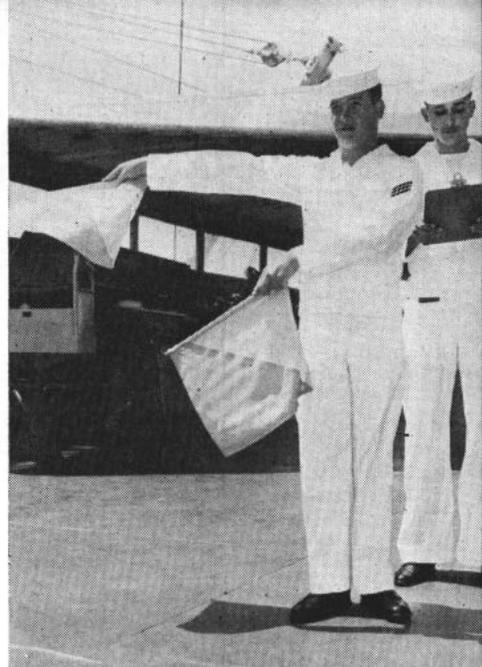
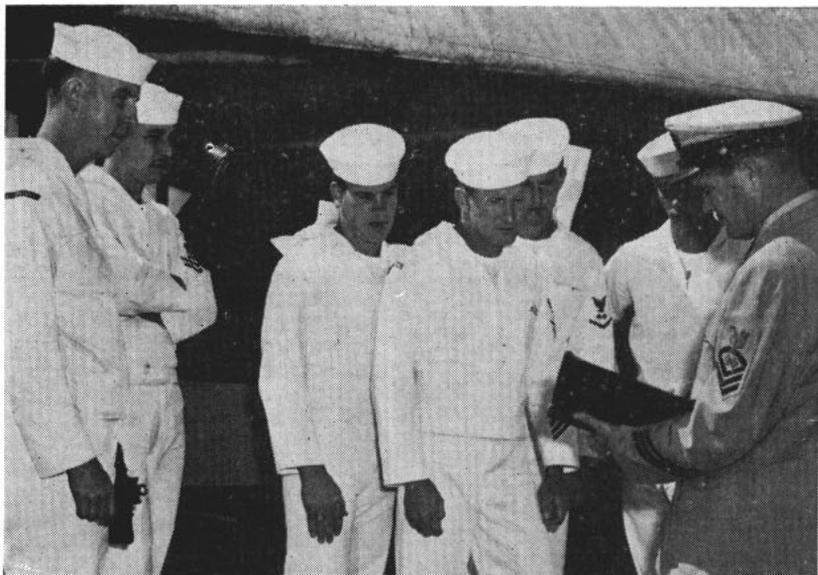
Interest of all hands in the general

mess was another strong point of each of these top messes. By all hands, of course, is meant everyone from the commanding officer to the mess cook—and the admiral, in fact.

On this page you will see a few of the items noted by the committee.

Reading counterclockwise from top right: 1) CWO Edwards and Chief Devost, of NavSecGruActy, Kami Seya, go over records in their commissary office. 2) NATC Pax River messmen have official patch on jackets. 3) *Henrico* Bluejackets have wide choice of goodies at salad bar. 4) *Galveston* menu planning board meets each week to choose balanced meals to the liking of crew. 5) Final judges are the men who eat the meals. Here, at Sub Base, Pearl, men get some of the finest.





GROUP DISCUSSION—DesFlot Six SMC discusses signal book with SMs. Rt: Striker forms "H" by hand flags.

## DesFlot SIX Tells The World

Sharp signaling is one of the most prominent outward signs of a smart ship — whether underway or in port. Such sharpness is reached through drills and training.

An outfit that lays special stress on signalman training is Destroyer Flotilla Six. At the Naval Station, Charleston, S. C., the DesFlot ships carry out a regular weekly training schedule. The training is given to both the in-port DD-type ships, and to nearby MinLant and SubLant ships as well.

The schedule starts each Tuesday morning, with a drill on flaghoist procedures. The emphasis is on spot-

ting signal flags. Flaghoist is carried out Tuesdays, Wednesdays and Thursdays.

On the afternoons of these three days the art of semaphore also gets a full workout.

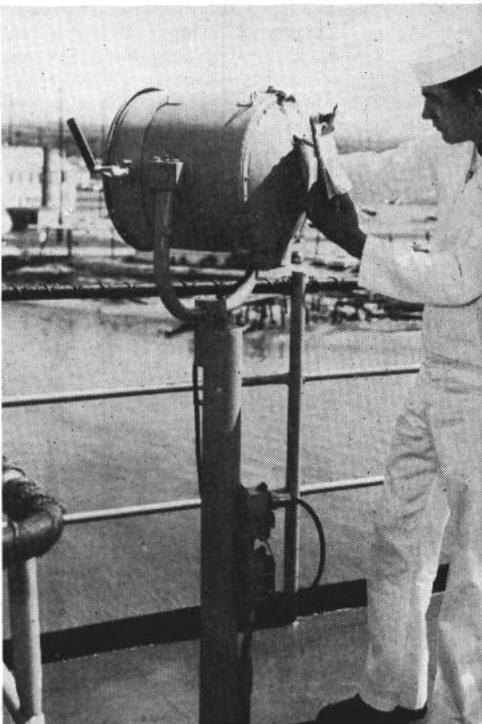
Flashing light by means of the yardarm blinker gets the treatment Wednesday evenings. This drill includes sending and receiving messages and correct flashing light procedures.

The drills are primarily intended for men striking for Signalman, although senior rated men also maintain their peak efficiency by participating in the drills.

Below: Typical flagbag scene: busy.



STAND BY YOUR BAGS—Cruisermen drill at an outsized flagbag. Rt: SM3 sends message by searchlight.



# LETTERS TO THE EDITOR

## Stenographic Requirements

SIR: BuPers Notice 1414 of 5 Jan 1961 put stenographic training and requirements back into the qualifications for the YN rating.

Question: Does "machine method" mean that a typewriter may be used? Also, may a tape recorder, furnished by the individual, be used for qualification, or does it fall under the category of "use of stenomask or other similar device?"

Another question: Several shorthand training courses and manuals are available, and have been ordered by our I&E officer. However, these manuals and courses do not help increase the speed necessary for qualification. The Class B Yeoman School uses tapes and records of dictation which would certainly be helpful in attaining the desired and needed speed.

I seem to remember that BuPers, at one time, had recordings of shorthand dictation available. Does the Bureau plan to issue any such records or tapes in the future to supplement the manuals? — H.T.D., YN1, USN.

• The stenographic requirement for yeoman is, of course, a much discussed situation, especially among yeoman. It seems those who can take shorthand think it is a good idea, and those who cannot, think it is unwise. We refuse to be dragged into this discussion.

We can, however, answer your specific questions: Typewriters may not be used to meet advancement requirements in stenography. The designation of machine shorthand authorizes such procedures as *brevity* or *stenotype*. Also, tape recorders may not be used. They are considered to be in a class with stenomasks and similar devices, as we're sure you already suspected.

As for your second question, the Training Publications Branch of BuPers does not plan to issue any tapes or records of dictation. Only the Gregg Shorthand books (*text and workbook*) will be distributed.

Sometimes, however (we are told), commandants of the naval districts have such tapes and records available. You might check with the commandant of your district. Maybe he can help. — Ed.

## Last Duty Station

SIR: I am scheduled to complete 19 years and six months of active duty in September 1961. Is it true that if I agree to serve an additional two years I may name my duty station?

If not, could I choose the station where I would serve my last two months before transfer to the Fleet

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.

Reserve? — J.K.K., SF1, USN.

• No, on both counts. The provisions of Chapter 19, "Enlisted Transfer Manual," which apply to men who complete 30 years of active duty, have evidently confused you.

Under this chapter, a man may request assignment to the duty of his choice for his last two years on 30.

Since there is a much larger number of men going out at the end of 20 years, the you-name-it duty cannot be extended to them.

However, you may be transferred to a separation activity of your choosing up to 30 days early, once you have established a date for transfer to the Fleet Reserve. Since you are on shore duty, your request for the early transfer should be directed to EPDOC-NUS. — Ed.

## Medal of Honor Awards

SIR: A shipmate of mine insists that about 10 men from *USS Franklin* (now AVT 8) received the Medal of Honor for heroism during World War II. As I recall, only two men from *Franklin*, both officers, received the Medal. Who's correct? — D.C.G., SMC, USN.

• You apparently have the better

## Expert Pistol Shot Requals

SIR: Word is out at this shore base that a person who has been awarded the Expert Pistol Shot ribbon (and medal) is entitled to wear it permanently if he has qualified at least three times for the award. Also, that if he qualifies three times he may not be disqualified from wearing it through failure to requalify. — D.B., CWO, USN.

• That's about the size of it. As Sect. VII of the "Landing Party Manual" (1960) states:

"A person who has successfully qualified for expert on three separate occasions in accordance with the regulations promulgated herein may wear the ribbon or medal permanently, and is no longer required to requalify."

Same thing holds true for the Expert Rifleman award. — Ed.

memory on this question. The record shows that two Medals of Honor were awarded to men who served aboard *Franklin* during World War II — LTJG Donald A. Gary, USN, and CDR Joseph Timothy O'Callahan, CHC, USNR.

*Franklin* was attacked by enemy aircraft while operating off Kyushu, Japan, on 19 Mar 1945. She was severely damaged by internal fires and explosions after being hit by armor-piercing bombs. The efforts of Chaplain O'Callahan, LTJG Gary, and others, however, saved the ship from sinking and she was able to return home under her own power.

The citations for bravery recall that Chaplain O'Callahan, "... calmly braving the perilous barriers of flame and twisted metal, groped his way through smoke-filled corridors to the open flight deck and into the midst of violently exploding bombs. He organized and led fire-fighting crews into the blazing inferno, directed the jettisoning of live ammunition, and manned a hose to cool hot, armed bombs. . . ."

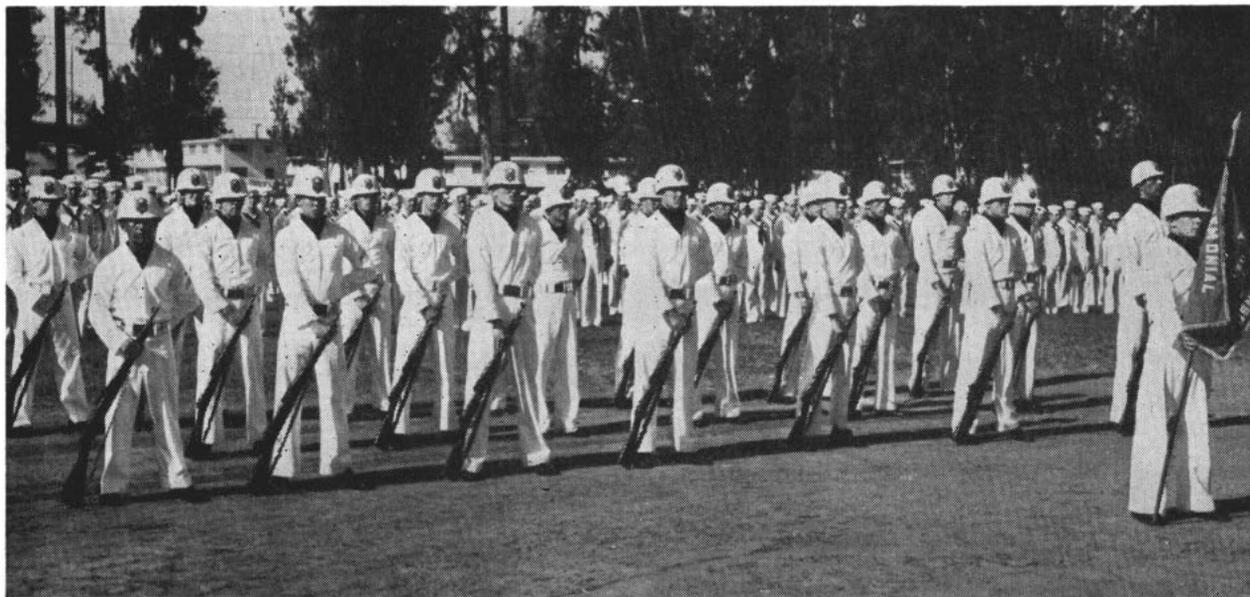
While the Chaplain was so engaged on the flight deck, LTJG Gary risked his life below decks to assist several hundred men trapped in a smoke-filled messing compartment. As the men became panic stricken, LTJG Gary confidently assured them he would find a way out, and did. He struggled back to the compartment three times, and, despite menacing flames, flooding water and the threat of additional explosions, calmly directed his men until the last one had been saved. — Ed.

## Time Credited for Advancement

SIR: BuPers Inst. P1430.7D defines active naval service (when establishing eligibility for advancement in rate) as full-time service with the regular Naval Establishment or full-time service on an active duty basis with the Training and Administration of Naval Reserves. Part V, 2c(3) of this reference states that credits for total naval service and for time in pay grade are computed in this same manner, with certain exceptions.

Navy Regulations, Article 0101, defines the Naval Establishment as including the Marine Corps.

In view of the above, I would like to know if service in the Marine Corps counts when computing time for eligibility for advancement, time in grade and total Naval service. My personal opinion is that BuPers does not intend that such service be counted. However, I know it is sometimes counted in such cases as the following: A man enters the Regular Navy, serves an enlistment and is discharged as an HM3. Less than 90 days later he enlists in the



DRILL TEAM of Seabees' MCB-9 assumes position while participating in ceremonies held at Midway.

Marine Corps. After two years he desires to again become a hospital corpsman and he is discharged from the Marine Corps as an E-3 and enlists in the Navy as an HN.

Should this Marine Corps time count for advancement or not? To the few men this affects, it could mean the difference between advancing in rate or not advancing. —LTJG F.A.T., MSC, USN.

• *The time spent in the Marine Corps should not count for advancement.*

*The definition of Naval Service that you quote is being changed to read "full time service with the Regular Navy." This change is in Change One to BuPers Inst. P1430.7D.*

#### If You Rate Gold

SIR: Is a petty officer first class required to wear gold hashmarks and a gold crow for personnel inspection?

I have wondered about this for some time, but I haven't been able to find anything in writing.

I admit a gold rating badge and hashmarks look sharp, but I am still not sure they are required. Are they? —J.F., HM1, USN.

• *They are, if you are eligible. To be eligible you must have served 12*

#### Advancement to Master Chief

SIR: I seem to remember reading recently that the 24-months-in-grade requirement for E-8s would be waived until all E-9 billets were filled in 1963.

Was this waiver in effect for the most recent exams? Will it be in effect in the future?—R.L.S., EMCS, USN.

• *This year, all E-8s must meet the two-year service requirement for advancement to E-9.* —Ed.

*continuous years of active duty in which you have qualified for the Good Conduct Medal.*

*For some reason many Navymen have gotten the idea that gold is only for decoration and is not required. They couldn't be more wrong.*

*For petty officers who are eligible, gold service stripes and rating badge must be worn on the service dress blue uniform. They are just as much a part of the uniform as the red service stripes and rating badge worn by POs who have less than 12 years' continuous good conduct.*

*You said you had been unable to find anything in writing about gold hashmarks. We found the answer in "Uniform Regulations," NavPers 15665 (Rev. 59). We suggest that whenever you need an authority for any questions concerning uniforms that you refer to "Uniform Regs." It will usually answer your questions.*

*In the meantime, if you rate gold, you had better wear it. It is required whenever you wear the service dress blue uniform.* —Ed.

#### Wants Sea Duty

SIR: I am an AMH3 on my first enlistment, minority cruise, and I am currently on shore duty at the Naval Air Station, Whidbey Island, Wash. My enlistment expires this year, and as yet I have not been given the opportunity to obtain any sea duty experience.

Before I make my final decision to get out of, or stay in, the Navy, I want to serve for a time at sea. I would be happy to extend my enlistment to gain this experience.

I have asked the local enlisted personnel office about this, and to their knowledge there is no way I can be reassigned to sea duty.

To make it real easy and inexpensive

for the Navy I could transfer to one of the squadrons right here at Whidbey Island. I understand one is due to deploy this fall.

Are there any existing directives whereby I could be assigned to a sea duty billet? If so, what action must I take? —N.B.K., AMH3, USN.

• *There are instructions for this sort of thing, but for you there is no problem. The normal tour of shore duty for an AMH3 is 36 months, and you will have completed that much shore duty at the end of your enlistment. Therefore, if you extend your enlistment for one year or more, you will be assigned to sea duty.*

*As a general rule, however, a tour of shore duty cannot be shortened so that an individual may go to sea. The only way this can be done is with the permission of the Chief of Naval Personnel in the individual case.*

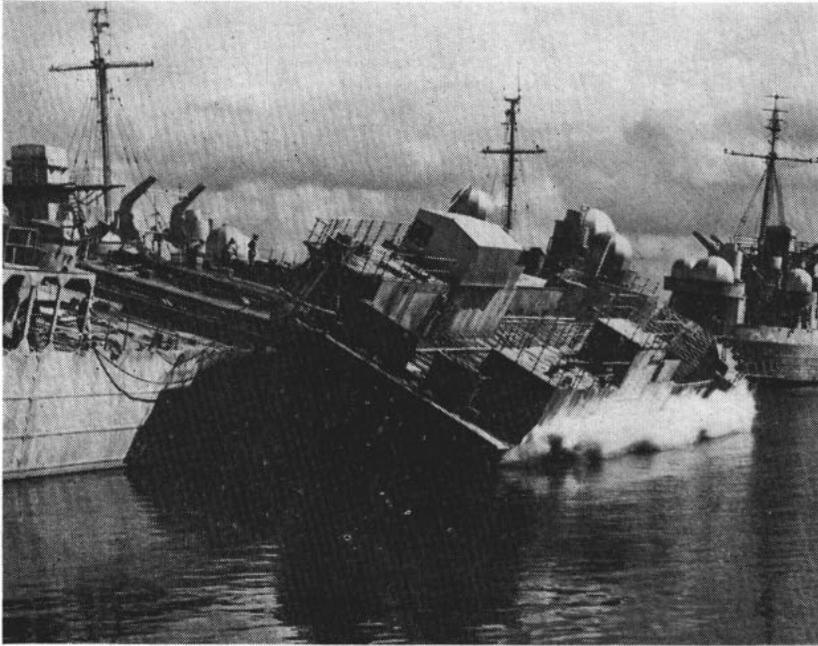
*If you're interested in further details, we suggest you read the chapter on Shore duty in the Enlisted Transfer Manual (NavPers 15909).* —Ed.

#### Applicants for NESEP

SIR: After a man has taken a NESEP examination, how and when is he informed of the exam results? —W.J.S., DT2, USN.

• *NESEP test results are not released, since they are for the use of the selection board.*

*Indirectly, of course, you learn of one result of the test—the main result. After the selection board has done its work, a BuPers Notice goes out to all ships and stations. The notice lists the names of those who have been provisionally selected for the NESEP program and who will be ordered to preparatory school for refresher training.* —Ed.



BACK TO DUTY—LCU 765 is launched from LST in mothball fleet at Green Cove Springs, Fla., on its way for duty with Danish Navy.

### TAR Shipping Over

SIR: I am a TAR who, upon shipping back Regular this year, will have had 16 and one-half years' active duty. Will my request for Radioman Class "B" School be approved with that much active duty?

This will be my first reenlistment. I have been given many different opinions on what my payoff will be. Allowing for 60 days' leave on the books and reenlistment for three-and-one-half years, what will the payoff be?

I have been told that on the first reenlistment, I cannot ship over three months early. Is this a fact?—J.L.B., RMC, USNR.

• Upon reenlistment as USN, you will fill out a rotation data card. School request will be considered, but the chance of assignment to school is pretty thin owing to many factors, including lead time.

Assuming this is your first reenlistment, and you have three and one-half years remaining to complete 20 years of active federal service, your bonus would be computed as follows:

Three and one-half multiplied by an amount equal to one month's basic pay to which entitled on date of release from active duty.

The "Navy Comptroller Manual," Para. 044075, provides information on the computation of reenlistment bonus.

TAR personnel are eligible to enlist in the U.S. Navy at the expiration of their Naval Reserve enlistments in accordance with BuPers Inst. 1130.4F. Early discharge and enlistment are not authorized except in unusual circumstances involving insufficient obligated

service for a specific assignment, deployment, etc.—Ed.

### Applying for a Commission

SIR: I applied for a commission under the Integration Program. Although not selected, I intend to apply again. BuPers Inst. 1120.18C clearly spells out the fact that I can be considered by the Integration selection board only twice, but leaves me in the dark on limitations for LDO applications.

If I should apply again this year for the Integration Program, would I be able to apply for LDO in 1963,

### Gone But Not Forgotten

SIR: In November 1959 I successfully passed the proficiency pay (P-1) examination for my rate, and, as a result, was authorized to draw pro pay for 18 months commencing in January 1960.

Shortly after I started receiving this money I was transferred to a new duty station and assigned to a billet outside my rate. As a result, I lost my pro pay.

I realize I can't take a pro pay exam while working out of my rate, but once I have passed the exam and received initial payments, shouldn't the payments be continued for the duration of the award?

—F.T.R., LICA, USN.

• Not according to the fiscal year 1961 pro pay guide. "The commanding officer shall revoke proficiency pay if a member (you) is reassigned to any primary duty not requiring the skill on which the proficiency pay is based." See BuPers Inst. 1430.12B.—Ed.

when I can meet time-in-service requirements, or would I be ineligible because I had applied twice for Integration?—G.P.F., RDI, USN.

• There is no limit on the number of applications you may submit for Limited Duty Officer (Temporary), even if you twice fail to be selected for an Integration commission.—Ed.

### More Scorpion Stories

SIR: During the past year, ALL HANDS has published several interesting articles which were sent in by shipmates who served on board *USS Scorpion* at Constantinople, Turkey.

Up to the present, no item has been sent in for the period during which I served in that ship—1910 to 1913.

During this era, just before the First World War, life in Europe was gay. Most countries were on the gold standard, no passports were needed, and servicemen in uniform traveled at reduced rates (one-half cent per mile on the railroads).

Early in 1910, I was serving on board the coal-burning cruiser *USS New York*. That ship departed Philadelphia Navy Yard in April 1910 bound for the China Station, via the Suez Canal, to relieve *USS Charleston*.

After coaling at Hampton Roads, Va., *New York* arrived at Gibraltar May 20th and departed the 27th. She steamed at a leisurely pace through the Mediterranean and made stops at Toulon, France, and Spezia and Naples, Italy. At Naples, both watches were granted 72 hours' leave to visit Rome.

We then proceeded to Piraeus, Greece, where contact was made (in June 1910) with *Scorpion*, the ship that was to be my home for the next three years.

Together with a draft of about 15 men, I was transferred to *Scorpion* in exchange for the same number of home-bound short-timers.

*Scorpion*, in pre-World War I days, was the only U. S. Navy ship to be based permanently in European waters. Six other countries had naval converted yachts stationed at Constantinople for many years.

*Scorpion* reported there for duty in 1906. Ships of this miniature NATO squadron ranged in displacement from 500 to 1,000 tons. The largest was Austria-Hungary's *Taurus*. Next were Germany's *Lorelei*; Italy's *Galileo*; Russia's *Donetz*; Britain's *Imogene* and France's *Jeanne Blanche*.

The flotilla was moored to buoys off Topans, the Greek section of the city during the winter months and at Thera, 15 miles up the Bosphorus, during the summer, when members of the embassy staffs had their residences there.

My first impression of Constantinople was of the oriental atmosphere of the native section of Stamboul, with its mosques, bazaars, veiled women and tribesmen from all parts of the Ottoman

Empire. I still remember the muezzin calling the faithful to their morning and evening prayers to Allah.

Quite a contrast was the elegant European quarter north of the Golden Horn, the center of which was the Grande Rue de Pera. Here were the embassies, smart cafes and hotels.

E. J. Sherry, in his article in the March issue of *ALL HANDS*, mentioned the Scorpion Club. The three-story residence was leased, for the use of our crew, by the people of the American colony in 1910. It was located on a side street off the Grande Rue de Pera.

A Greek couple was employed as manager and housekeeper. Our carpenter's mates installed clubroom facilities. Cots and bedding were purchased.

From the time the club was commissioned, it was a success. The American colony cooperated with our crew members to make it so. (I was glad to hear the club operated until 1917.) This took place many years before the U.S.O. was thought of, and was an excellent example of ship spirit.

Living costs in Turkey at that time were extremely low, and so was our pay. A chief's base pay was \$77.00 monthly. My pay as a fireman was \$38.50 in gold Turkish lire. Good Scotch whiskey cost 15 piasters (60 cents) a full quart. Fifths were unheard of then. Bavarian beer from Munich cost two piasters a pint in most cafes in the European area and was accompanied by a variety of free lunch dishes.

A favorite spot was the St. James on Rue de Petit Champs. It was run by an Englishman and his wife. Their specialty was roast beef and Yorkshire pudding.

Novotney's beer garden, with its five-piece string orchestra playing Strauss waltzes and its authentic Austrian food, is one of my fondest memories.

Then there was the Pera Palace, with its excellent vaudeville show, food and service, and the Olympic Roller Skating Rink—a popular pastime in 1910.

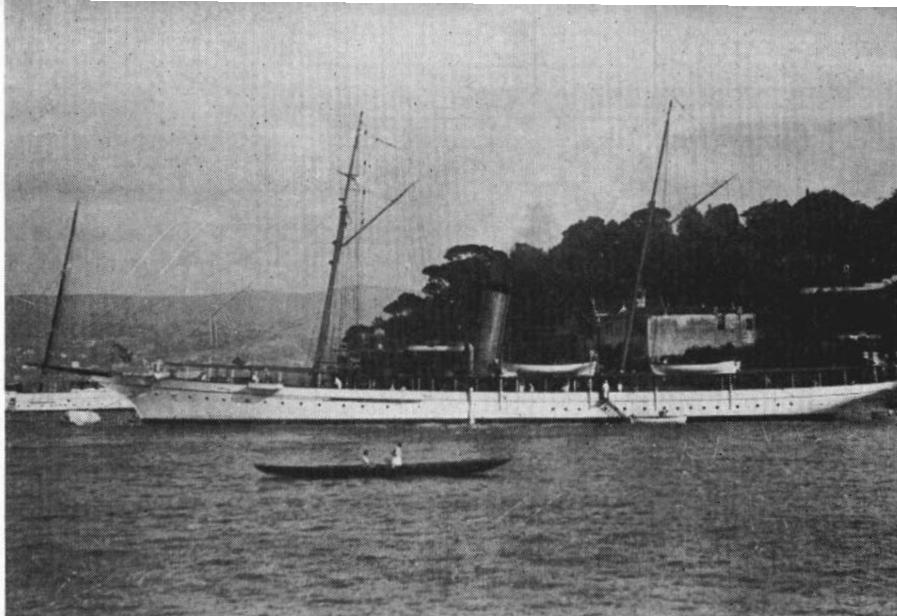
During the fall of that year, *Scorpion* left for Trieste, Austria, for an extensive overhaul.

*Scorpion* went to the company's shipyard at Servola, a suburb of Trieste. Because of the company policy that no repairs be undertaken with crew living on board, housing had to be provided ashore.

Leave up to 30 days was encouraged by the commanding officer, and the crew used it to see Europe. Weekend trips to Venice and Vienna were popular.

No autos were for hire in those days but with excellent railroad transportation, and horse and carriage for hire in the cities, we did get around.

Summer cruises were made across the Black Sea to Varna, Bulgaria; Constantza, Rumania; Odessa, Russia; and



**RAKISH LINES** of *USS Scorpion* stress ship's past as a yacht, as she rides moor in Bosphorus away back in 1910—good duty at a distant overseas station.

south through the Dardanelles to islands in the Aegean Sea.

This period came to an abrupt end in 1912, when Serbia, Bulgaria, Montenegro and Greece declared war on Turkey—a prelude to what was in store for Europe in 1914.

October found the Turks in full retreat from superior forces. They made a stand on the plain of Chatalja, 20 miles from Constantinople.

European countries and the United States dispatched warships for the protection of their nationals. First to arrive were the German cruisers *Goeben* and *Breslau*. They were followed by the British battleship *New Zealand* and the cruisers *Hampshire* and *Weymouth*. France, Russia, Italy, Holland and Spain also sent cruisers.

The coal-burning armored cruisers *Montana* and *Tennessee* were ordered to Turkey. *Montana* anchored at Beirut and *Tennessee* at Smyrna, Asia Minor.

With a disorganized Turkish army retreating on Constantinople, the safety of the residents of the European area was doubtful and, on 1 Nov 1912, a force of about 5000 men was landed from the International Fleet, taking over that part of the city.

A small company from *Scorpion*, reinforced by sailors from *HMS Weymouth*, took over the protection of the lives and property of the U. S. Embassy personnel. Shore leave was curtailed

from 1300 to 1700 until the middle of December, then extended until midnight.

In March 1913 I, together with other short-timers, was transferred to *uss Tennessee*, taking passage via the collier *Brutus* to Smyrna.

I was homeward-bound in May 1913. We stopped at Algiers for coal and arrived at Norfolk Navy Yard early in June of that year. So ended an interesting and exciting tour of duty under three commanding officers.

The only U. S. naval vessel we came in contact with while I was in *Scorpion* was the scout cruiser *uss Chester* at Trieste, Austria, during the summer of 1911.

When I first enlisted, President Taft was in office. The Great White Fleet had recently returned from a world cruise. The U. S. Navy had a complement of about 65,000 officers and men, and retirement meant a career of 30 years.

I returned to Turkey on board *uss Humphreys* (DD 236) after World War I. Constantinople had been renamed Istanbul. Turkey was occupied by Allied forces. Istanbul's native section was taken over by the Italians. Galata, the Levantine area, was occupied by the French, and British forces occupied the European section known as Pera.

*Scorpion* was back in commission and, for a while, flew the admiral's flag. I paid a visit to my old ship and departed with a sad feeling.

The enclosed picture of *Scorpion* was taken at the summer anchorage at Therapia in 1910.

I would be very happy to hear from my old shipmates.—James McQuat, BTC, USN (Ret).

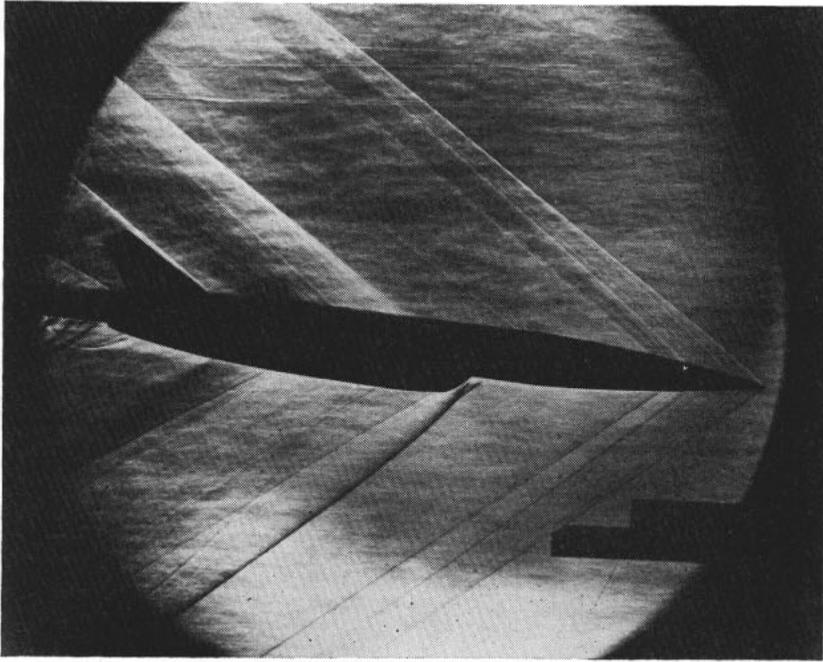
• *Istanbul is still one of the world's most interesting cities, but when we read accounts like this we can only shed a tear for days gone by.*—ED.

#### Advancement in Naval Reserve

SIR: Where can I get a copy of the requirements for an E-7 on inactive duty to be recommended for the August examination for promotion to E-8?

—W.E.L., Jr., GMMC, USNR.

• *The information can be obtained from your nearest Naval Reserve Training Center. It is contained in BuPers Inst. 1430.1D.*—ED.



STORY TOLD by schlieren (streaks) photo of missile in a wind tunnel at Pt. Mugu, Calif., enables engineers to predict shock waves, stresses.

#### Augusta Had Busy Career

SIR: A discussion came up the other day with reference to *uss Augusta* (CA 31) and the part she played in the last war. I mentioned that she was a very lucky ship because of the following.

In July or August of 1937 I was skipper of a tugboat in Shanghai. The Japanese had invaded China by then, and there was heavy fighting going on along the Whangpoo River. On the day in question, I was lying off our engineering works which had been completely deserted. I was feeling sort of lonely, but as there was bombing going on to the south of me and up in the city itself, I thought I had better stay where I was.

Pretty soon, the *Augusta* appeared, rounding a bend in the river. As she was coming up on the flood, I knew she would have to swing first; up she goes and swings. Then down comes her picket boat with her buoy party aboard. They proceed to one of the big buoys opposite us.

I told my engineer we were safe as a bug in a rug with her alongside. There were only about 300 yards separating us.

While we were watching the sailors getting the gear on the buoy, we heard planes approaching. We looked up and, coming downriver were five planes. As they arrived above us we saw their bomb bays open, and out comes a shower of bombs hurtling toward us. The engineer and I dropped to the deck as the bombs entered the river between us and *Augusta*. The river being deep here, the explosion sent up a huge shower of mud and stones. The sailors on the buoys had the worst of it.

There was tremendous activity on *Augusta*. I signaled her and asked if they thought there would be much more of that. *Augusta* replied it was hard to say. Then and there I decided the protective covering of the U.S. Navy was not for me and I hove anchor and up the Bund Shanghai I went.

I think the engineer and I must have been two of the few eyewitnesses to what might have been the end of a fine ship and crew, not to mention ourselves. I wonder if any reader can verify this. What has happened to *Augusta*?—G. O. Gatehouse, Master Mariner of the "Anchorage," Kakanui, Oamaru, New Zealand.

• Thanks for your very interesting letter. *Augusta* did indeed play a proud role in (and before) World War II.

After her shakedown cruise, she was attached to the Atlantic Fleet until March 1932 when her home port became San Pedro, Calif. In 1933, she left for duty as flagship of the Asiatic Fleet and dropped anchor in the Whangpoo River off the Bund of Shanghai, China, in November 1933.

During her first three years, she was seen in about every important port in China, Southeast Asia, Japan, the East Indies and the Philippines. She was under the command of Captain C. W. Nimitz, who later became even better known in the annals of the Navy.

On Bloody Saturday, 14 Aug. 1937 (possibly the day to which you referred), *Augusta* was hardly moored off the Bund of Shanghai, after having bucked a typhoon on the way from Tsingtao, when two bombs fell nearby. That was

the prelude to a hectic week full of screaming shells overhead that fell on Shanghai. On 20 August a shell exploded, killing an *Augusta* seaman and wounding 17 others.

*Augusta* continued churning through Asiatic waters for the next three years, watching the political waters of Asia reach the boiling point. In November 1940 she returned stateside, flying a homeward bound pennant over 700 feet long.

In April 1941, she was assigned to the Atlantic Fleet and immediately became the flagship of ADM E. J. King. It was in the admiral's cabin on board *Augusta* that President Roosevelt and Prime Minister Churchill met and signed the Atlantic Charter.

In 1941, *Augusta* saw duty escorting an aircraft carrier, loaded with P-40s for Egypt and India, to Africa's Gold Coast. Later she became the flagship for RADM H. K. Hewitt, in command of the Western Naval Task Force for the invasion of Morocco. Major General G. S. Patton, USA was aboard as an observer.

In the spring of 1943, *Augusta* went to Argentina, Newfoundland, to train all hands in the ways of the Royal Navy. She was interrupted in May to escort the ss *Queen Mary* carrying Prime Minister Churchill to New York.

*Augusta* and other American ships later operated with the British Navy in an attempt to lure the giant German battleship *Tirpitz* and the battleships *Scharnhorst* and *Gneisenau* from the safety of the Norwegian fjords.

Although *Augusta* went into Arctic waters north of Bear Island, the ruse failed. Another Arctic decoy trip took *Augusta* within 800 miles of the North Pole.

The next year *Augusta* went to Plymouth, England, and the parade of notables across her decks quickened its pace. King George VI inspected the ship and stayed for dinner. During the Normandy landings, Rear Admirals Kirk and A. D. Struble, General Omar Bradley and Brigadier General Royce were on the admiral's bridge.

Early in 1945, *Augusta* embarked President Roosevelt and his staff for a cruise through the Mediterranean and Black Sea to the Soviet port of Yalta for the now famous Big Four Conference.

Only one important task now remained for *Augusta*. On 7 Jul 1945, President Truman and his party, including FADM W. D. Leahy and Secretary of State James F. Byrnes, embarked at Newport News, Va., for a cruise to Antwerp, Belgium, on their way to the Potsdam Conference.

During the voyage, the President inspected the ship and was entertained at each of the ship's messes.

In Plymouth, England, King George VI returned President Truman's call to HMS *Renown* and visited the President in the heavy cruiser *Augusta*.

*That fall, Augusta participated in Operation Magic Carpet carrying the victorious American troops home from Europe.*

*On 16 Jul 1946, Augusta was decommissioned and placed in mothballs in the Philadelphia Group, Atlantic Reserve Fleet. She was sold by the Navy in March 1960.—Ed.*

### Two Questions, One Error

SIR: It looks as though I have moved up to the number-nine spot in your 10-reader derby. I saw a copy of the January 1961 issue in 1961.

It may seem that I only read your magazine to pick out errors, but I don't really. There is, however, a mis-captioned photo on page 36 of the January issue which may be quite misleading to the men of the Fleet who are not familiar with aircraft.

They may wonder why a TF-1 which unloads at their base or on their ship doesn't carry as much cargo as the photo in the upper right hand corner indicates it can. The TF-1 is a good-sized aircraft, but I am sure it could not carry all that cargo and still have room for two or three men to stand erect in it. I suspect the photo was taken inside an R5D. I have spent some hours in R5Ds, and this photo looks vaguely familiar — not that I know any of the men in the photo, but that pile of cargo looks like many I have carried.

Now that I have finished nit-picking, I would like your help. First some background:

I enlisted as an apprentice seaman in the old V-5 Program on 29 Nov 1945. In March 1946 I was ordered to active duty at a college. In September 1946 the V-5 Program was discontinued, and I signed up in the Naval Aviation Cadet Program. I was immediately released to inactive duty to continue college. In March 1948 I was ordered to active duty as an apprentice seaman and assigned to Pensacola, Fla. I was discharged from the Naval Reserve, still as an apprentice seaman, on 2 Jun 1948, and was immediately appointed midshipman USN. After completing flight training I was commissioned ensign, USN, and I have continued since as a Regular Navy officer.

Here's what I would like to know:

1. How much of this service can be counted toward establishing my pay entry base date?

2. If I were passed over twice for CDR, on what date would I be required to retire?

Many of my contemporaries and I have kicked these questions around, but we have not yet found an authoritative answer. Will you help us, please? — J.R.S., LCDR, USN.

• *Always glad to help if we can.*

*Although you were in several categories during the years before you be-*

*came a midshipman, it appears you spent the entire period in the Naval Reserve and as an enlisted man. Because of that, your service for pay is fairly easy to straighten out.*

*Under Section 202(a)(1), Public Law 351, 81st Congress, the service performed as a cadet and/or midshipman would be creditable for basic pay purposes if you were serving in an enlisted status. But, that same service is not creditable for basic pay purposes while you are serving in an officer status.*

*Since you are an officer you may not, therefore, use your service as midshipman, USN from 2 Jun 1948 to 1 Jun 1950 for credit toward basic pay. The other time, however, since you were an enlisted member of the Naval Reserve, may be counted for basic pay purposes.*

*As for involuntary retirement, you can determine that for yourself when and if the time comes. This is covered in Enclosure Two to BuPers Inst. 1811.1B. In effect it says that a LCDR, who is not on the promotion list and is considered as twice failed, will be retired on 1 July of the year which is 20 years after the "service date" listed after his name in the "Navy Register" current at that time.*

*Before we forget, thanks for your comments about the TF-1. We wonder why we haven't heard from any TF-1 sailors.—Ed.*

### Personnelman or Yeoman

SIR: I have always wondered why the Bureau doesn't let personnelmen volunteer for duty aboard submarines. I have heard it is because they do not have the experience in clerical work that yeomen do. If this is the reason,

I don't think it is a very good one.

It seems to me, the average personnelman knows just as much about clerical work as the yeomen do. As a matter of fact, I believe a personnelman who has served aboard a destroyer could tell many a yeoman a few things about his own rating.

So far as I know, the work of a yeoman aboard a submarine is about the same as that of a personnelman aboard a destroyer. As a matter of fact, I think the ratings could be interchanged with a little additional training in both fields.

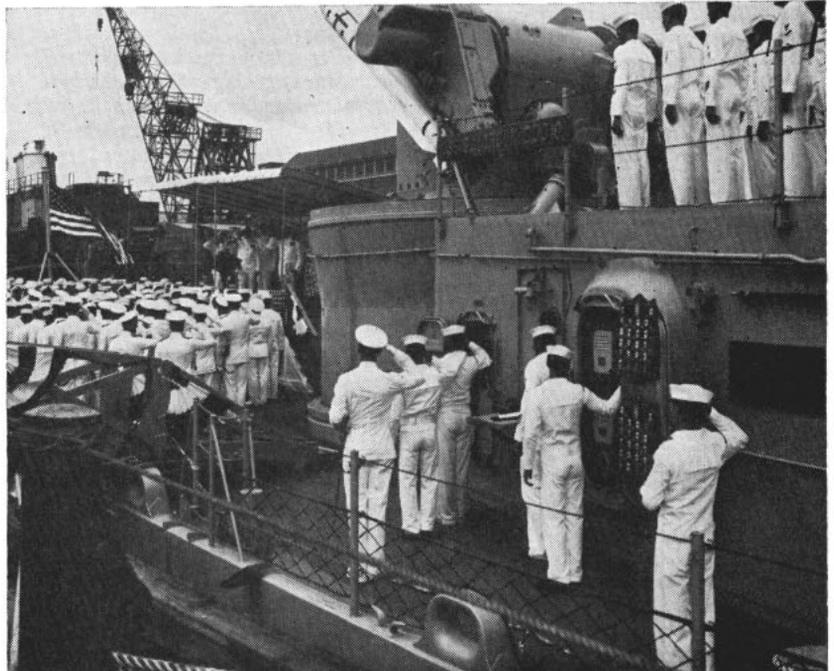
I have been thinking seriously of requesting a waiver from the Bureau of the PN rating but I would first like to know if you share my opinions.—D.R.M. PNI, USN.

• *We agree that the YN/PN ratings are required to have similar administrative experience but there is a difference. Generally YNs have a wider administrative background and are therefore considered better qualified for independent duty in submarines. Submarines, as you may know, have an established allowance for one YN1 at present. Since he is the only clerical assistant aboard he is required to perform all of the typing, filing, record entries, personnel work, etc., by himself.*

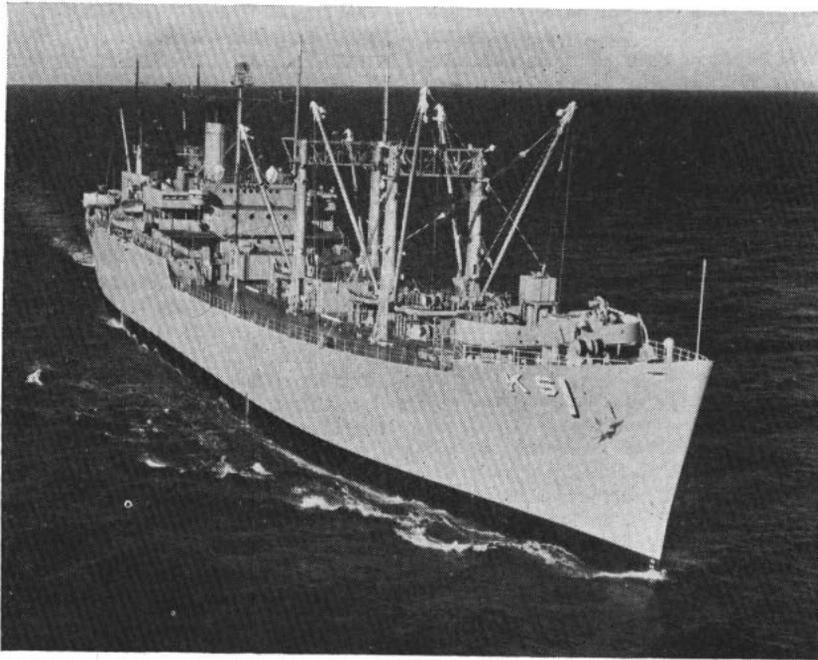
*There are plenty of YNs waiting to get an assignment to submarine school.*

*If you are hot to serve aboard a submarine, we suggest you change your rating to YN; then your application to submarine school will be considered.*

*Chapter 10, "Enlisted Transfer Manual," will give you the requirements for application for submarine duty.—Ed.*



HAND SALUTE — Ship's company of USS Sampson (DDG 10) renders honors as ship goes into commission. Tartars are her main armament.



ICHIBAN, nickname of USS Castor (AKS 1), which operates in western Pacific, means roughly Number One and comes from number carried for over 20 years.

#### Medals, Ribbons and Rates

SIR: I would appreciate any information you can give me concerning three questions on widely separated subjects.

*First*—I served on board the general stores issue ship *uss Castor* (AKS 1) from March 1953 to May 1956. I think I rate the Presidential Unit Citation for service in Indo-China in 1954. However, when I inquired recently at the personnel office on my station, they told me *Castor* wasn't in Indo-China in 1954. What gives—and how do I go about getting the PUC if I deserve it?

*Second*—I received a Good Conduct Medal in July 1957. I was discharged in February 1959, and reenlisted under broken service in July 1959. When will I be eligible for a second Good Conduct award?

*Third*—I would like to change my rate to electronics technician. What are the requirements for that rating? —J. L., SH3, USN.

• Ask three questions and you'll get three answers.

*First* — *Castor* never has been awarded the U.S. Presidential Unit Citation. She did, however, earn the Viet-Nam Presidential Unit Citation, "Ribbon of Friendship," for the period 9-19 September 1954. If you were aboard the ship during that time you are entitled to wear that award. It is not issued by the U.S. Government, but may be purchased from stores dealing in military supplies.

*Second*—Good Conduct awards are based on continuous periods of service. Your current period of eligibility for the second award began 10 July 1959, the date of your reenlistment.

*Third*—To be eligible to apply for the ET conversion course, you must have either a combined GCT—ARI—ETST of 170 or more, or a combined GCT plus ARI of 115 and MECH 55. In addition you must have at least 36 months' obligated service, normal color perception, a clear speaking voice, and must be able to qualify for confidential clearance. Consult BuPers Inst. 1440.18B for more on this subject. — Ed.

#### Retainer Pay Checks

SIR: The Bulletin Board section of the February 1961 ALL HANDS carried an article entitled "Pointers on the Fleet Reserve for Navymen Nearing Twenty." It was an informative article.

However, it failed to answer one specific question. It's this: Can I have my retainer pay checks mailed directly to a commercial bank for deposit to my account? — W.J.S., DT2, USN.

• Yes, you can. Fill out a Treasury Form 6711 and turn it in to your bank. This form gives the bank a power of attorney for your retainer check.

Chances are your bank will have the Treasury Form 6711. If not, you may write to the U.S. Treasury Department, Washington 25, D.C. for the form.

Then forward the name and address of the bank, along with a statement requesting that your check be mailed to

the bank, to: Commanding Officer, (Retired Pay Dept.) U.S. Navy Finance Center, Cleveland 14, Ohio. — Ed.

#### What About My Transfer?

SIR: I am now on recruiting duty and my normal date of transfer was to be 1 Apr 1961. I have not yet received orders, and my commanding officer says I cannot expect to leave this duty station until after the first of the fiscal year. Since this is the case, I have several questions.

How soon after the first of the fiscal year may I expect to be transferred?

When may I expect advance transfer orders?

Will all people in this situation be transferred at the beginning of the fiscal year? — T.R.S., EM1, USN.

• At present, the Bureau of Naval Personnel anticipates making you available this month for transfer.

Commencing in July, overtoured people were being rotated as reliefs become available. — Ed.

#### Dependents of MCB Personnel

SIR: Can you tell me if there are any mobile construction battalion units which allow enlisted members to take dependents overseas at the expense of the government?

If there are, which ones? G.L.K., UTA2, USN.

• As MCBs are considered to be homeported at either Pt. Hueneme, Calif., or Davisville, R. I., there are no provisions for travel of dependents, at the expense of the government, to overseas stations when these units deploy.

By the very nature of their work, members of the units are mobile and liable to move at a moment's notice.

There have been instances in the past where some personnel moved their dependents at their own expense or on a space-available basis, but this is not regulation nor common practice. — Ed.

#### Applying for Submarine Duty

SIR: I recently read that the Navy needs more submariners.

I am interested in submarine duty. I am striking for fire control technician and even went up for FTA3 the last time. I think I made it. FTs, I understand, are among the rates most needed in *Polaris* submarines.

On my last ship the division officer wouldn't allow me to put in for Sub School. But since that ship went out of commission, I have now been transferred to another for duty.

How long will I have to serve aboard before I can apply for submarine training? — C.M.B., SN, USN.

• You can apply for Enlisted Basic Submarine School any time after you report aboard. Those men who go aboard ship directly from recruit training must serve aboard one year before they can be ordered to Sub School, but that doesn't affect you.

Incidentally, before you start anything, you might go to the ship's office and ask to see Chapter 10 of the "Enlisted Transfer Manual" (NavPers 15909A) which will show you all the eligibility requirements for Submarine School and exactly what you should do to apply. The yeoman will also help you get your request started in the right channel. — Ed.

**Credit for Passing Previous Exam**

SIR: Having passed the Chief's exam the last two years — and possibly again this year — without being advanced, I feel that a candidate should be given credit if he succeeds in passing.

In conjunction with this, I would like to propose that a passing factor be established in the final multiple, whereby each candidate would receive, say, five points each year he passes the exam, with perhaps a maximum of 20 points.

With this factor in effect, a person having passed the exam for two or three years in succession would be in an excellent position to be advanced. — K.W.M., CT1, USN.

• The Bureau has taken proposals similar to yours under consideration before. Here are some of the reasons they were not adopted.

Although it would distinguish between those who pass and those who fail the exam, the credit you recommend is, in reality, a seniority item.

At the present time, a man is advanced one point for service and two points for time in rate — a total of three points. The Bureau feels that adding another point for every examination passed would be inflating the seniority factor.

If credit were given for examinations passed, it also stands to reason that credit should be deducted for examina-

**Ship Reunions**

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

• *uss Pennsylvania* (BB 38) — A reunion will be held at Brown Palace, Denver, Colo., on 11 September. Those interested may write to Ralph J. Hopkins, Box 94, Canton, Mo.

• *uss Solace* (AH 5) — A 20th anniversary reunion is scheduled for 26 August at the Hotel Taft, New Haven, Conn. For details, write to William Dornfeld, 1366 Dixwell Ave., Hamden, Conn.

• *uss LST 288* — A reunion is planned for those who served on board during World War II. For additional information, write to Herbert G. Meyer, Sr., 2414 Shelburn Rd., R2 Millville, N. J.

• *Virginia Waves* — A reunion is being planned for Richmond, Va., in October. For details, write to Miss Jeanne W. Clinton, 2914 Parkwood Ave., Richmond, Va.

tions failed. It is not uncommon for a man to pass the examination one year and fail the next.

The administrative procedure necessary to implement your proposal would be considerable and, if both a debit and credit system were employed, the deductions would largely cancel the additions for most personnel, with an expenditure of much effort to achieve results affecting comparatively few.

The purpose of the Naval Advancement System is to advance those per-

sonnel best qualified at the time to fill available quotas.

The present final multiple system is considered to be finely balanced, equitable and impartially administered. — Ed.

**Practical Factors**

SIR: During a recent inspection at the Reserve Training Center where I am stationed, this question arose.

According to the inspecting officer, the CB School at Davisville, R. I., has, in effect, issued instructions that before a man can be recommended to compete for advancement in a General Rating at the PO1 or CPO level he must check out the Practical Factors of the Service Ratings (of equal and lower pay grades) associated with the general one.

He based his assertion on instructions contained in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068). Section Eight, Paragraph One, Page Three of that publication states: "Qualifications for advancement to a next higher rate include the qualifications of the lower rate or rates in addition to those stated for the next higher rate."

I feel that the inspecting officer misinterpreted this instruction. I contend it is not necessary for a man to individually check out the practical factors for the lower or equal Service Ratings, but only those listed for his next higher General Rating. — H. G. P., SOCS, USN.

• You are wrong in your contention. The statement you refer to in the "Quals Manual" was correctly interpreted . . . COs may, and have every right to, require an aspirant for advancement in rating to demonstrate proficiency in any or all of the practical factors of any lower rating. — Ed.

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# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**NEW HOME**—USS *Yellowstone* (AD 27) renders service to USS *Allen M. Sumner* (DD 692), USS *Hunt* (DD 674) and USS *Sarsfield* (DDE 837) at Mayport.

## Whirlybird Simulator

A flight simulator which duplicates the full performance range of the all-weather HSS-2 helicopter is now in use in the Navy. It is the first flight trainer to be delivered before the aircraft itself goes in service.

The HSS-2 is scheduled to become operational this year. It is equipped with the AN/AQS-10 sonar and designed as an advanced system for antisubmarine flight conditions. It is capable of carrying out such ASW tasks as detection, tracking and destruction of enemy submarines as well as sea-rescue services and visual reconnaissance.

The simulator will be used to train crews for all phases of tactical missions, including communication and ASW search procedures, target tracking detection and classification and the delivery of weapons.

The student in the trainer can

work out problems involving as many as five underwater targets. The speed, rate of turn, heading, location and depth of these targets can be suitably controlled.

Oceanographic conditions such as sea state noise, bottom effects and detection range can be programed by the instructor. The aural and visual displays from the sonar transducer, which is lowered into the ocean, are also simulated.

The trainer is housed in two mobile air-conditioned trailers. One is a 40-foot personnel trailer housing the trainee's compartment and the station of the two instructors. The other is a 32-foot equipment trailer containing power supply, computer equipment and facilities for trainer repair and maintenance. Easy-access, pull-out compartments make it possible for a component to be repaired without stopping a flight.

## YESTERDAY'S NAVY



On 3 Aug 1861 Congress authorized the construction of one or more armored ships and floating batteries. On 9 Aug 1815 a treaty of peace was concluded with the Bashaw of Tripoli by Commodore Stephen Decatur. On 12 Aug 1898 U. S. naval vessels bombarded the Manzanillo batteries in Cuba. Their surrender came the next day. On 24 Aug 1814, the Secretary of the Navy ordered the burning of the Washington Navy Yard to prevent its falling into the hands of the enemy. On 29 Aug 1781 an Agent of Marine was appointed to equip U. S. warships.

## Battling the Bends

The decompression time for Navy divers may be cut in some cases by several hours if the findings of a Swiss diver prove adaptable to Navy-wide use.

At the Experimental Diving Unit in Washington, D. C., Hannes Keller, a former mathematics instructor from Winterthur, Switzerland, has made a demonstration dive to a simulated depth of 700 feet, performed a heavy physical labor test and surfaced in about two and one-half hours. He used the formulas and techniques he had developed.

Such dives normally require decompression periods several times longer. Just how long a decompression time is needed varies with the depth attained, time spent at depth, the amount of physical energy expended and the type of gas formula used. About five years ago a shorter dive to a lesser depth was made by the British Navy, and the diver required a decompression time of over nine hours. Although it established a record at that time, the diver still developed the bends.

The test dive at the Experimental Diving Unit in Washington, D. C., was not Mr. Keller's first deep dive while using his new method.

On April 25 in Toulon, France, he made a bounce-type dive, during which he descended to 1000 feet—almost twice as deep as the existing record—and resurfaced without remaining at that depth. The total time required for this dive was about 48 minutes.

A dive the next day was similar to the Washington demonstration. Keller descended to 700 feet and performed various physical tasks for about 10 minutes before resurfacing. Time for this dive was about two hours and 40 minutes.

During the test dive in Washington, Keller remained at the 700-foot depth for 10 minutes, during which time he lifted and lowered a 66-pound lead weight 10 times per minute over a height of two feet.

Keller has been given a bends susceptibility test which indicated that he has no unique physiological capability for resisting bends. During future tests other individuals are

expected to use Keller's method to see if it is adaptable for general Navy use.

If it is suitable for a wide variety of deep sea functions it will greatly aid underwater exploration and salvage operations. Divers would be permitted to work at depths which can now only be reached by such devices as the bathyscaph or diving bell. In addition, a lone diver could bypass underwater obstructions and get into spaces which are inaccessible to the larger undersea vehicles.

The basis for diver Keller's discovery is a mathematical formulation for the use of new breathing gas mixtures and new techniques in the use of these gases, along with a new series of decompression tables. Modifications in the proportions of gases used are made at various points in the diver's ascent.

No information is currently available as to the gases in the mixture, the method of their use, or the decompression tables used.

### Submariner's Hood

The young man stepped into the big tank of the Experimental Diving Unit at Washington, D. C., strapped on a rubber-impregnated nylon hood and charged its life jacket with compressed air. Immediately, air fed from the reservoir in his jacket inflated his hood and he was breathing normally.

A signal was given, and the tank was pressurized in 31 seconds to a pressure equal that of 450 feet below the ocean's surface. The man in the hooded life jacket closed his breathing snorkel and pulled himself under the water.

With an explosive hiss, the pres-

sure in the tank was reduced at a rate of 400 feet per minute—the same rate the man would experience in an actual ascent in the open sea. In 69 seconds, the complete ascent had been simulated and the man was safely at the surface.

The young man was LT Harris E. Steinke, USN, who was testing a submarine escape device he developed while he was an instructor at the U. S. Naval Submarine School, New London, Conn.

LT Steinke got the idea while teaching the buoyant ascent method of escape from submarines. This technique has a psychological drawback—an escaping submariner has to go counter to all instinct and force himself to exhale on his way up although he might be tortured by a feeling of air starvation. If he didn't exhale, his lungs would be ruptured by expanding air as sea pressure diminished.

LT Steinke didn't like seeing the men in distress only half-way up the 118-foot training tank when, ironically, there was plenty of air wastefully boiling out of their life jackets.

He went home, borrowed his wife's sewing machine and, using a plastic storm window, stitched his first hood. He tried it out at a depth of 100 feet with good results.

Deeper escapes were tried with the device, but the breakthrough came when LT Steinke realized he could make rapid ascents, breathing normally, without rupturing his lungs. The hood provides a big air bubble which automatically adjusts to outside pressure.

Some of the other advantages of the new hood are that it can be



CASTLE IN SPAIN—Navymen of U. S. Naval Station, Rota, enjoy visit to castle where Columbus asked Queen Isabella for ships.

used when the submarine rescue chambers carried by ASRs are not available. It can be used with very little training, and permits unconscious or injured men to reach the surface.

The hood was an official project of the New London Submarine School. The culminating tests were conducted at the Experimental Diving Unit in Washington, where a man's ability to reason at a depth of 450 feet while breathing air could be studied.

The experiments showed that an escaping submariner could think clearly for some three minutes after entering the escape hatch and that he had 75 seconds to reach the surface without getting the bends.



NEW HOODED lifejacket will help sub escapees. Rt: Designer, LT Steinke watches test of his escape device.

## Korean Turtle Ship

A turtle ship model has become a part of the collection of the Mariner's Museum at Newport News, Va. It is a gift of the Korean government to the American people.

Turtle ships, as any avid reader of Korean history knows, made up a fleet built during the reign of the Korean King Sonjo (1588 - 1609). The fleet was responsible for the defeat of the invasion armada of the Regent of Japan, who made repeated attacks on Korea between 1592 and 1598.

Admiral Yi Soon-Sin of Korea designed the ship, which was intended to repel any known method of attack at that time. The bottom plate or keel was copper sheathed. To this, seven-foot copper sides were added. The hull was then covered with a spike-studded iron plate in the shape of a turtle shell to make the craft impervious to shells, arrows, fire and boarders. To complete the similarity to a turtle, the builder added a stylized version of a turtle's head to the bow.

The ship had 24 compartments. Nineteen were used for berthing and the remaining five were storerooms. The ship was propelled by 20 oars, and she carried 52 guns. There were also ports through which archers could shoot fire arrows into enemy ships.

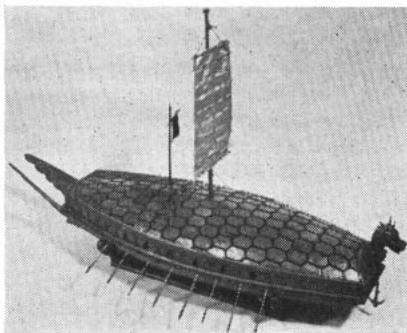
Seven naval battles took place between Korea and Japan within a period of six years. During this time the Korean navy sank 375 Japanese ships with its turtles and captured 50 more.

Dr. Lee Wook Chang, Korean Ambassador to the United States made the presentation of the handsome four-foot scale model to the Mariner's Museum. It was accepted by the Museum's Director, RADM George J. Dufek, USN (RET.), on behalf of the American people.

## World Record Whirlybird

Naval Aviation's Fiftieth Anniversary was highlighted by the Navy's twin-turbine HSS-2 setting a new world speed record for helicopters. The new record is 192.9 miles per hour flown over a three kilometer (1.86 miles) straight line course at Bradley Field in Windsor Locks, Conn.

The former record was held by the Soviet Mil-6, which flew at 166.5 miles per hour on 21 Nov 1959. The Russian record was set



**HARD TOP**—Four-foot scale model of an ancient 'Turtle Ship' is a Korean gift to American people.

over a 100 kilometer (62 mile) closed circuit.

The boat-hulled HSS-2 is scheduled to go into Fleet service as a submarine hunter-killer. HSS-2 successfully completed its carrier suitability trials and Board of Inspection and Survey initial trials at the Naval Air Test Center at Patuxent River, Md.

It can operate from land or ship-board and, in an emergency, can land on or take off from water. In addition to being the Navy's first night and instrument flight helicopter, it is the Navy's first helicopter which can detect, identify, track and destroy enemy submarines while achieving maximum designed range.

The 24-hour reduced visibility flight capability is made possible by automatic stabilization equipment, radar navigation devices and icing protection for the engines and windshield.

CDR Patrick R. Sullivan, USN, was the pilot of the record-breaking run. LT Beverly W. Witherspoon, USN, acted as co-pilot. Both officers are test pilots at NATC Pax River, Md.

## Tingey at El Salvador

The people of Acajutla, El Salvador, have had their first look at a U. S. Navy ship—and apparently they liked what they saw.

USS *Tingey* (DD 539), a San Diego-based Reserve training ship, called at Acajutla for what was to be a routine, three-day visit commemorating the completion of a new pier.

But, as *Tingey's* 185 officers and crewmen will happily testify, the visit turned out to be more than routine. The occasion took on a festive air with bands, fireworks, and dancing señoritas.

Curious sightseers came from outlying villages and the capital city,

San Salvador, to see the ship. Their enthusiasm was so great that some people were nearly crowded off the pier.

When the Navymen paraded from the ship to liberty buses which took them to San Salvador, the crowd responded with cheering and applause.

The following day, *Tingey's* baseball team (11ND destroyer champs) defeated the El Salvador Military Academy, nine to seven, in a game which was viewed by many fans over television.

For the next day of the visit, *Tingey* played host to 100 orphans, treating them to ice cream, cake and movies.

That evening a group of *Tingey* officers represented the ship at San Salvador's Coffee Queen Ball. (Coffee makes up 80 per cent of El Salvador's total exports.)

When dawn broke the next day, the pier was already jammed with visitors, many of whom had been waiting for hours to insure themselves a tour of the ship.

There was still a large crowd waving and shouting "adios" when *Tingey* departed for San Diego that evening.

## Barrier Atlantic Trophy

"Excellence of performance in operations on the North Atlantic distant early warning barrier" are the words that go with the trophy. The winner of this praise and the trophy was Airborne Early Warning Squadron 13 which operates from Argentina, Newfoundland.

AEWRON 13 has won the Outstanding Squadron trophy two consecutive times. That's not all. AEWRON 13's Crew Three was named winner of the Outstanding Crew trophy for the same period. This trophy, incidentally, has been a monopoly of the squadron.

Outstanding Squadron trophy winners are judged on operational readiness, barrier contacts, electronics countermeasures effectiveness, and safety and economy of operations.

To win the Outstanding Crew trophy, a crew must score the highest in a four-point competition which includes electronics countermeasures effectiveness, meeting scheduled commitments, contact evaluations and Barrier communications handling time.

At the present time, more than 30 crews compete for the award.

## Hypodermic Jets Win Battle

A group of five Navymen armed with two hypodermic jet injection guns and some 200 pounds of gear and yellow fever vaccine has fought a battle in Ethiopia against an invisible enemy.

Captain Sidney A. Britten, MC, USN, of Preventive Medicine Unit No. 7 in Naples, Italy, who led the team, said that he and his group inoculated some 200,000 Ethiopians during the campaign.

The Navy team was provided in response to a request from the Imperial Ethiopian government through the State Department for assistance in controlling an epidemic of yellow fever in the southwestern part of the country.

The sharpshooters of the group, who were from the Naval Air Station Dispensary at Norfolk, Va., included Edwin C. Greene, HMI; Roy S. Flournoy, HM2; and Herbert W. Richards, HN.

The men left NAS Norfolk aboard a MATS plane, and headed for Ethiopia while an epidemic of yellow fever was raging through the country. CAPT. Britten and CDR. L. W. Teller, USN, an entomologist from Preventive Medicine Unit No. 7, joined the three corpsmen at Naples, and were with them when they landed in Ethiopia.

During some six weeks in that country, the Navy mercy team worked under field conditions. Two portable field generators were used to furnish power for their injection guns.

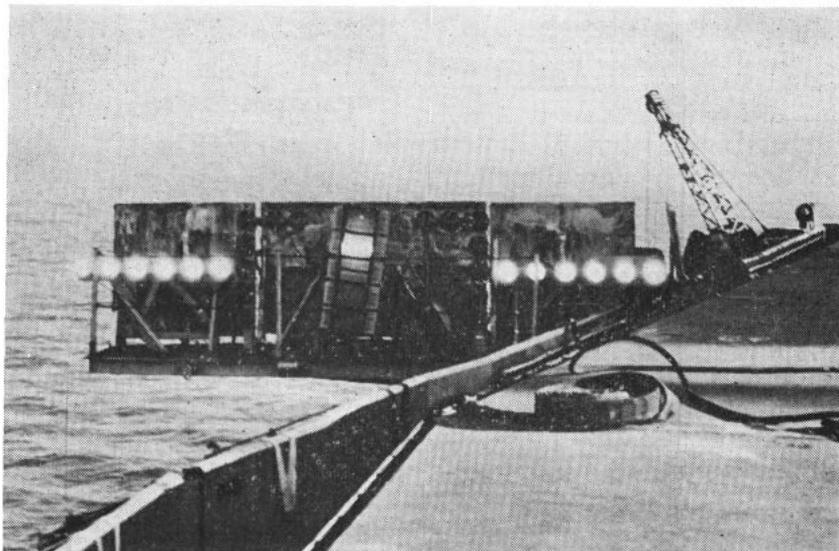
## New Coastal Minesweeper

The first of two new coastal minesweepers has been placed in commission as *uss Albatross* (MSC 289) at Bremerton, Wash., and has joined the Pacific Mine Force at Long Beach.

*Albatross* is the first MSC minesweeper to have incorporated into its design such improvements as the wheelhouse and open bridge concept, AC ship-service power, enclosed operating stations in the machinery spaces, hydraulic operated deck machinery, a gas turbine-driven minesweeping generator and a new main engine design.

This type of ship is constructed throughout of materials with the lowest possible magnetic attraction.

The second in the *Albatross* series, *Gannet* (MSC 290), was scheduled for commissioning last month.



**LIGHTS AT SEA**—Aircraft carrier's fresnel lens system has built-in light source, may replace present mirror landing guidance system.

## New Lens Landing System

No one piece of equipment in the Navy today is assured a position on the first team year after year after year. Almost every day a rookie attempts to take over for a first stringer.

The regular now being threatened is the mirror landing guidance system on carriers. Only a few years ago the mirror landing system was the rookie. It worked just fine, too. It reduced the number of carrier accidents about one-third and saved millions of dollars for the Navy.

Progress rather than old age may unseat the present mirror system. New guidance gear called the fresnel system is currently being tested aboard ship. It differs from the mirrors primarily in that the new system uses a built-in light source; the mirrors used a separate light source.

A prototype of the new gear has been tested aboard the attack carrier *uss Ranger* (CVA 61). After suc-

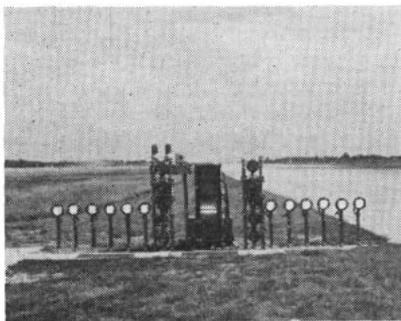
cessful tests and some modifications, the fresnel system is now being installed aboard 17 Navy aircraft carriers. The first to get it was *uss Roosevelt* (CVA 42).

According to the *FDR's* newspaper, *Presidential*, which is edited by Kenneth A. Martin, SA, USN, the fresnel system has other advantages over the mirror system. During a storm, water would gather on the mirror surface and distort the reflection or meatball as it is commonly called by aviators. Also, when a pilot was landing with the sun to his back, the sun's reflection made landing hazardous. Both these shortcomings have been corrected in the new system by using a built-in light source.

One other advantage the new system offers is its location. It is installed closer amidships and on the port side, which puts it more directly in line with the pilot's glide path. It can easily be seen over the instrument panel. The new system is also out of the way of taxiing aircraft and spotters and other activity on the flight deck.

To keep the new apparatus steady when the ship rolls and pitches in heavy seas is one of the problems that still remain with the fresnel system. On the *FDR* the unit is electronically tied to the ship's gyros. Other methods, however, are being tested.

Navy officials who have seen the new guidance system operate, speculate that it will soon be used as regular equipment aboard Navy aircraft carriers.



**PATTERN** of fresnel system's bank of powerful electric lights is shown in installation at Patuxent, Md.

Meet Your New CNO

The Chief of Naval Operations for about 15,000 of you Navymen has always been Admiral Arleigh A. Burke, USN. He was CNO when you entered boot camp and he has remained in that job ever since.

You now have a new boss, however. Admiral Burke retired on 1 August and Admiral George W. Anderson, USN, became the new CNO. Admiral Anderson held the rank of vice admiral and was Commander U.S. Sixth Fleet when he was named as the new Chief of Naval Operations. President Kennedy nominated him over 10 senior admirals.

Admiral Burke has no immediate plans for the future, except to learn how to fish. He and his family will remain in Washington for the present.

The new CNO is an aviator and a graduate of the U.S. Naval Academy, class of 1927. He took his flight training at the U.S. Naval Air Station, Pensacola, Fla., in 1930.

He served aboard several ships during his early years in the Navy and in 1940 reported to Washington, D.C. for duty in the old Bureau of Aeronautics Plans Division. During this assignment, Admiral Anderson helped plan the American aircraft program for World War II.

During the war Admiral Anderson served in *uss Yorktown* (CVS



ADM George W. Anderson, Jr., USN

10) and later as Plans Officer on the Staff of Commander Aircraft, U.S. Pacific Fleet. From March 1944 to April 1945, he was assistant to the Deputy Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.

He then returned to Washington to become Aviation Officer in the Strategic Plans Section on the Staff, Commander in Chief, U.S. Fleet.

In July 1948 Admiral Anderson took command of the aircraft carrier *uss Mindoro* (CVE 120) and following this, he attended the National War College in Washington.

Several sea duty billets followed: He was Fleet Operations Officer on

the staff of Commander Sixth Fleet; Senior U.S. officer in Plans and Operations on the staff of the Supreme Allied Commander in Europe (SHAPE); and then commanding officer of *uss Franklin D. Roosevelt* (CVA 42).

The Admiral returned to D.C. for a couple of years and then went back to sea duty. He took command of the Formosa Patrol Force; then served as Chief of Staff, Joint Staff, Commander in Chief, Pacific; was promoted to Vice Admiral and assigned as Chief of Staff, Commander in Chief, Pacific; and then, in August 1957, he took command of the U.S. Sixth Fleet in the Mediterranean. Admiral Anderson was in that billet when he was nominated as Chief of Naval Operations.

Admiral Anderson wears the Legion of Merit, the Bronze Star Medal, the Commendation Ribbon (Navy), the Commendation Ribbon (Army), the Presidential Unit Citation Ribbon, American Defense Service Medal, the American Campaign Medal; the World War II Victory Medal, and the National Defense Service Medal. He was also awarded the Order of the British Empire, rank of Honorary Officer.

Admiral Anderson is married and has two sons, a daughter and a stepdaughter. One son, George W., III, is a 1957 graduate of the U.S. Naval Academy.

Long Beach Gets NTDS

The nuclear-powered cruiser *uss Long Beach* CG (N)9, will have its Navy Tactical Data System (NTDS) installed at the Philadelphia Naval shipyard. Design work for the new system is now underway, and installation is tentatively scheduled to commence in 1962.

NTDS is a new tool of command which facilitates quick solution of complicated tactical problems inherent in the use of modern weapons systems. It achieves a high degree of automation in speedy data collection, processing, exchange and evaluation by using computers and digital data processing techniques.

*Long Beach* is also scheduled to receive a newly developed and extremely powerful target tracking radar system and additional guided missile equipment.

Present plans call for *Long Beach's* commissioning in September 1961. Following nuclear power plant evaluation, the ship will engage in extended operations at sea.

One Thousand Four Hundred Years of Experience

The Pensacola, Fla., Naval Air Station has swelled the experience level of the Navy's junior officers. At a recent commissioning ceremony at Pre-Flight School at Pensacola, 64 chief petty officers were commissioned as Limited Duty Officers with the rank of lieutenant junior grade. Each of them had over 18 and one-half years' experience. Altogether that made 1400 years.

If it had not been for the relatively new CPO-to-LTJG program, many of these chiefs would have transferred to the Fleet Reserve, and their experience would have been lost to the Navy. As one new LTJG said, "You don't make a career of the Navy for the money. There are other considerations."

The program benefits both the Navy and the former CPOs. The Navy can use the experience at the junior officer level, and the

individuals concerned are given a new rank, new privileges, more responsibilities, a higher salary, and when they have completed 30 years' service, more retirement pay.

After these men were appointed as LTJGs, they took an eight-week training course at Pensacola which included Naval Orientation, Study Skills, Foundations of National Powers, Aerodynamics, Engineering and Physical Fitness.

The physical fitness course was about as tough as the course given Naval and Marine Aviation Cadets and other Aviation Officer Candidates. Many of the CPOs whose average age was about 41, commented that they had used muscles they didn't know they had left.

After the eight-week course, the new Jaygees moved on to their first duty assignments as officers of aircraft carriers, attack and patrol squadrons or naval air stations.

## Navy Band Leader to Retire

CDR Charles Brendler, USN, who has been leader of the U. S. Navy Band since 1942, will retire from the Navy in March 1962 after 48 years' continuous active duty. He will be relieved by LT Anthony Mitchell, USN, a former enlisted musician.

CDR Brendler has the longest period of continuous active duty of any officer currently on the active list of the Navy, with the exception of Fleet Admiral Chester W. Nimitz. He enlisted in the Navy in 1913 as a landsman, then served as an enlisted musician and solo clarinetist with the Navy Band. He was serving as assistant leader of the Band when appointed leader.

In 1959 a special action of the Secretary of the Navy kept him on active duty for two years beyond the normal retirement age of 62. He will be 64 when he retires. CDR Brendler has served with the Navy Band since it was established by an act of Congress in 1925.

LT Mitchell, 43, who has been assistant leader of the Navy Band, was appointed a warrant officer bandmaster in 1956, and last year was appointed a lieutenant.

## Hydra II Rocket

Three-quarters of the earth's surface could be a potential launching pad for large rocket vehicles based on the idea behind the Navy's *Hydra II*.

The *Hydra* concept involves floating the rocket vehicle vertically on the surface of the ocean, like a spar buoy, prior to launch. Launch pads, as such, and gantrys, are not needed. The vehicle lifts off directly from an upright floating position in the water.

Lieutenant Commander John E. Draim, USN, head of the Naval Missile Center's Research Division and developer of the *Hydra* idea, says: "Our tests have proven that an object of nearly any weight could be sea-launched a distance limited only by the power of its propellant. We are now ready to move to the useful application stage."

This conclusion was announced by the Pacific Missile Range at Point Mugu, Calif., following a series of successful handling tests and controlled launchings of *Hydra II*, a 40-foot, 10-ton boiler plate mockup designed to prove the *Hydra* launch theory.

These handling and flotation tests

were conducted near Santa Cruz Island. *USS Alamo* (LSD 33) participated in the tests which demonstrated that a firing system can withstand a marine environment and that water-launched rocket vehicles can be stabilized in the open sea.

The first feasibility tests of the *Hydra* concept were conducted in March 1960. (In case you have wondered, project *Hydra* is named for the nine-headed sea monster of Greek mythology. When a head was cut off, two replaced it.)

## Outstanding Seabee Battalion

A Midway-based group of Seabees has been presented the Peltier Award as the Navy's outstanding Seabee Battalion for fiscal 1961. The award, in the form of a bronze plaque, went to Mobile Construction Battalion Nine (MCB 9) in a ceremony at Washington, D. C.

MCB-9, representing the Pacific Fleet, competed against the Atlantic Fleet's top entry, MCB-4, in the final selection.

The award-winning battalion is led by CDR F. W. Arnold, CEC, USNR. It is composed of 17 officers and 440 men. Though homeported at Port Hueneme, Calif., it is currently deployed on Midway Island where it is carrying out major rehabilitation work on local military facilities.

The Peltier Award is named for RADM E. J. Peltier, CEC, USN, Chief of the Bureau of Yards & Docks and Chief of Civil Engineers.

It is presented by the Society of American Military Engineers with the cooperation of the Navy. A new award, this is the first year it has been presented.

## New DDGs to Join Fleet

Three new guided missile destroyers were placed in commission this summer, boosting to six the number of DDGs operating with the Fleet or on shakedown cruises.

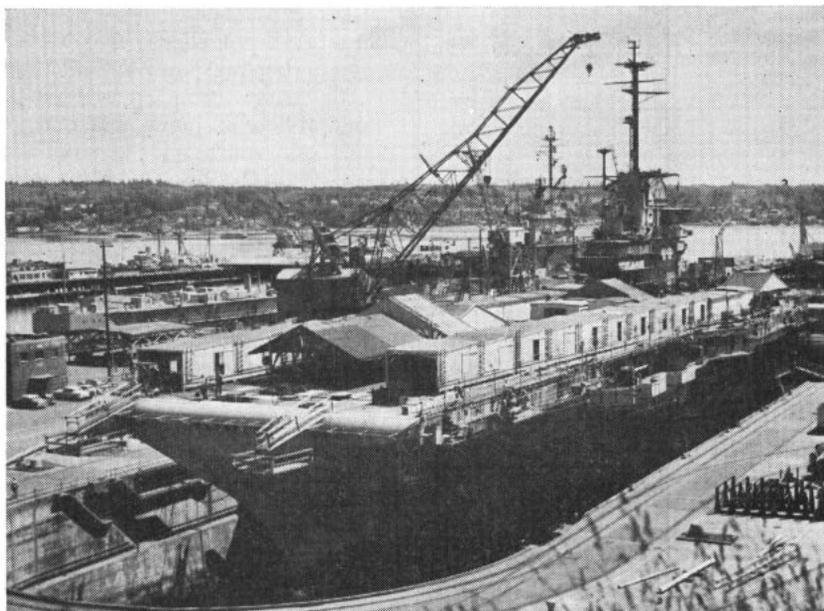
Another 17 are under construction.

Commissioned in June were *USS Lynde McCormick* (DDG 8), *Towers* (DDG 9), and *Sampson* (DDG 10). All three are being tested and evaluated before assignment to Fleet units.

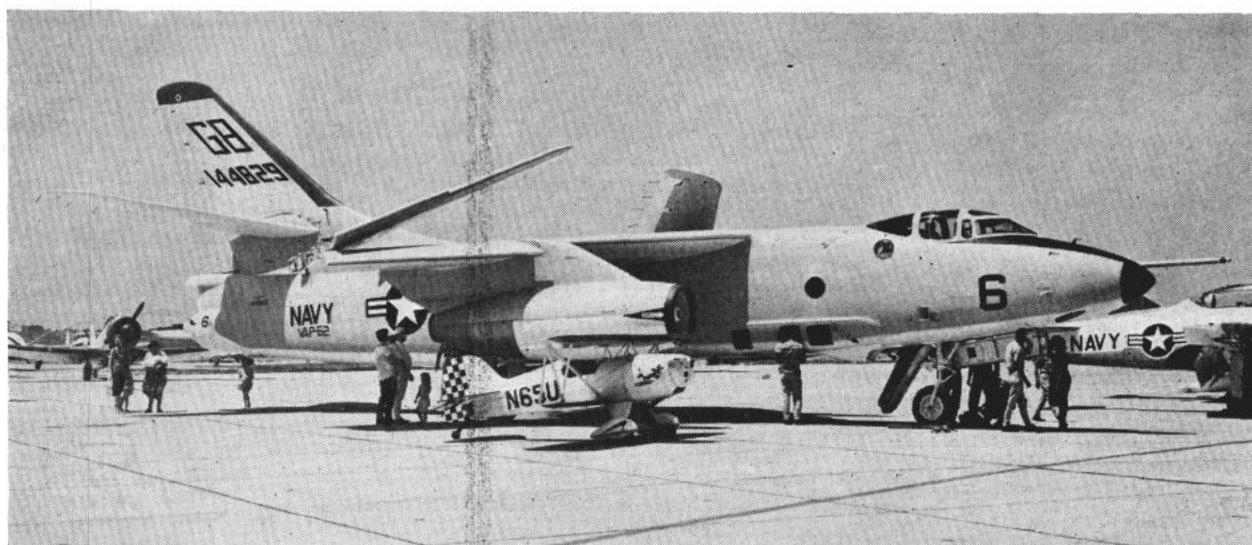
As compared with older destroyers the new DDGs have a greater overall length, broader beam, and heavier displacement. (For example, the popular *Gearing* (DD 710) Class destroyers which appeared in 1945 displace 3520 tons and measure 390 feet in length. The new DDGs displace 4500 tons, and measure 438 feet. Their hull design, however, is an evolution of the 1955 *Forrest Sherman* (DD 931) class, and, like *Forrest Sherman*, they are equipped with aluminum superstructures.

For firepower the new DDGs are equipped with *Tartar* surface-to-air missiles, 5-inch guns, and the latest in long range antisubmarine warfare weapons.

They have a complement of 24 officers and 330 bluejackets.



DRY DOCKED LADY—*USS Hancock* (CVA 19) rests in dry dock at Puget Sound NavShipYd. Work includes new planking for her flight deck.



TINY FRIEND—Homemade plane next to A3D was among 400 civilian planes at Mayport, Fla. open house.

### Ugly Duckling Good Feeder

Maybe she wasn't a plush luxury liner with long graceful lines, and perhaps those who handed out the food were not all dressed up in fancy livery, but *YFNB 2* and her crew looked better than either to ships of the U. S. Seventh Fleet at Buckner Bay, Okinawa.

*YFNB 2* is an ungainly looking large covered lighter with a superstructure that resembles a square, one-story, flat-roofed house. She was popular with the boys of the Seventh Fleet because of her load of general supply items, which included almost everything from soup to soda pop, and from electronic spare parts to housekeeping items such as soap, buckets and swabs.

She was towed to Buckner Bay when a greater than normal number of Seventh Fleet ships were using the Fleet anchorage there.

Within two hours after the barge arrived, *YFNB 2* personnel had received, processed and issued material on all requisitions from an LST, and filled an emergency requisition for a capacitor from a submarine, which was then able to leave the area a few hours later.

Within 30 hours after ships of an amphibious task group arrived at the anchorage, *YFNB 2* issued material for more than 2300 requisitions. During an 11-hour period, on another day, more than 1400 requisitions were filled. This set a new one-day performance record for Mobile Support Unit Three, of which *YFNB 2* is a part. During that same record day, the deck and engineering force of the ship off-loaded over

120 tons of provisions into a ship alongside.

The two cooks of *YFNB 2* did their part by feeding the working groups from customer ships in the lighter's newly constructed galley and mess hall. This also saved many valuable man-hours.

The complement of the *YFNB* during the stay in Buckner Bay included the Officer In Charge of Mobile Support Unit Three, LT G. Lanham, USN, his supply officer LT Armand Weiss, USN, and 37 enlisted men.

*YFNB 2* is a component of Mobile Support Unit Three of the Pacific Fleet Service Force. This unit includes two YOs—small fuel oil barges (self-propelled); a YW—water barge (self-propelled); two YTBs—large harbor tugs; and three *YFNB*s.

The barge complex is normally based at Sasebo, Japan, where it provides oil, water and general supplies to visiting Seventh Fleet ships. However, the various units are sometimes deployed to other areas where ships of the Seventh Fleet may be located.

This flexibility allows the Service Force to use the ships of the Underway Replenishment Group—the large fleet oilers and stores ships—for replenishment operations at sea, while in-port replenishment is provided by the barge complex at an available anchorage. Thus, the Seventh Fleet can remain at sea for prolonged periods and be available for operations in any part of the Western Pacific where its presence may be required.

In addition to *YFNB 2*, two other ships, *YO 115* (under the command

of Chief Boatswain's Mate Maurice Fennell) and *YW 101* (under the command of Harry G. McAdams, BMI) were also towed to Buckner Bay for this period. They supplied fuel oil and water to the ships anchored there. This gave the smaller ships an extra ration of water, and freed the ocean-going oilers for underway replenishment.

Although not as sleek as a cruiser, spectacular as a carrier or exciting as a destroyer, the ugly duckling *YFNB 2* was a welcome sight to ships which arrived in Buckner Bay in need of food, spare parts, cigarettes, canned cola or what have you. The most beautiful liner in the world couldn't have looked better.

### DUNC Digs Deep for Radium

Navymen have become accustomed to working with ultra-sensitive instruments, but the U. S. Naval Ordnance Laboratory at Silver Spring, Md., has developed a device which should be a candidate for some kind of an award.

It is called DUNC for Deep Underwater Nuclear Counting. The device is capable of detecting one atom of radium in one billion billion molecules of water.

The instrument was designed to collect detailed data on the presence and intensity of undersea radiation sources. When it is lowered into the sea, the detector produces electrical signals as a result of being struck by cosmic and gamma rays from the ocean's naturally occurring radioactive elements. These signals are transmitted back to an analyzer by way of a cable supporting the probe.



LIKE WOW—Beauties at Jacksonville NAS are contestants for Miss 50th Anniversary of Naval Aviation.

Analyses of the electrical signals reveal the number and energies of the rays striking the detector, thus producing a record of the underwater radiation spectrum. In this way, data can be rendered instantaneously eliminating the necessity of taking samples ashore for laboratory analysis.

DUNC began its work by confirming what scientists thought they knew all along — that the major contribution to all underwater radiation is made by potassium-40.

This is most prominent in the ocean because of the concentration of soluble potassium salts. However, extreme discrimination was necessary to detect sources of lesser energy.

Compounds of radium and thorium which are only slightly soluble, are important sources of radiation but have been difficult to measure in the past because, by reason of their comparative insolubility, they settle in the bottom of the open ocean. DUNC's more sensitive measurement has made it possible to investigate the minute concentrations of these compounds which remain in the water.

A detailed knowledge of the sea's radiation background, which is known to be of an extremely low level, is necessary to evaluate any underwater program in which radiation detection is required.

#### Lofty LOFTI

It may be possible in a few years for submerged submarines to send and receive messages via communi-

cation satellites. The Navy's LOFTI satellite, developed by the U.S. Naval Research Laboratory under a Bureau of Ships program, contributed to realization of this goal as it orbited the earth during its 35-day life.

Although the LOFTI (Low Frequency Transionospheric) satellite burned up in the atmosphere after a short period, it did furnish much data on the degree of very low frequency (VLF) penetration into and through the ionosphere.

From the data telemetered back to earth from the satellite, Naval Research Laboratory scientists confirmed their belief that the ionosphere is not nearly as opaque at these frequencies as had been generally assumed.

LOFTI demonstrated that while the ionosphere reflects most VLF radio waves back to earth, it also permits a very substantial penetration by VLF waves to outer space.

The Naval Research Laboratory believes it is possible to consider use of VLF radio waves which originate from ground stations as navigational aids to manned or unmanned space vehicles.

Some of the data obtained came as an unexpected bonus to NRL scientists. The LOFTI sphere was launched pick-a-back with the *Transit III-B* navigation satellite on 21 February. Had the launching vehicle functioned properly, the TRANSIT and LOFTI payloads would have separated from the second stage and orbited the earth as two separate satellites. Separation did

not occur due to the rocket malfunction and the assembly assumed an unintended elongated orbit.

However, this type of orbit — it varied in altitude between about 100 miles and 600 miles — enabled the Navy LOFTI satellite to give a better picture of the effects of the ionosphere on low frequency radio waves than would have been possible from the intended orbit.

As the data from this five-week-long experiment is processed, it will show how VLF signals are affected by different altitudes and how they can be used to further develop communications in space.

At the time of reentry, LOFTI had completed over 500 revolutions around the earth.

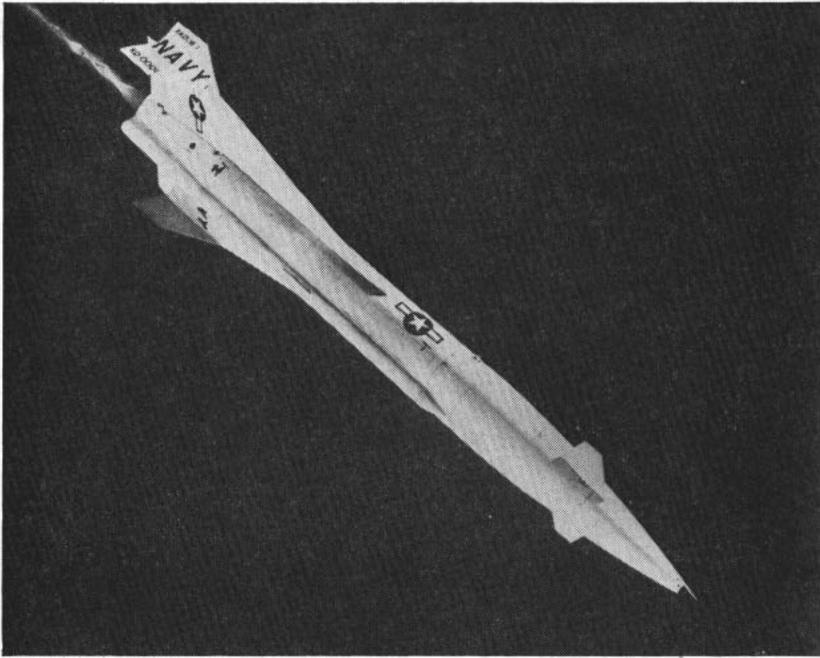
#### All Attack Carrier

Navy strategists are apparently thinking of new ways to increase the effectiveness of the aircraft carrier.

USS *Coral Sea* (CVA 43), returning to her home port of Alameda, Calif., this spring after an eight-month cruise in the Far East, reports that she operated as an "all attack" carrier during an exercise in the northern sector of the Seventh Fleet.

All the planes launched from the carrier's flight deck were attack bombers, while air defense fighters operated from a nearby shore base. (*Coral Sea* normally carries fighter aircraft, but they had been put ashore and replaced with Marine attack squadrons.)

This, says *Coral Sea*, is the first time a carrier has been used in such a manner with the Seventh Fleet.



**WHITE STREAK**—Navy's XKD 2B-1 target aircraft is designed for air-to-air and surface-to-air use. Guidance system is self-contained.

### Changes in MSTS Fleet

The last commissioned ship operated by the Atlantic Area, Military Sea Transportation Service, has been placed out of commission. *uss Geo. M. Randall* (T-AP 115) — which operated with an all-Navy crew — has been replaced by USNS *Gordon* (T-AP 117). Though a transport like *Randall*, *Gordon* is an in-service ship and is manned by a Civil Service crew.

With the decommissioning of *Randall*, there now remain three commissioned transports in MSTS. These are *uss General W. A. Mann* (T-AP 112), *General William Mitchell* (T-AP 114) and *General J. C. Breckinridge* (T-AP 176). All operate in the Pacific area.

One of a class of P-2 transports operated by MSTS, the 20,150 ton, 622-foot *Randall* was commissioned 15 Apr 1944 at Bayonne, N. J. She carried a crew of 30 officers and 375 men. Her wartime troop-carrying capacity was upwards of 5000 men.

In October 1949 *Randall* was assigned to the newly-formed MSTS for runs between the West Coast and the Far East. After covering 114,000 miles in runs to various ports throughout the Pacific from 1953 to 1954, she began a regular schedule between Seattle, Wash.; Yokohama, Japan, and Pusan, Korea.

*Randall* returned to the Atlantic area in January 1955. She then be-

gan her scheduled runs between New York, N. Y.; Bremerhaven, Germany and various Mediterranean and Caribbean ports.

### Dahlgren Joins LantFlt

The Atlantic Fleet's guided missile frigates, *uss Farragut* (DLG 6), *uss Luce* (DLG 7) and *uss Dewey* (DLG 14), may have some company before long.

*uss Dahlgren* (DLG 12) has been placed in commission at Philadelphia, and, after a shakedown cruise, will be put on the Fleet's active roster.

The new DLG is one of ten *Coontz* class frigates, the first ships to be designed and built from the keel up as guided missile ships. She measures 513 feet in length, has a 52 foot beam and a draft of 18 feet, and a full load displacement of 5650 tons.

For offense against submarines she sports the latest sonar devices, and is equipped with *Asroc* anti-submarine rocket for long range attacks.

The latest in homing torpedoes, which can be fired from triple tubes, are on hand for close-in sub attacks.

*Dahlgren's* conventional armament consists of a single 5-inch, 54-cal. rapid-fire gun mount, and two semi-automatic 3-inch, 50-cal. rapid-fire twin mounts with modern control systems.

But her big punch is the advanced *Terrier* ship-to-air missiles she car-

ries to seek out and intercept enemy aircraft at long ranges and high altitudes.

The advanced *Terrier* is said to double the performance of the original *Terrier*, which has been operational with the Fleet since early in 1956.

Four aircraft carriers, four guided missile cruisers, and twenty-four guided missile frigates will eventually be equipped with this advanced version. It will also replace the original version in present shipboard magazines and depots.

*Dahlgren* is the third Navy ship named in honor of the late RADM John A. Dahlgren, a Navy leader of the mid 1800s who became known as the "Father of Naval Ordnance."

A scientist and inventor as well as a seagoing officer, Admiral Dahlgren contributed the first big guns and real sights, introduced the rifling of cannon and construction of ironclads, and took the initial step toward the all-big-gun armored warships.

He also organized the Naval Gun Factory, and, before his death in 1870, became known both in our country and in Europe as the foremost authority on naval ordnance.

The first ship named *Dahlgren*, a torpedo boat destroyer, was commissioned in 1900. She was manned by three officers and 26 enlisted men.

In 1920, the year the first *Dahlgren* was scrapped, another vessel took on the name, this time a four-funneled, 314-foot destroyer (DD 187). She served as a World War II sub hunter before being scrapped in 1946.

### New Combat Store Ship

A new type combat store ship (AFS) is to be constructed in San Diego. The new ship will be 581 feet long, 79 feet wide and will displace 16,100 tons fully loaded.

It will have a completely new replenishment-at-sea system. The conventional kingposts and booms will be replaced by large M-shaped frames placed athwartships. They will be equipped with automatic tensioning devices which maintain taut transfer lines between ships replenishing in spite of rolling and yawing.

The ship will carry helicopters to fulfill immediate needs for supplies, other than fuel, for ships in a task force spread over a wide area.

# SERVICESCOPE

Brief news items about other branches of the armed services.

THE U. S. AIR FORCE has moved a prefabricated nuclear power plant halfway across the United States and to the top of a mountain in Wyoming. The plant was in 16 separate packages, none of which weighed more than 15 tons.

The trip started in Baltimore, Md., where the plant was designed by a civilian contractor. From there the packages were flown individually to Ellsworth AFB, Rapid City, S. D., and then taken by truck to the Air Defense Command radar site atop Warren Peak, seven miles from Sundance, Wyoming.

When operational in 1962, the reactor, designated PM-1, will provide 1000 kilowatts of electrical power and an estimated 7,000,000 BTU's per hour for the 731st Radar Squadron of the Air Defense Command's 29th Air Division, SAGE. The plant will also provide engineering and operating data for designing improved nuclear power plants which can be used at other Air Force installations.

PM-1 is designed so that factory-assembled parts can be flown to an area and put together there. In this way nuclear power can be made available anywhere in the world that Air Force units require it. This type of reactor can also be disassembled and relocated.

The Atomic Energy Commission will install and test operate the plant for six months before transferring it to the Air Defense Command for operation. The operating crew for the PM-1 will include 17 airmen and an Air Force officer.

All crew members have been given extensive nuclear power plant training and experience, and are certified nuclear plant operators. Also at Warren Peak are two qualified servicemen each from the Army and the Navy. Altogether, the crew has accumulated a total of over 80 years of reactor operating experience.

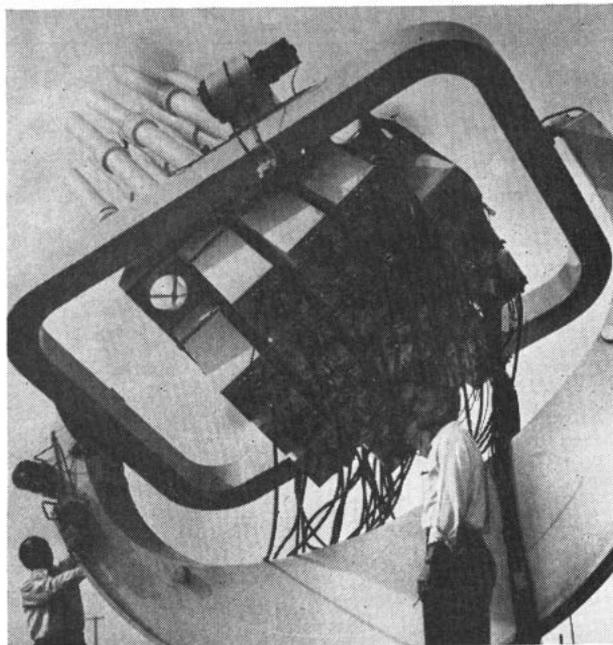
★ ★ ★

AN ARMY ROCKET BELT, now in the experimental stage, promises to cause plenty of amazed stares.

The main portion of the belt is formed of two rocket chambers mounted vertically side by side. Control gadgets and such are also part of the belt. The whole works is strapped to the wearer's back so that the



LET HER ROLL — Army's 'rolling liquid transporters' carry five hundred gallons in each big 'tire'.



MAZE OF WIRES — TV-like tubes connect to optical telescopes in USAF device for tracking missiles.

rocket nozzles extend downward past his hips. It weighs almost 100 pounds and is powered by hydrogen peroxide.

More than 30 flights have been made with it. In a demonstration at the Army's Transportation Training Command, Fort Eustis, Va., the rocket carried the rocket man over a large truck to an altitude of 15 feet and then to a landing 150 feet away. Other flights have been made up to a distance of 360 feet and a height of 30 feet.

As yet the rocket hasn't been flown at top speed.

★ ★ ★

A SPECIAL DEVICE is undergoing tests at the Atomic Energy Commission's test site at Jackass Flats, Nev. It is the Tory II A-1, the first reactor in the joint USAF-AEC nuclear ramjet feasibility program. The big reactor, if successful, may be further developed by the Air Force for propelling a low altitude, extended-range, Mach-three guided missile.

The reactor now being tested is much larger than a flight test reactor of the same type would be. Since the tests are being run on the ground — with attendant safety precautions against radiation hazards — the reactor is equipped with an extensive water-cooling piping system, shielding, and special controls. Such features would not be needed in a flight-test version.

The reactor is mounted on a remote-controlled train which transports it two miles from the site's control buildings where the reactor tests are conducted. When the reactor tests are over, it will be brought to a heavily-shielded building and disassembled by robot-like metal hands for inspection.

Air to operate the Tory II A-1 is provided by a series of 570-foot, pipe-like storage tanks pressurized at 3600 pounds per square inch. Test runs are limited to 90 seconds by the tanks' capacity.

# THE WORD

Frank, Authentic Advance Information  
On Policy — Straight From Headquarters

• **BUPERS MANUAL CHANGE**—The latest change to the *Bureau of Naval Personnel Manual*, 1959, contains new information that can affect you from the day you make your first muster in the Navy on through the rest of your life.

Here's a quick look at these changes. If you're interested in any one of them, take a look at the *BuPers Manual*, but make sure that Change Five has been incorporated. The following articles have been revised:

A-4404(8) — Eligibility for membership in chief petty officers' mess is clarified.

B-2103(4) — Instructions for entering grades of enlisted personnel on Armed Forces Identification Cards are revised.

B-2106 — Instructions for preparation and issuance of Geneva Conventions Identification Cards are revised.

B-2312 — Contains revised instructions for preparing and reviewing Record of Emergency Data (DD 93-1).

C-5314 — Instructions for transmission of "Notification of Address Changes En Route" are changed.

C-5404 — Updates instructions for transmittal of records upon transfer of personnel for hospitalization.

C-5409, C-7808 — Revises instructions for reassignment of enlisted personnel upon completion of disciplinary action.

C-6209 — Regulations concerning liberty are clarified.

C-6210 — Issues revised regulations for use of Liberty Pass.

C-7302 — Requirements for designation of officers as Naval Aviation Observers are revised.

C-7402 — Lists new qualifications for airship duty.

C-7821(10) — Deletes obsolete marks requirements for Good Conduct Medal.

C-7905 — Contains new shore patrol allowances which became effective on 1 July.

C-9802(1) — Regulations concerning burial in national cemeteries are revised. This article also contains information regarding the procurement of headstones and memorial markers.

C-10302 — Clarifies standards for honorable and general discharges.

C-10310, C-10311 and C-10312—Revises and clarifies instructions which govern the discharge of enlisted personnel by reason of unsuitability, unfitness and misconduct.

C-10313 — Instructions for preparation of documents required in cases of enlisted members under consideration for discharge by reason of unsuitability, unfitness and misconduct are revised.

C-10313A — Field board procedures are clarified.

C-10314 — Gives new instructions for disposition of enlisted personnel who are sentenced to punitive discharge.

C-10315 — Revises instructions which pertain to the issuance of civilian clothing to discharges.

H-2210(7)(b) — Responsibility of Commandants and CNARESTRA for

verifying corrected Quarterly Naval Reserve Drill Reports is clarified.

H-3404(1) — Maximum age for enlisted members of Naval Reserve in an active status is revised.

H-3601(6)(a) — Contains new eligibility requirements for assignment of officers in an associate pay status.

H-3602, H4202 and H-4203—Certain restrictions concerning issuance of orders to active duty for training are removed.

H-31404 — Revises regulations which concern military leave.

• **NEW INSTRUCTION FOR TELEMEN** — Several hundred Navy telemen, who have not as yet succeeded in qualifying for change in rating to yeoman or radioman, have been given the word on what's in store for them. That word is contained in BuPers Inst. 1440.20A.

Briefly, this instruction points out that:

• The four-year phase-out period for disestablishment of the teleman rating has ended.

• All telemen currently identified as trainees for change to either the radioman or yeoman ratings will retain those designations. Personnel so designated will continue to be ordered to radioman or yeoman billets as applicable. It is expected that they will be employed in such billets.

• Those Navymen remaining in the teleman rating will be permitted to attempt to change to the radioman or yeoman ratings (as indicated by their trainee designator) through the regular change in rating procedures set forth in BuPers Inst. 1440.5C. No specific authorization from the Chief of Naval Personnel will be required. However, this authorization extends only to examination for change in rating at equal pay grade.



DON'T LET IT DISAPPEAR like magic. Pass ALL HANDS on when you're through, as nine more are waiting.

Change in rating with concurrent advancement will no longer be authorized.

- Telemen will not be eligible for award of proficiency pay.

- Navymen remaining in the teleman rating will be eligible for assignment to class "B" radioman or yeoman school on the same basis as personnel in those ratings. Telemen who successfully complete a course of instruction at class "B" school will be automatically changed in rating to RM or YN as applicable.

- Retention on active duty in the teleman rating beyond the time required for transfer to the Fleet Reserve will not be authorized.

- Except in an emergency, Reserve Navymen will not be ordered to active duty in the teleman rating.

### • FOREIGN-MADE AUTOMOBILES

— If you plan to buy a foreign-made automobile overseas, or if you have purchased one overseas since 6 Mar 1961, don't count on the government to ship it home or to your next duty station for you.

Alnav 15, which amplified early information on this "save gold" move, explains that the prohibition against government - expense transportation doesn't apply to vehicles purchased or assembled in Alaska, Hawaii, the Virgin Islands, Guam, Midway, Wake Island, American Samoa, or the Canal Zone by personnel regularly stationed there. These areas are not considered "overseas" for purposes of this Alnav.

In most other areas, however, if you have bought a foreign-made used car overseas since 6 Mar 1961, you may ship it back at government expense (if you are otherwise eligible), only if you can prove by documentary evidence (such as bills of sale, letters and/or registration certificates) that the car has been owned by a person eligible for shipment of a vehicle at government expense on and since 6 Mar 1961. If any person ineligible for government-free vehicle transportation has owned the car for any period of time since 6 March, it will not be shipped by government conveyance for you, even if you agree to pay the charges.

Foreign-made vehicles purchased in the United States are eligible for transportation at government expense the same as any American made.

A motor vehicle assembled in a foreign country, even though the parts were manufactured in the United States, is considered to be a foreign-made car.

A few foreign areas will be exempted from these restrictions because there are inadequate maintenance facilities for U.S.-manufactured vehicles. These areas will be announced by the Defense Department when they are determined.

Complete information may be found in Alnavs 10 and 15 of 1961.

### • ACTIVE DUTY RESERVISTS

The Chief of Naval Personnel has revised the list of open rates in which certain active duty Naval Reservists may enlist in the Regular Navy provided they are qualified in all respects under BuPers Inst. 1130.4F.

This revised list, recently announced as change eight to the above-mentioned BuPers Instruction, contains a total of 84 open rates.

Open rates are:

QM2, 3	ETN2, 3	ADJ1, 2, 3
RD1, 2, 3	ETR2, 3	AT1, 2
SO1	ETS2, 3	ATR3
SOA2, 3	RM1, 2, 3	ATS3
SOG2, 3	CT2, 3	ATN3
SOO2, 3	PC2, 3	ATW3
SOS2, 3	JOC, 1, 2, 3	AO3
TM 2, 3	DM1	AQ1, 2, 3
GSC, 1, 2, 3	MU1, 3	AC3
FT1, 2, 3	MM1, 2, 3	AE2, 3
FTA1, 2, 3	MR1, 2, 3	AG1, 2, 3
FTU1, 2, 3	BT3	PR2, 3
FTG1, 2, 3	BRC, 1	PT2, 3
FTE1, 2, 3	EM1, 2, 3	AN, AA, AR
FTL1, 2, 3	IC1, 2, 3	SN, SA, SR
NWC, 1	CE3	FN, FA, FR
MN3	SW3	
ETC, 1	ADR3	

### • COMMAND AT SEA INSIGNE

**CHANGE**—Regulations governing the wearing of the Command at Sea Insigne have been revised in response to requests received since the insignie was adopted.

Many officers eligible to wear the insignie have expressed a preference for wearing the miniature version of it—rather than the large one—on service dress uniforms.

The regulation change, given in BuPers Notice 1020, specifies that the large insignie (one-and-one-half inches in diameter) shall be worn with the full dress uniform, and the miniature insignie (three-fourths of an inch in diameter) shall be worn with all other uniforms.

The position of the insignie on the uniform has not been changed.

# QUIZ AWEIGH

If the three pix in this month's Quiz Aweigh look familiar there's a good reason for it. They appeared on the inside back covers of three of last year's *All Hands*. Here are some questions about them.

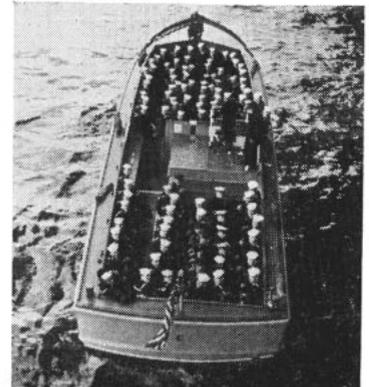


1. The mine warfare vessels shown here are in one of the following classes:

- MSO and 172 feet long.
- MSC and 144 feet long.
- MSI and 112 feet long.



2. For those who like life in the wide-open spaces, a side cleaner's work is just the answer. The device the two men are standing on is a (an) X....., and the padded vest-like contraptions they are wearing are Y.....



3. Heading shoreward with a load of liberty-bound sailors and Marines is this:

- Motor launch.
- Provisions & crew boat.
- Utility boat.

Check page 51 for answers.

# THE BULLETIN BOARD

## EAOS Often Key to Shore Duty

**S**HORE DUTY for a Navyman is usually a treat. It is that period between tours of sea duty when you can spend more time with your family, less time with your hobby, catch up on your hunting and fishing, and maybe visit your parents more often.

When you go ashore, how often, and for how long depends, for the most part, on the ratio of shore billets to sea billets for your particular rating.

An air controlman, for example, spends more time ashore than a boatswain's mate, because more than half of all AC billets are on shore duty, whereas only one-fifth of the billets for BMs are ashore.

The length of shore duty tours is regulated by certain procedures that may seem complicated to you. They are, however, designed to benefit career men and are a necessary tool for personnel distributors.

Shore duty tour lengths are computed from the day you first report to shore duty. On that day a Shore Tour Completion Date (or Rotation Tour Date) is established by the personnel office and recorded in your service record and in the personnel accounting system.

Three factors are considered when computing your Shore Tour Completion Date. They are: Type of tour (normal, for duty, or special); tour length for men in your rate (shore tours vary for different rates); and your EAOS (Expiration of Active Obligated Service).

At the end of your shore duty you will be issued orders back to sea (provided you have sufficient obligated service) four months before your Shore Tour Completion Date. If possible, this assignment will be to the Fleet and type duty you prefer.

If your enlistment expires at the same time as your shore tour, orders cannot be issued until you have either reenlisted or extended your present enlistment. When you do make your move, therefore, orders will be issued immediately.

All Navy Cartoon Contest  
LTJG Floyd E. Sykes, USN



"... two things I don't sweat in this man's Navy: 'No Smoking' signs and Bos'n's Mates."

Since no advance notice has been given the personnel distributors, your chances of getting your choice of duty are not so good. For this reason, you are encouraged to obligate yourself when you first report ashore, so that you have at least a year of obligated service remaining after your Shore Tour Completion Date. If you do this, you will have a better chance to get the sea duty of your choice. You should also get your orders about four months before you leave.

Your EAOS, to a large degree, determines whether or not you get a full tour of shore duty. Here are a few examples to show just how your EAOS affects your shore duty.

• **ENLISTMENT EXPIRES BEFORE END OF SHORE TOUR**—In this case, you must make up your mind, when you first report ashore, whether or not you want to extend to complete a full tour. If you decide not to extend, your shore tour completion date will be the same date as your EAOS. Take an AD1 for example:

AD1 reports for duty \_\_\_\_\_ Mar 62  
EAOS \_\_\_\_\_ Jul 63  
Normal Shore Tour  
Completion Date \_\_\_\_\_ Mar 65  
Shore Tour Completion Date  
as recorded \_\_\_\_\_ Jul 63

If you wait until your current en-

listment expires to reenlist or extend, you will immediately be made available to the Chief of Naval Personnel for rotation to sea duty. If you wait this long, however, you will be given a lower priority for assignment to the type of sea duty preferred.

• **ENLISTMENT EXTENDED TO COMPLETE SHORE TOUR UPON REPORTING**

—Now let's suppose our AD1 decides to extend his enlistment when he first reports ashore. In this case, he must extend so that he has at least 12 months obligated service from the last day of the month of his Shore Tour Completion Date.

AD1 reports for duty \_\_\_\_\_ Mar 62  
EAOS \_\_\_\_\_ Jul 63

Normal Shore Tour  
Completion Date \_\_\_\_\_ Mar 65

Extended for three years to  
complete tour. New EAOS \_\_\_\_\_ Jul 66

Shore tour completion date  
as recorded \_\_\_\_\_ Mar 65

• **ENLISTMENT CANNOT BE RE-EXTENDED TO COMPLETE SHORE TOUR**

—You fall into this category if you are already serving an extension when you report ashore. Since the sum of extensions of enlistment cannot be more than four years, you may find it impossible to acquire enough obligated service to get a full tour ashore.

In this case, you would be allowed to sign a service record entry signifying your intent to reenlist at the end of your obligated service. Then your Shore Tour Completion Date would be set at the normal tour. BuPers would be given this date by speed-letter and also furnished a copy of the service record entry. Here's how it would work for our AD1:

AD1 reports for duty \_\_\_\_\_ Mar 62  
EAOS (on four-year  
extension) \_\_\_\_\_ Aug 63

Normal Shore Tour  
Completion Date \_\_\_\_\_ Mar 65

Signs service record entry signi-  
fying intent to reenlist to  
complete normal tour \_\_\_\_\_

Shore tour completion date  
as recorded \_\_\_\_\_ Mar 65

• **ENLISTMENT EXPIRES WITHIN SIX MONTHS AFTER SHORE TOUR COMPLETION DATE**—If you're in this cate-

gory, your Shore Tour Completion Date will be the same date as your EAOS. This avoids returning short-timers to sea duty. Here again, if you wait to reenlist when your shore tour ends, your chances of getting the sea duty of your choice are less. Your story looks like this:

AD1 reports for duty ..... Mar 62  
 EAOS ..... Jul 65  
 Normal Shore Tour  
 Completion Date ..... Mar 65  
 Shore tour completion date  
 as recorded ..... Jul 65

If you extend your enlistment when you report for shore duty, you will rotate on schedule. In other words, you will still rotate in March 1965, but you will be given your normal four months' lead time, and your chances of getting your choice of sea duty are increased.

• **ENLISTMENT EXPIRES SEVEN TO 11 MONTHS AFTER SHORE TOUR COMPLETION DATE** — If this is your situation, you must extend your enlistment when you report ashore if you wish to complete a full tour of shore duty. This extension must allow at least 12 months' obligated service after your normal Shore Tour Completion Date. Here's how it works for our favorite AD1:

AD1 reports for duty ..... Mar 62  
 EAOS ..... Oct 65  
 Normal Shore Tour  
 Completion Date ..... Mar 65  
 Extend for one year to complete normal tour.  
 New EAOS ..... Oct 66  
 Shore tour completion date  
 as recorded ..... Mar 65

If you do not extend, however, your shore duty will be reduced and a Shore Tour Completion Date will be set at 12 months before the end of your obligated service. In other words, since your obligated service ends in October 1965, your shore duty would be terminated in October 1964, and you would go back to sea for the last 12 months.

Once your Shore Tour Completion Date is set, you can't extend or reenlist to change it. You must make up your mind at the time you report ashore.

## New Correspondence Courses For Officers, Enlisted Personnel

Four new enlisted correspondence courses and one officer course are now available from the Navy Correspondence Course Center, Scotia,

N. Y. Four other courses, three enlisted and one officer, have been discontinued.

Enlisted correspondence courses are administered, in most cases, by your local command. If you are on active duty, your division officer will advise you whether the course for which you wish to apply is suitable.

If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command. If you are on inactive duty, the Center will administer the course.

The new enlisted courses are:  
**Opticalman 2, 1 & C (NavPers 91389)**

**Boilermaker 1 & C (NavPers 91515)**  
**Aviation Guided Missileman 1 & C (NavPers 91619)**

**Builder 3 & 2 (NavPers 91584-2)**

The new *Builder* course, which may be taken for repeat Naval Reserve credit, replaces *Builder 3* (NavPers 91583-1C) and *Builder 2* (NavPers 91484-1A), both of which have been discontinued. The other enlisted course which has been discontinued is *Advanced Mathematics, Vol. I* (NavPers 91221-E).

One new officer course, **BuShips Duty & Field Duty for Engineering Specialists** (NavPers 10939-A), has replaced *BuShips Duty for Engineering Specialists* (NavPers 10939).

## WHAT'S IN A NAME

### Tides

The word *tide* is derived from an Anglo-Saxon source meaning time, and is still occasionally used in that sense. Primarily, however, *tide* refers to the alternate rising and falling of the surface of the ocean, and of gulfs, bays, rivers and such connected with the ocean. It is caused by gravitational pull, on the waters of the earth, by the moon and the sun. Generally, the rise and fall of the tide occurs twice every 24 hours and 50 minutes, the length of the lunar day.

The highest level reached by a rising tide in any locality is *high tide* or *high water*. Understandably enough, the lowest point reached by a falling tide is *low tide* or *low water*. There is a brief period during high water and again during low water when no change in the water level can be determined—a period called *stand*. *Range of the tide* is the total rise or fall from low water to high water, or vice versa.

At some locations the range may be only a few inches. But at other places it may be many feet. For example, at Cook Inlet, Anchorage, Alaska, the range is 36 feet on occasion, while over most of the Mediterranean the range never exceeds two feet.

Heights of tide vary not only from day to day, but also from one tide to the next. The lower of two low tides for any one day is the *lower low water*.

*Spring tides* and *neap tides* are terms often heard. The former occur near the time of a full moon or new moon—the time when the tidal effects of the sun and moon are in phase. They pull together making the high tides higher and the low tides lower. *Neap tides* occur near the time of the moon's first quarter and third

quarter. The pull of the sun and moon are out of phase then and the tide's range is less than average.

Tidal rise and fall cause *tidal currents* in coastal bays, river estuaries and inlets—in general, where seaports are located. When the "tide comes in"—that is, when the water moves horizontally toward the land—the movement is *flood current*. Its opposite direction, from land to sea, is *ebb current*.

The running of a tidal current is much like the flowing of a river, and calls for special efforts on the part of the helmsman and those conning the ship. This is especially true at such places as New York Harbor's Hell Gate. The average flood current there is 3.4 knots, while the ebb current averages 4.6 knots.

There is a period between the two currents when there is no apparent motion, either in or out. It is termed *slack water*. At many ports slack water is the best period for a ship to carry out the most touchy part of its maneuvering.



# Timely Answers to Travel Problems

**N**O ONE CAN DENY that it takes time to travel. However, a difference of opinion arises when two parties try to decide just how much time it takes to travel a certain distance.

The question of distance and time comes up each time you're transferred. Normally there is no difficulty because there are a definite number of miles to your new duty station and you travel all the way by one method of transportation, either private vehicle or commercial. In either case, the travel time is constant.

From time to time, however, difficulty arises when you want to travel by more than one means of transportation. Perhaps you want to travel part way by POV (privately owned vehicle), part by train, and finish up on an airplane. What then?

Apparently this has caused a few headaches in the past. Anyway, the Department of Defense Military Pay and Allowance Committee has studied the situation and has come up with a few specifics. As a result of the committee's action, the Chief of Naval Personnel has issued a revised Article C-5317 for the *BuPers Manual*, which deals with travel time. The revised article was distributed as an enclosure to BuPers Notice 4651 of 30 Mar 1961 and became effective on 15 Apr 1961.

When computing travel time for travel by POV under the new rules, the fractional mileage for which an additional day of travel is allowed has been increased from 100 miles to 125 miles. The daily mileage allowed when traveling by POV remains in multiples of 250 miles per day. This means, for example, if you are transferred to a ship or station 374 miles away you would be given only one day's travel time, since the amount over the multiple is less than 125 miles. (Under the old rules, you would have received two days' travel time.)

It would work the same way on a long trip. If, for instance, you are traveling 1124 miles, you would be given four days' travel time. (250 miles per day times four days. Since 124 miles is less than 125, the difference between 1000 and 1124 would be disregarded. If the total distance

had been 1125 miles, however, the fractional portion would have been 125 miles or more, and another day's travel time would have been allowed). All this travel time is in addition to proceed time when allowed.

As in the past, if you are transferred within the same metropolitan area, you will not be allowed travel time.

When you travel via commercial transportation (either air or rail) within the United States, and are not directed to travel by air, you will be allowed the following travel time:

DISTANCE	TRAVEL TIME
0 to 720 miles, inclusive	1 day
721 to 1440 miles, inclusive	2 days
1441 to 2160 miles, inclusive	3 days
2161 to 2880 miles, inclusive	4 days
2881 miles or over	5 days

An officer is still allowed to travel by privately owned vehicle without specific authority when he is on permanent change of station orders and there is nothing in his orders which says he may not. Enlisted personnel, as in the past, need specific authorization to travel via POV.

When you travel by both POV and commercial carrier, you make personnel officers and disbursing officers do a bit of figuring in order to determine what portion of your delay en route between duty stations may

**All Navy Cartoon Contest**  
Charley Wise, HMCA, USN



"I am trying to hurry, but it's hard to put salt through these tiny holes."

be counted as travel time and what portion is properly chargeable as leave. First of all, they must determine the official distance from the starting point of travel by private vehicle direct to the point at which the mode of transportation was changed, regardless of the stage of travel in which it occurs. If there is more than one period of travel by private vehicle, the distance for each is determined separately and the distances totalled. If this total equals or exceeds the official distance from your old duty station to the new one, you will be allowed only the official distance.

If the total distance is less than the official distance, however, the miles traveled by POV are deducted from the official distance. The leftover distance is then figured at the commercial carrier rate of 720 miles per day.

Here's an example:

- You are transferred from Washington, D.C. to Chicago, Ill. Official distance is 756 miles.

You travel by POV from Washington, D.C., to St. Louis, Mo., which is 882 miles.

You then travel by rail from St. Louis, Mo., to Chicago.

Since your travel from Washington to St. Louis was more than the official distance between duty stations, you would be allowed only the three days' travel time allotted for the 756 miles from Washington to Chicago.

When you are ordered to travel by either government or commercial air, and you actually use that mode of transportation for the entire trip, only one day will be allowed for travel to any place in the United States.

If only part of your travel is actually done by air, or if your travel orders do not specifically direct you to use air travel, however, you will be allowed travel time at the rate of 720 miles per day.

All the up-to-date rules for travel time may be found in the revised Article C-5317 of the *BuPers Manual*. It became effective on 15 Apr 1961 and was distributed as an enclosure to BuPers Notice 4651.

## List of New Movies and TV Series Available to Ships and Overseas Stations

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases. Two one-hour TV shows are packaged together for a 108-minute program, but may be shown aboard ship only. They are not to be exhibited at shore stations. The movies and TV programs listed below were made available in June.

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

### Motion Pictures

*Marriage Go Round* (1735) (C) (WS): Comedy; Susan Hayward, James Mason.

*Trouble in the Sky* (1736) (WS): Melodrama; Michael Craig, Peter Cushing.

*Young Savages* (1737): Drama; Burt Lancaster, Shelley Winters.

*Konga* (1738) (C): Melodrama, Michael Cougi, Margo Johns.

*The Long Rope* (1739) (WS): Western; Hugh Marlowe, Alan Hale.

*Circle of Deception* (1740) (WS): Melodrama; Suzy Parker, Bradford Dillman.

*Days of Thrills and Laughter* (1741): Compilation; Douglas Fairbanks, Charlie Chaplin.

*Secret Partner* (1742): Melodrama; Stewart Granger, Haya Harareet.

*The Hoodlum Priest* (1743): Drama; Don Murray, Larry Gates.

*Parrish* (1744) (C): Drama; Troy Donahue, Claudette Colbert.

*The Gambler Wore a Gun* (1745): Western; James Davis, Merry Anders.

*Look in any Window* (1746): Drama; Paul Anka, Ruth Roman.

*Atlantis, The Lost Continent* (1747) (C): Drama; Anthony Hall, Joyce Taylor.

*Upstairs and Downstairs* (1748) (C): Comedy; Michael Craig, Ann Heywood.

*Fury River* (1749) (C): Melodrama; Keith Larsen, Buddy Ebsen.

*Foxhole in Cairo* (1750): Melodrama; James Robertson Justice, Nail MacGinnis.

### Television Programs

5108 TV-1 (Series) *Wagon Train* — Western; (Episode) The C.L. Harding Story. TV-2 (Series) *Cimarron City* — Western; (Episode) Chinese Invasion.

5109 TV-1 (Series) *Wagon Train* — Western; (Episode) The Stagecoach Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Gilded Lily.

5110 TV-1 (Series) *Wagon Train* — Western; (Episode) The Cappy Darren Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Screaming Woman.

5111 TV-1 (Series) *Wagon Train* — Western; (Episode) The Martha Barham Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Baited Hook.

5112 TV-1 (Series) *Wagon Train* — Western; (Episode) The Estaban Zamora Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Negligent Nymph.

5113 TV-1 (Series) *Wagon Train* — Western; (Episode) The Rodney Lawrence Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Restless Redhead.

5114 TV-1 (Series) *Wagon Train* — Western; (Episode) The Steele Family Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Sulky Girl.

5115 TV-1 (Series) *Wagon Train* —

## WAY BACK WHEN

### Distant Stations

For the greater part of the 19th Century the Navy followed a practice of "distant stations," in which ships would be sent to a general location and remain there two or three years.

A main feature of distant stations was the "three-year cruise." Say the time is the 1850s and a frigate has just completed her fitting-out at a Navy yard. Her crew members are enlisted for a three-year tour, the usual length of the cruise. The ship then heads for her area—the East India Station, for example, or the Mediterranean. After operating on station for months, showing the flag and looking out for U.S. interests, the frigate would then set sail for the States.

First of the stations was the Mediterranean. It was originally established in 1801, and re-established in 1815. Later it was re-named the European Station.

Then came the West India Station in 1821. Its original purpose was to combat piracy in the Caribbean, a task which called for small, fast ships. Twenty-one years later this station was absorbed into the Home (or North Atlantic) Station.

Also in 1821 the Pacific Station came into being. At first the ships on this station operated chiefly in the area from Valparaiso, Chile, to Panama. As time went on there was movement northward, concurrent with expanding U.S. interests; and U.S. Navy ships were seen more and more in the waters off California, Hawaii and Alaska. In later years there was both a North Pacific and a South Pacific station.

The Brazil Station, which later became the South Atlantic Station, began in 1826. Rio de Janeiro and Buenos Aires were the main ports.

The East India Station was established in 1835. The occasion was the beginning of the sixth cruise by Navy ships to Far Eastern waters, a cruise on which the senior captain of the two ships present broke the commodore's pennant. Lots of history was seen on this station: Fighting in Korea,

scrapping with Chinese pirates, the opening of Japan by Perry.

Most rugged of the stations was the African. It was started in 1842 to cooperate with the British in curbing the slave trade. The unhealthy climate of the African coast resulted in its being a two-year tour.

The ships on a station formed a squadron, which was named for the area. In some cases the senior commanding officer headed up the squadron, especially in the early days. He was the commodore. In other cases the squadron commodore was embarked in the flagship, as in today's flag officer setup. Following the Civil War the commodore of the squadron normally rated the rank of "acting rear admiral."

The practice of distant stations was pretty much phased out in 1905, when the European and South Atlantic stations were abolished. The ships of the squadron were incorporated into the Atlantic Fleet. By that time the Pacific forces were largely based on the California coast.

The sole remaining far distant station was the Asiatic (earlier the East India) Station. The squadron on that station was made part of the Pacific Fleet in 1907. Two years later, however, it went back to its independent status—this time as the Asiatic Fleet. It was retained until WWII.



Western; (Episode) The Danny Benedict Story. TV-2 (Series) *Perry Mason* - Melodrama; (Episode) The Case of the Drowning Duck.

5116 TV-1 (Series) *Wagon Train* - Western; (Episode) The Elizabeth McQueeney Story. TV-2 (Series) *Perry Mason* - Melodrama; (Episode) The Case of the Deadly Toy.

5117 TV-1 (Series) *Wagon Train* - Western; (Episode) The St. Nicholas Story. TV-2 (Series) *Perry Mason* - Melodrama; (Episode) The Case of the Fiery Fingers.

5118 TV-1 (Series) *Wagon Train* - Western; (Episode) The Lita Foladaire Story. TV-2 (Series) *Perry Mason* - Melodrama; (Episode) The Case of the Terrified Typist.

5119 TV-1 (Series) *Wagon Train* - Western; (Episode) The Vittorio Botticelli Story. TV-2 (Series) *Perry Mason* - Melodrama; (Episode) The Case of the Married Moonlighter.

5120 TV-1 (Series) *Wagon Train* - Western; (Episode) The Greenhorn Story. TV-2 (Series) *Wagon Train* - Western; (Episode) Wagons Ho!

5121 TV-1 (Series) *Wagon Train* - Western; (Episode) The Jess MacAbbee Story. TV-2 (Series) *Checkmate* - Drama; (Episode) Cyanide Touch.

5122 TV-1 (Series) *Wagon Train* - Western; (Episode) The Maidie Brant Story. TV-2 (Series) *Checkmate* - Drama; (Episode) Interrupted Honey-moon.

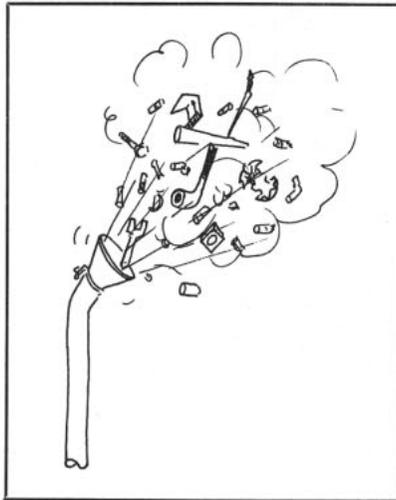
5123 TV-1 (Series) *Wagon Train* - Western; (Episode) The Benjamin Burns Story. TV-2 (Series) *Checkmate* - Drama; (Episode) Face in the Window.

**Proceed Time Rules Are Changed for Officers, EMs**

When you are transferred to a new permanent duty station, you may take your proceed time any time after you leave your current assignment and before you report to your new ship or station. In the past, you were required to take your proceed time immediately after being detached from your present duty station.

If there was no temporary duty en route, the old rules were fine. But if you were delayed en route for temporary duty, you were required to use your proceed time before you arrived at your first temporary assignment. Sometimes, because of school convening dates, or for some other reasons, it was not possible to spare four days between your old duty station and your first temporary duty. If this happened, you lost your proceed time.

**All Navy Cartoon Contest  
LT Billups E. Lodge, USN**



BuPers Notice 4650 of 9 Jun 1961 has changed all this. The notice says, "... proceed time may be taken when otherwise appropriate, either before or after reporting to any temporary duty station in conjunction with a permanent change of station."

The *BuPers Manual* has also been changed to comply with this. Article C-5315(1) (j) now says, "When an officer is detached from one permanent duty station and ordered to another permanent duty station, and is assigned temporary duty en route at one or more places, proceed time is allowed only once and may be taken any time between detachment from the last permanent duty station and prior to reporting at the new permanent duty station."



"Now hear this . . . Clean all voice tubes!"

Another part of that same revised article explains the change even more. If an officer's change-of-duty orders are modified while he is en route to a new permanent duty station, the modification is considered part of the same set of orders and no additional proceed time is allowed. If proceed time had not already been taken on that set of orders, however, the proceed time may be taken after the modification, but before arriving at the new station.

The same general instructions also apply to enlisted men who travel with their dependents and are eligible for proceed time. For full information about this change to the *Bureau of Naval Personnel Manual*, see BuPers Notice 4650, 9 Jun 61.

**Four Correspondence Courses Available to Enlisted Men**

Four new enlisted correspondence courses (ECC) are now available from the Correspondence Course Center, Scotia, N. Y. Five others have been discontinued.

The new courses are:

Course	NavPers Number
*Fireman	91500-2
*Damage Controlman 3 and 2	91544-2
*Aviation Electrician's Mate 1 and C	91611-2
Mineman 1 and C, Vol. II (CONF)	91337-1

(\*May be taken for repeat Reserve credit.)

Courses discontinued are: *Damage Controlman 3* (NavPers 91543-1A), *Damage Controlman 2* (NavPers 91544-1A), *Fireman* (NavPers 91500-1B), *Aviation Electrician's Mate, Vol. 2* (NavPers 91611-1B), *Photography, Vol. 2* (NavPers 91648-E).

Enlisted correspondence courses will be administered (with some exceptions) by your local command instead of the Correspondence Course Center.

If you are an EM on active duty, your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the materials to your command.

## Antarctica Service Medal Is Now Authorized, Ships and Units Are Listed

Navy men who have served on the Antarctic continent, or in United States ships or air flights operating south of latitude 60 degrees south in support of U. S. operations in Antarctica may now qualify for the Antarctica Service Medal.

The period of eligibility began on 1 Jan 1946 and will end at a date still to be designated by the Secretary of Defense.

For personnel who spent one winter at Antarctica, there is a bronze clasp with the words "Wintered Over" on the suspension ribbon of the medal. This is also indicated by a bronze disc, of 5/16-inch diameter, with the outline of the Antarctic continent inscribed on it which is fastened to the bar ribbon representing the medal.

A gold clasp and disc are authorized for a second wintering-over period with a silver clasp and disc authorized for three or more wintering-over periods. Not more than one clasp or disc may be worn on the ribbon.

The medal and ribbon are not yet available. However, instructions will be issued concerning requisition and distribution at a later date.

No minimum time limits of participation within the qualifying period are required for eligibility for this medal.

The following is a list of ships and units which have participated in expeditions below 60 degrees south since 1 Jan 1946 (as listed in SecNav Inst. 1650.14 of 2 May 1961): USNS *Alatna* (TAOG 81), USS *Arneb* (AKA 56), USS *Atka* (AGB 3), USS *Brough* (DE 148), USS *Brownson* (DD 868), USS *Burton Island* (AGB 1), USS *Cacapon* (AO 52), USS *Canisteo* (AO 99), USS *Currituck* (AV 7), USS *Curtiss* (AV 4), USCGC *Eastwind* (WAGB 279), USS *Edisto* (AGB 2), USS *Glacier* (AGB 4), USNS *Greenville Victory* (TAK 237), USS *Henderson* (DD 785), USS *Merrick* (AKA 97), USS *Mount Olympus* (AGC 8), USS *Nespelen* (AOG 55), USCGC *Northwind* (WAGB 282), USS *Peterson* (DE 152), USS *Philippine Sea* (CV 47), USS *Pine Island* (AV 12), USNS *Private John R. Towle* (TAK 240), USNS *Private Joseph F. Merrill*

(TAKV 4), USS *Sennet* (SS 408), USS *Staten Island* (AGB 5), USCGC *Westwind* (WAGB 281), USS *Wilhoite* (DER 397), USS *Wyandot* (AKA 92), USS *Yancey* (AKA 93); Staff Commander U. S. Naval Support Force Antarctica (TF 43), Staff Commander U. S. Naval Task Force Thirty Nine, Staff Commander U. S. Naval Task Force 68, U. S. Naval Antarctic Support Activities, U. S. Naval Support Unit III Antarctica, U. S. Naval Cargo Handling Battalion One, U. S. Naval Cargo Handling Battalion Three (Detachment Bravo), U. S. Naval Mobile Construction Battalion Special, U. S. Naval Mobile Construction Battalion Special (Detachment Bravo), U. S. Naval Mobile Construction Battalion One, U. S. Naval Construction Battalion Reconnaissance Unit, U. S. Naval Helicopter Utility Squadron One, U. S. Naval Helicopter Utility Squadron Two, U. S. Naval Helicopter Utility Squadron Two (Detachment 69), U. S. Naval Snow Compaction Team from Construction Battalions Pacific, and Air Development Squadron Six.

The periods of Antarctic service by these units are listed in SecNav Inst. 1650.14, which also gives full details on eligibility requirements.

## University Offers Help to Retired Men and Vets

Scholarships which will aid veterans of World War II and the Korean conflict to complete their requirements for a degree will be awarded by Columbia University's School of General Studies beginning in September. They will permit eligible veterans to take the last six credits toward a degree without payment. Veterans who served in both World War II and the Korean conflict will be able to take up to 10 free credit hours.

Eligible veterans must present proof to the School of General Studies admissions office that they served honorably for at least a year before October 1946, or for the same period between 25 Jun 1950 and October 1956.

Up to now veterans have received credits—six for one war, 10 for two—before attending classes. By unanimous approval of the faculty, the School has decided to open more courses without additional cost.

The chances are, when you've been to sea, you have watched with some amazement the activities of the tug boats as they scurry about the harbor.

When they nose up to your ship, they are like small boys flexing their muscles, getting ready for an Indian wrestle with their old man. Then they push the giant of the sea gently into the berth that has been readied for it.

Like a tolerant father, who could give any of his small sons a good what-for, the big ship allows itself to be nudged into place by these mighty mites.

By reason of its very bigness, it is all but helpless in a berthing operation.

Let's take, for example, a tug like *Chicomico* at Mayport, Fla. It is only 100 feet long and has a displacement of 325 tons.

Its power comes from a 1000-horsepower diesel motor. However, despite its size, it can shove around other vessels many times its own displacement.

*Chicomico* has a crew of eight men during peacetime. In time of war, the complement could swell to 20.



The tug and her crew are self-sufficient. The present crew includes a cook, an electrician and an engineman—enough to keep the workhorse in fine fettle.

Tugs like *Chicomico* have been known to tow giant tankers in the open sea and to shuttle large and bulky barges up and down the inland waterways of our country and around its harbors.

Tugs are a pretty versatile lot. So are the sailors who man them. A crew member sometimes has to step in and operate as temporary skipper of a tug.

A working day for the crew can begin as early as four in the morning and last well into the night. The tides are not respecters of man's sleeping habits.

The crews work hard and the boats work just as hard, but there is a lot of satisfaction to nudging a big ship up to the pier and thousands of men into the waiting arms of their families.

# Plenty of Neighbors on Midway

THREE YEARS AGO a \$40-million construction project was completed in the North Pacific at Midway Island to support the Pacific DEW Line. As a result, a sharp increase in the number of Navymen assigned to Midway has been noted.

Even so, the chances are still pretty good that you will never come close to a tour there. However, if you *have* received orders to Midway, here's the latest rundown on what you can expect to find.

Aside from its significance as an important link in the U.S. defense structure, Midway is probably best known as the island which became the turning point of World War II. The 1942 Battle of Midway lasted from 3 to 5 June, after which the enemy forces were compelled to retreat.

The island is also famous for its abundant birdlife. The Laysan Albatross (better known as the gooney bird) has become Midway's symbol. About the size of a goose, this bird has a pronounced fondness for airplane runways.

**Climate**—The weather at Midway, like that everywhere else, is a topic much discussed. Midway is not a tropical South Sea island (it's well north of Hawaii). Although the climate is fairly uniform throughout the year, it is possible to break it down into two seasons, summer and winter.

Temperatures range from an average high in July, August and September of 78 degrees (shirt-sleeve weather), to an average low in January, February and March of 66 (sweaters feel good in the evening). The highest temperature ever recorded at Midway was 92, the lowest was 54.

Summers on Midway (May to mid-November) are warm and humid, usually prompting the ladies to wear cotton dresses or other lightweight clothing. By December, the winter season has arrived, and remains until the following April.

**Duty Tours**—Midway tours are for 12 months if you are unmarried or your dependents are not on the station. The standard tour is 18 months if dependents are on the station, or

All Navy Cartoon Contest  
Howard P. Wood, Jr., CMA2, USNR



"Maybe 'Liberty Call' does get 'em up faster, but 'Reveille' is regulation, so play it."

12 months after the arrival of dependents, whichever is greater. Extensions of duty tours are granted upon the approval of the commanding officer.

**Inoculations** — Your entire family must receive the necessary shots and chest Xrays as soon as you receive orders to Midway. Dependents' travel will otherwise not be authorized until immunization is completed. (Required shots are smallpox, typhoid-paratyphoid, tetanus, diphtheria and poliomyelitis. Be sure your dependents have the necessary shot records in their possession when they report for travel.)

Passports are not required. However, all dependents over 10 years of age must have an ID card (DD Form 1173).

**Household Effects**—If you arrive at Midway with dependents, or when your dependents join you there, you will be assigned quarters completely furnished with tropical-type furniture, mattresses, stove, refrigerator and deep freeze. Therefore, you will not be required to ship these things from your present home, nor would it be wise to do so. There are no storage facilities for extra furniture, and, in addition, most wood, ferrous metals, leather, and many fabrics rapidly become mildewed.

You should, however, ship pillows, throw rugs and wastebaskets, as

well as furniture for your small children. Also, for your added comfort and convenience, you will probably want pictures and bric-a-brac, and possibly one or two of your favorite lamps to supplement those issued.

Other items you should ship are linens, kitchen utensils, china, tableware, electrical appliances, blankets (two per bed) and children's toys. It would be wise when choosing kitchenware to keep in mind that aluminum or stainless steel utensils are much more satisfactory on humid Midway than are other metals.

Linens should be sturdy, and while your wife may wish to set a fancy table occasionally, you should not ship any fine linens that would not be needed, as the climate and water will be hard on such items.

A washing machine is desirable, and a good iron a must. (Automatic washers, however, deteriorate very rapidly, owing to the effect of the water, and there is no facility for repairs.) Laundry facilities are available in all housing areas and in all senior officers' quarters. Enlisted areas have one wringer-type washer furnished for each fourth family.

A good record player with a supply of records (records are also available in the Navy Exchange), radios and TV sets will provide relaxation. A piano is not recommended, nor are air conditioners or window fans.

The Midway supply department has a household goods sections, but complete services for crating and uncrating cannot be offered at present. All packing or unpacking of dishes, glassware, lamps, kitchen utensils and small appliances must be done by you, and you must also service your major appliances. Barrels and packing materials are provided.

You are requested to ship only those household goods you will actually need. Shipment time from localities in the U.S. is about 60 days from date of pickup.

Hospitality kits, which consist of essential pots, pans, dishes and bedding, may be obtained at Midway until your household effects arrive. However, when you ship your ef-

fects, you should use the express shipment for those items you will need immediately upon arrival. (For information on authorized weight of shipments, contact your supply officer.)

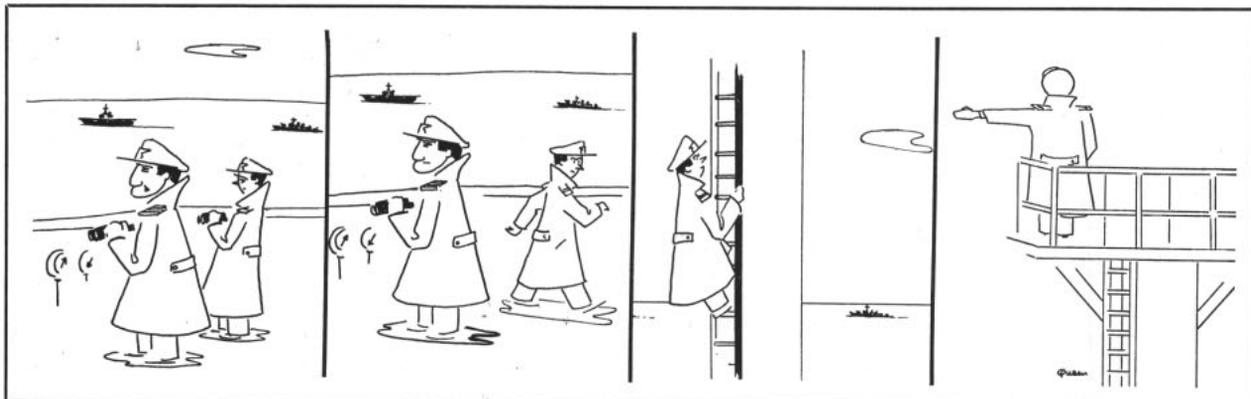
**Housing**—Government quarters are the only type of housing available, and these quarters must be certified by the commanding officer as being available before dependents are given permission to enter the area. At present, a waiting list is maintained, except for key billet officers. Your precedence on the waiting list is determined by the date you report on board.

**Travel to Midway**—When you report to the Commandant, 12th Naval District, San Francisco, you and your family, if concurrent dependent travel has been authorized, will be assigned space on a MATS passenger aircraft or surface craft to Honolulu, Hawaii. From there, most travel to Midway is by MATS.

Normally there is little waiting for a flight, but if circumstances require a long layover in Honolulu, transient quarters may be found at Hickam Air Force Base. If you wish to take leave in Hawaii while en route to Midway, you should make hotel reservations, as early as possible, by letter to the Commandant, 14th Naval District, c/o FPO, San Francisco, Calif.

**Arrival at Midway**—The air terminal duty officer and CMAA will meet your plane and provide you with information about temporary or permanent quarters, transportation, location of the OOD for check-in, and other pertinent data.

#### All Navy Cartoon Contest



"Signal the task force I'm turning left."

#### ANSWERS TO QUIZ AWEIGH

1. (a) MSO and 172 feet long. (An MSO is a nonmagnetic Ocean Minesweeper.)
2. (X) Stage. (Y) Life jackets (or life preservers).
3. (c) Utility boat.

Quiz Aweigh is on page 43.

**Clothing**—Dress is generally informal. Bathing suits, shorts, halters, rompers, dungarees, lightweight suits and sweaters should be brought along or shipped. (These items are also available in the Midway Navy Exchange.)

Pedal pushers and Bermuda shorts are desirable for bicycle riding, which is the main mode of transportation. Raincoats are a necessity, and are usually available in the Navy Exchange.

The Navy Exchange also stocks go-aheads (shower shoes) and carries one line of basic shoes for men, women and children. Styles are limited.

Boys usually wear slacks, denims and sport or aloha shirts, while the girls prefer skirts and blouses. Off duty, men seem to prefer aloha shirts and casual slacks. Washable items are preferable. Formal wear for women is optional. There are occasional formal functions at the officers club.

**Uniforms**—Officers and chiefs should carry with them at least one set of blues (Bravo), whites, and service dress khaki for inspection purposes, plus raincoats. Aviation

greens are not worn at Midway. Tropical long and tropical short are authorized for summer wear. Enlisted men will need whites, blues and dungarees. Tropical shorts are also authorized. (Officers and petty officers are authorized to wear civilian clothing during off-duty hours.)

**Education**—The new, medium-sized George Cannon School offers instruction which covers the entire curricula for grade and high schools. Qualified teachers present subject matter for various class levels, based on courses of study recommended by the Chief of Naval Personnel.

If you have children who expect to enter the school, they should prepare themselves before leaving your present home. (Many children coming into Midway's lower grades are somewhat behind in reading, English and arithmetic.)

There is a tendency toward good study habits on Midway, probably because of the closer tie between home and school, an exceptionally good school atmosphere, and the apparent desire of the vast majority of the children to be in school.

The school warns that you should not withdraw your children from any other school without proper transfer. If the child is expected to enter the first grade at Midway, his birth certificate should be brought along.

The station also has a nursery school and kindergarten. Children aged two through four years are eligible for enrollment in the nursery school, while five-year-olds may be enrolled in the kindergarten. A spe-

Donald R. Queen, QMC, USN

cial bus is provided by the station to take all children to and from school. For kindergarten or nursery school, there is a monthly fee of \$12.50 for one child, and \$6.25 per month for each additional child from the same family.

**Medical**—A station hospital and outpatient clinic provide medical facilities for all men and dependents.

**Dental**—Dental work for dependents is on a limited basis. It is suggested that required dental work for dependents be performed before leaving the U.S.

**Religion**—Two chaplains, one Protestant and one Catholic, are assigned to Midway. A newly constructed chapel is used by all denominations, usually at separate services. Bible classes are conducted weekly, as are Christian Science and Latter Day Saints services.

**Banking**—The Bank of Hawaii has a new Midway branch facility which handles commercial, checking and savings accounts.

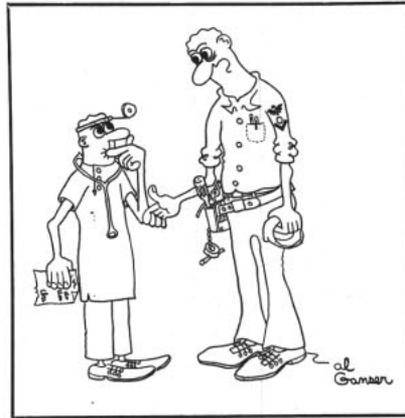
**Communications**—No telegraph or cable offices are presently available at Midway. However, Class E messages may be sent. In addition, Midways boasts a fine amateur radio station which is available for contacting friends and relatives back in the States. Individual amateur radio operators are permitted to operate in accordance with existing regulations.

**Local Transportation**—There are no private vehicles on Midway. Transportation is via bicycle or bus. Bicycles may be purchased locally, but it is suggested that you ship your own if you have one, especially your child's two- or three-wheeler.

**Recreation** — In many respects, Midway is like a big country club, as evidenced by the many activities for sports and play. These include a five-lane bowling alley, three baseball diamonds, a lighted handball court, tennis courts, roller skating rink, gym, hobby shop, and some of the world's finest beaches for swimming and sunning.

If you're a fisherman, ship your favorite rod and reel, as the fishing is great. (Special Services has 60 fishing outfits which can be checked out, and 19 fiberglass boats with outboard motors are available for a \$1 fee. A converted 63-foot AVR is

## All Navy Cartoon Contest Albert P. Ganser, MM2, USN



"Gee Doc, I feel like I'm shorted out somewhere."

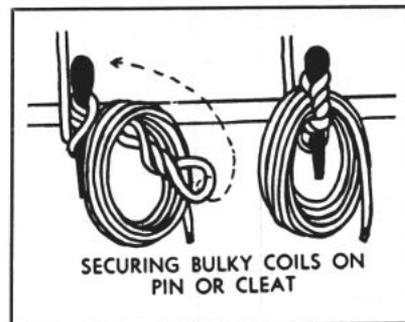
also available for fishing. Two boats for water skiing and 15 sailing boats are also on hand.)

Free movies are shown three times each day in the station's air-conditioned movie theater, and USO troupes occasionally stop at Midway.

Intramural athletics, with teams from various departments and divisions, include basketball, softball, volleyball, bowling and badminton. There's a club for skin divers, so bring your snorkle and fins. (You can also buy these at the Navy Exchange or Hobby Shop.)

For the unmarried men, or temporary bachelors who are awaiting the arrival of their dependents, there is an officers club and a new EM club. On weekends and certain weekdays there are bingo, live shows and buffet suppers. Complete snack bar facilities are also available.

**Radio and TV**—Midway's own radio station, KMTH, is an affiliate of the Armed Forces Radio Service. The station operates 18 hours daily, and features the latest recordings



and transcriptions of popular state-side radio shows. There are local news broadcasts as well as world news programs via shortwave from Los Angeles.

Midway's television station, KMTH-TV, operates seven hours (1700-2400) each day on channel 11. It features popular stateside shows as well as special Armed Services shows. (The Navy Exchange stocks TV sets.)

**Other Services**—Midway is serviced for air transportation and mail by MATS, which at present operates one turn-around flight a week from Honolulu. The station post office has money order and parcel post facilities.

Complete laundry service is provided (not for dependents), along with dry cleaning facilities (available for everyone).

The commissary store offers a good selection of foodstocks, supplies of which are always available in reasonable variety.

The Navy Exchange carries the standard line of merchandise normally found in a medium-sized mainland Exchange, usually at lower prices. (Imported products are duty free.) Selections are usually limited in women's and children's wear, especially in women's shoes. A large selection of household appliances is available.

A beauty shop provides normal services at moderate prices.

Newspapers come by air from Hawaii.

**Leave**—If you're on a 12-month tour, you may be granted 15 days' annual leave. If you request leave outside the Hawaiian area, you must show evidence of firm round-trip transportation. Leave commences when you depart Midway, and ends when you check back in. Such leave is granted only when you agree in advance to be in Honolulu making firm reservations back to Midway at least seven days before your leave expires.

If your tour is 18 months, you may be granted 30 days annual leave. Although travel may be performed via MATS on a space-available basis, evidence must be shown that you have enough money to defray transportation expenses for you and your family to Hawaii and back.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 19 – Re-emphasized the need for command attention to driver safety programs.

No. 20 – Announced approval by the Secretary of the Navy of the report of a selection board which recommended warrant officers and commissioned warrant officers to the grades of commissioned warrant officer W-4, W-3 and W-2.

No. 21 – Amplified Alnav 17 which is concerned with the free entry of bona fide gifts.

No. 22 – Prohibited with some exceptions, all Navy and Marine Corps non-appropriated fund activities from purchasing foreign goods.

No. 23 – Announced the nomination of VADM George Anderson as Chief of Naval Operations.

No. 24 – Announced the convening of selection boards to recommend officers in the grade of captain on active duty (except TARs) for promotion to the grade of rear admiral and to recommend officers for continuation on the active list of the Regular Navy in the grade of captain.

### Instructions

No. 1120.20B Sup-2 – Extends the waiver of the one-year active duty requirement for enlisted personnel who wish to apply for the Naval Aviation Cadet program.

No. 1130.6A – Prescribes pay grades in which persons with previous Navy or Coast Guard service may be enlisted or reenlisted in the Naval Reserve.

No. 1133.3D – Emphasizes the need

for the reenlistment of qualified Navy enlisted personnel.

No. 1236.2 – Provides for the administration of the Advanced Technicians Test (ATT) to enlisted personnel who are in their second or subsequent enlistment.

No. 5521.2D – Sets forth the basic security investigative requirements for active duty personnel.

### Notices

No. 1740 (26 May) – Informed naval personnel of the importance of maintaining up to date the designated beneficiaries of life insurance policies.

No. 4650 (9 June) – Authorized an advance change in the *BuPers Manual* concerning proceed time.

No. 1020 (15 June) – Modified the regulations concerning the wearing of the Command at Sea Insigne.

No. 1520 (19 June) – Announced the selection of officers for the Submarine School class convening 25 September at the Submarine School, New London, Conn., and announced by dates of rank, those lieutenants (junior grade) and ensigns who are eligible to apply for the January 1962 class.

### Regulations Changed for Tax-Free Gift Packages

The \$50 customs exemption on gift packages mailed by Armed Forces personnel from outside the United States is no longer in effect. The privilege ended 30 Jun 1961, with the expiration of the Act of 5 Dec 1942.

However, under the Tariff Act of 1930, as amended, you (and all U. S. tourists) may still send – from a foreign country to a person in the U. S. – bona fide gifts free of duty

All Navy Cartoon Contest  
ENS Thomas K. Dean, USN



"Have you given any thought at all to our Aviation Program?"

and internal revenue tax provided the following conditions are met.

Your gift parcel must have the appropriate customs declarations attached and must be marked "Bona fide gift, value not exceeding \$10." The total value of gifts received by one person on one day must not exceed \$10.

If the total value of a shipment containing one or more gifts is greater than \$10, no exemption from customs duty or tax is allowable.

The expiration of the \$50 customs exemption was announced in Alnavs 10, 17 and 21. Complete details and customs procedures concerning the mailing of gifts, household and personal effects, and other items are contained in paragraph 7314, U. S. Navy Postal Instructions (Opnav Inst. P2700.14) of 29 Jul 1959.

### Check the Rules on Submitting Claims for Dependent Travel

Don't be surprised if in the future your disbursing officer goes over your claim for dependents travel with a fine-tooth comb.

The General Accounting Office, which keeps tabs on Uncle Sam's pocketbook, has noticed that too many Navymen have been submitting claims for dependent travel which are either improper or unconsciously fraudulent.

As a result, disbursing offices will be cracking down.

The most common and costly type of error has been the payment of dependent travel allowances in situations where dependents traveled for purposes other than to establish a bona fide residence. (You violate travel regulations if, when filing a claim for dependent travel, you certify the travel was performed with the intention of establishing a residence at the destination, but in fact your dependents are only visiting you, or you have knowledge that orders have been issued to transfer you to another station.)

You also violate travel regulations if you claim dependent travel when no travel has been performed by them. This is an offense (UCMJ Art. 132) which you might have to explain before a court-martial.

A complete rundown on how you can avoid submitting a fraudulent travel claim is contained in SecNav Notice 7220 of 6 Apr 1961.

# It Takes More Than a Car To Drive On Base

**S**TAND BY for a tightening of the regulations which cover the admittance of privately owned automobiles into Navy shore installations. Your car may be turned back at the gate.

It depends on whether or not you have shown your commanding officer you possess sufficient financial backing to satisfy losses for which you may be found responsible in a car accident.

This means you must obtain auto liability insurance, which, unless you have considerable savings, or are downright wealthy, is probably the only method to satisfy claims against you as a driver.

The Navy can't require you to shell out money for auto insurance, but it can — and will — refuse you permission to drive your car on the base if you don't have it.

This also applies to driving and parking privileges in off-base areas controlled by your installation commander.

This ruling has been distributed Fleetwide in the form of SecNav Inst. 5560.1B.

It applies to you if you wish to drive or park your car within the confines of any U. S. shore installation. (If you are stationed outside the continental U. S., the instruction will apply to you when you return stateside.)

You must now possess bodily injury and property damage liability insurance in policy amounts not lower than the minimum limits prescribed by the laws of the state in which your car is used, but not less than \$5,000 - \$10,000 bodily injury and \$1,000 property damage.

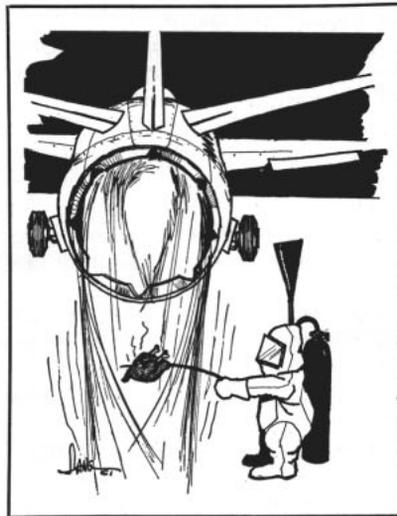
In other words, you must meet the state's minimum requirements, unless they are less than the above specified amounts. If they are, you must meet the 5-10-1 minimum.

Also, the policy must provide the same protection for all drivers you have authorized to operate your car.

To keep you abreast of your state's car insurance laws, your commanding officer will provide counseling on insurance buying and periodically publish information regarding your responsibilities.

If you're in pay grade E-3 or below, an officer qualified to explain

All Navy Cartoon Contest  
LTJG David E. Lang, USNR



the local insurance laws and regulations will counsel you when first reporting on a base, and again when you make plans to buy a car.

He will point out that judgments rendered against you as the result of an automobile accident could cost the major portion of your earnings for many years. Without insurance, you may not be able to settle damage claims promptly on your own, and may very well put your family and yourself under a severe financial strain.

In addition, commanding officers have been authorized to institute driver training classes for "problem drivers" who are frequently involved in accidents or traffic violations.

Once you meet your base's insurance standards, your CO may occasionally require you to produce evidence that your insurance is still in force. (A note of caution: One of

the conditions an insurance agency must meet when applying to your CO for accreditation is an agreement to notify him when your insurance terminates.)

If your base already hasn't, it may soon institute a permanent type of permit which would avoid the necessity of issuing you a pass each day to get your car on the base. (If such a base sticker is issued, it will be furnished at no cost to you.)

A tip: Perhaps the best way to select an auto insurance company is by asking your insured shipmates who drive their cars under similar circumstances.

If you learn beforehand how quickly the company comes through with assistance when policyholders have accidents, it may save you long delays without a car when, or if, you should have an accident.

Also, your commanding officer can give you a list of agents who have been accredited to write policies for cars being driven on your base. He can't, however, recommend one agent over another.

A complete rundown on this subject is outlined for commanding officers and base commanders in SecNav Inst. 5560.1B.

## Navy Test to Seek EMs Most Likely To Succeed in ATT

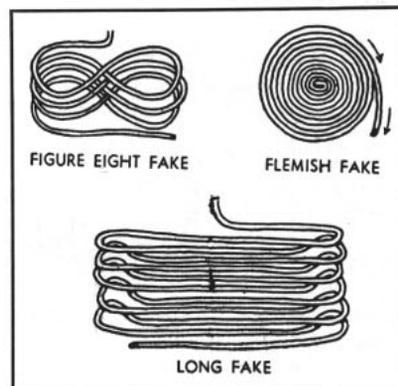
The Navy has devised a new test to improve its methods of selecting the career enlisted men most likely to succeed in advanced technical training (ATT).

The test will be given to all second (or subsequent) enlistment personnel who are:

- Qualified submariners and have not already been tested.
- Non-submariners with fewer than 12 years of enlisted service.

Navy men with more than one enlistment who have over 12 years of service may also take the test upon request. And, from now on, as soon as possible after reenlistment, the test will be given to those Navy men who are beginning a second hitch.

Although designed to improve selection for advanced technical training programs the test has immediate application to selection for nuclear power training of personnel.



The test is divided into four parts —

- Reading comprehension — this is a test of a man's ability to read and interpret technical material. It consists of two paragraphs on physical science topics. You have to answer questions based on them.

- Mathematics — this section has five sub-sections: numerical series, dependence and variance, abstract computation, arithmetic and algebra, and mathematical definitions.

- Physics — here you get questions on general science and physics principles.

- Electricity — this includes electronics as well as electricity.

Enlisted classification units in the following commands are authorized to administer the test: NTCs San Diego and Great Lakes; Naval Stations at Long Beach, San Diego, Charleston, Pearl Harbor, Subic Bay, Washington, D. C., Guam and Rota; Receiving Stations at San Francisco, Brooklyn, Philadelphia and Norfolk; HEADSUPPTACT Yokosuka; FLTACTS Sasebo; Coms 1, 8, 10, 13, 14, 15 and 17; CNABT Pensacola; CNAVANTRA Corpus Christi; NATTU Jacksonville; NATTC Memphis; CBC Port Hueneme and ScolComd Newport.

The Naval Medical Research Laboratory; Submarine Base at Groton, Conn., and Fleet Sonar School at Key West, Fla., will continue to administer the ATT to submarine personnel.

The advanced technicians test does not replace the basic test battery. The ATT, however, will be given in place of retests for the basic test battery whenever possible. Retests on the ATT are not currently authorized.

Announcement of the administration of the advanced technicians test was made in BuPers Inst. 1236.2.

## New Service Almanac Can Answer Many of Your Queries

If you like to dabble with such facts and figures as how much money you earn or how much of your pay is withheld by the government as income tax, the **1961 Uniformed Services Almanac**, a commercial, unofficial pamphlet of common and not-so-common facts about military service may be just the thing for you to use as a guide.

The *Almanac's* 150 pages cover

almost everything from Allotments to Zeus (the missile), including a complete breakdown of pay scales, medical care for dependents, buying a home, overseas schools for dependents, retirement, taxes, travel and tattoos. It also has a listing of obscure, did-you-know statistics. (Sample: 40.8 per cent of the Navy's enlisted men are married.)

## Here's How to Fill Out the Report of Enlisted Performance Evaluation (NavPers 792)

The Report of Enlisted Performance Evaluation (NavPers 792) is a form that concerns all naval personnel. It is a fairly recent form, and apart from the directives that set it up, little has been written about it.

One officer who has had considerable experience with NavPers 792, both as a division officer and a department head, is LCDR J.L. Van Demark, USN. He is the maintenance officer of Aviation Training Squadron 23, NAAS Kingsville, Texas, and offers the following suggestions and hints to those who fill out the NavPers 792:

In all cases, without exception, be objective. It is an injustice to the man — and contributes nothing to the efficiency of the Navy — to be other than highly conscientious, impartial and objective in your analysis.

As you put the check mark in the trait box, analyze his standing in the category you are grading. To decide *where* the man's grade is to be indicated, you must first come up with the answer on *why* he is to be given a particular grade.

All Navy Cartoon Contest  
Frederick E. Cooksey, RMCS(SS), USN



"The Exec is considering your special liberty chit now."

When filling out sections 6, 7, 8, and 13 . . .

- Use descriptive words with which you are familiar. The use of unusual words may seem impressive to you, but unless you use them properly your write-up will sound like a fish story.

- Avoid stereotyped phrases and trite expressions. Avoid the broken-record effect. The Report of Enlisted Performance Evaluation is not ALL HANDS Magazine and should apply to one man — not 10.

- Use a dictionary.

- Show some originality. All too often men who have been graded "outstanding" in leadership are marked with the tired and over-worked comment: "Gets the most out of his men." It's obvious that the marking officer is merely lifting phrases from sections 1 to 5.

- Be concise. Simple sentences with a punch make a much better impression than paragraph after paragraph after paragraph of disconnected drivel.

- Employ conventional grammar, punctuation and sentence/paragraph structure. Avoid message-type abbreviations.

- Be consistent. A high mark in the trait box warrants high praise in that category. Compare the trait box marks with the comments made later. Do they support one another? Or do they contradict one another?

- Take special pains with Section 8. On the surface this section may seem to be a duplication of Section 7. But a closer examination of the printed wording of the two sections will indicate the special purpose and requirements of Section 8.

Here's a good tip. Assemble all completed evaluation reports by rate. Then compare them. You might even plot on a graph the marks given those in the rate. Although on the one hand a smooth curve is not mandatory, on the other there should not be two main groups — one indicating "excellent" and the other indicating "poor." Taking one rate with another there are many more men in the "average" group than in the "outstanding" or "poor" groups.

And last of all, don't put off writing the reports until the day before they are due. Plan a schedule of a given number of reports each day and be sure you stick to it.

# LanShipRon FIVE Is a Fine Training Ground

**T**HE ODDS YOU'LL BECOME a commissioned officer after serving in the Navy as an enlisted man appear to be better than ever.

That's the word from Landing Ship Squadron Five, which did some research on the subject. The squadron, which operates five LSTs out of San Diego, produced statistics that show:

- Seventeen (37 per cent) of its commissioned officers had served an aggregate of more than 123 years as enlisted men.

- All the enlisted-to-officer programs for surface line commissions are represented.

Here's the breakdown:

**OCS** — Six of the squadron's officers received their commissions through Officer Candidate School. These include two lieutenants, one LTJG, and three ensigns, all with from two to seven years' enlisted service.

(Active duty enlisted men and women who hold a baccalaureate or higher from an accredited college or university with a minimum of 120 semester hours may apply for OCS training at Newport, R. I. There are no marital restrictions, although age and physical requirements vary. See BuPers Inst. 1120.29A.)

**NROTC** — One LANSHIPRON FIVE officer, an LT, was a TE2 with seven years' service when he applied, and was accepted, for the Naval Reserve Officer Training Corps.

(Unmarried Navy men who are high school graduates between ages 17 and 21 may apply for NROTC. Each year, 160 appointments are offered to enlisted men on active duty. See BuPers Inst. 1110.3.)

**Integration** — Four ex-chiefs, now LTJGs, received commissions through the Integration (Seaman to Admiral) Program. They averaged 13 years of enlisted service.

(The Integration Program is open to Navy men between the ages of 19 and 25 (and to women, 20 to 25), who have completed 30 semester hours of college, or are high school graduates with a GCT or ARI score of 60 or above. Warrant officers must have two years in grade, while enlisted men must have at least three years of continuous active duty in the Regular Navy.

**LDO** — Another former chief, a quartermaster with 15 years' enlisted service, became an LTJG, through the Limited Duty Officer Program.

(Outstanding Regular Navy warrant officers, chiefs, and POIs who have completed eight years of service are eligible to apply for an LDO commission. Recent changes to the appointment procedure provide that chiefs with 18 years and six months of service can be appointed directly to the rank of LTJG, while other appointments are made to ensign. See BuPers Inst. 1120.18G.)

**USNA** — The U. S. Naval Academy at Annapolis is the alma mater of three LANSHIPRON FIVE officers who previously served as enlisted men, including the squadron's commanding officer (a commander), who was at one time a baker striker. The other two are lieutenants who served three years apiece as EMs, one as an ET2, the other as a seaman.

(The Naval Academy is open to unmarried male enlisted men, either Regular or Reserve, who are high school graduates between the ages of 17 and 22, and who meet all the requirements outlined in BuPers Notice 1531 and the current issue of the pamphlet, *Regulations Governing the Admission of Candidates into*

*the U. S. Naval Academy as Midshipmen.*)

Two of the squadron's officers received commissions through the Reserve Officers Candidate Program, which is limited to enlisted Reserves (on inactive duty) who attend college. ROC training is conducted during two eight-week summer sessions at OCS in Newport.

In addition, aviation-minded enlisted men may be eligible for flight training under NAVCAD or AOC.

**NAVCAD** — The Naval Aviation Cadet program is open to unmarried enlisted men between the ages of 18 and 25 who have successfully completed 60 semester hours at an accredited college, or who have completed 30 semester hours and have a combined GCT-ARI score of 120 and MECH of 58. (The GED tests will be accepted in lieu of 30 semester hours.) Would-be NAVCADs must also meet the requirements outlined in BuPers Inst. 1120.20B.

**AOC** — Training in the Aviation Officer Candidate program (AOC) is open to enlisted men between the ages of 19 and 26 who possess a college degree and are qualified in all other respects.

There are no marital restrictions. There is also a Naval Aviation Officer Candidate program (NAOC) which leads to a commission for qualified men who are between the ages of 19 and 27½ and possess a baccalaureate. Training is available in various Naval Aviation Observer (NAO) and other specialty categories. See BuPers Inst. 1120.29A.

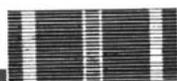
**NESEP** — The Navy Enlisted Scientific Education Program is another rewarding avenue to a career as a naval officer. NESEP is open to active duty enlisted men and women who are high school graduates, not more than 25 years of age, and have a combined GCT-ARI score of 118. There are no marital restrictions. NESEP is designed to educate highly qualified personnel in the general fields of science and engineering for unrestricted line appointment. An uninterrupted four-year college program awaits successful candidates. Upon receipt of a baccalaureate, NESEP graduates are ordered to Officers Candidate School, and are commissioned in the Regular Navy.

**All Navy Cartoon Contest**  
**ENS Horace G. Walker, USN**



"Nothing new. Watch out for the JOOD . . . XO . . . and Bo's'n. Combat has the music on, and the signalmen have a pot of coffee cooking."

# DECORATIONS & CITATIONS



## DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ SULLIVAN, Patrick L., CDR, USN, for extraordinary achievement in aerial flight on 17 May 1961 as pilot of an anasubmarine helicopter, the HSS-2. Exercising keen foresight, outstanding initiative, and brilliant airmanship, CDR Sullivan succeeded in establishing a new world helicopter speed record of 192.9 miles per hour over a three-kilometer, straight-line course at Bradley Field, Windsor Locks, Conn. Through his exceptional accomplishment, he clearly demonstrated the inherent capabilities and the maximum performance of an important U. S. Navy aircraft, and focused world attention on the continued significant development of the science of aviation in the United States.

★ PRATHER, Victor A., LCDR, MC, USN, for heroism and extraordinary achievement while participating as a scientific observer in a balloon flight on 4 May 1961. In a flight for the purpose of collecting scientific and medical data and testing equipment, LCDR Prather attained a height of approximately 113,500 feet, a height greater than ever before achieved by man in a balloon flight. The collection of data and test of material were a significant contribution to the scientific knowledge and to the advancement of the Navy and the United States in the fields of flight in upper air and in space.



## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

★ COXWELL, Harry W., BMC, USN, for exceptionally meritorious conduct in the performance of outstanding services from 16 Jan to 15 Feb 1961 as Master Diver on board *uss Sunbird* (ARS 15). Following the collapse of the U.S. Air Force Texas Tower Number Four in the Atlantic Ocean south of Long Island, Coxwell directly supervised all diving evolutions conducted in connection with the interior and exterior

search of the twisted wreckage for casualties who perished in the disaster and for information regarding the cause of the collapse of the structure. Although confronted with almost constant sub-freezing, and periodic sub-zero, temperatures, high winds, heavy seas and driving snows, he succeeded in planning and executing a total of 174 dives without a single accident. Through his outstanding leadership, fortitude, and resourcefulness, Coxwell contributed in large measure to the success of extremely hazardous rescue and salvage operations.



## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ HOSE, Barton H., MM3, USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. As a member of the first fire fighting party sent to the scene by *uss John Hood* (DD 655), Hose, an experienced O.B.A. (Oxygen Breathing Apparatus) operator, entered the darkened, smoke-filled lower deck spaces of *Constellation* in search of victims of the disaster, and aided in bringing several casualties to the hangar deck for removal to waiting ambulances. Throughout a period of six hours, he persisted in his rescue efforts. His knowledge of breathing apparatus proved invaluable in instructing civilian workers concerning the use of O.B.A., thereby enabling other personnel to form rescue parties.

★ MORRISON, James A., RD2 USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. As a member of the first fire fighting party sent to the scene by *uss John Hood* (DD 655), Morrison immediately went aboard the burning *Constellation* and aided in lowering fire hose to the hangar deck. Although he was not equipped with a breathing apparatus, he entered the burning and smoke-filled hangar deck and aided in locating and removing to safety several injured workmen who were trapped in a compartment. Morrison continued his fire fighting and rescue activities for a period of approximately eight hours.

★ RAYMOND, Donald C., Jr., HM2, USN, for heroic conduct during the period 20-22 Sep 1960 while serving with Underwater Demolition Team 11. When a U.S. Marine was transferred from *uss Cook* (APD 130) to *uss Redfish* AG(SS) 395, suffering from decompression sickness and in a critical condition, Raymond voluntarily entered the escape trunk of *Redfish* in order to recompress the patient, despite the extreme danger of a loss of pressure which could have been fatal for both men. Raymond remained pressurized throughout the entire treatment which lasted 36 hours and 13 minutes. By his outstanding skill and determined efforts, he was directly instrumental in saving a life.

★ SZCZESNIEWSKI, Jerome H., Jr., RMSN, USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. One of the first persons to board *Constellation* after the fire started, Szczesniewski, as a member of the fire and rescue party from *uss John Hood* (DD 655), climbed burning scaffolding to reach the flight deck and hoisted approximately 15 fire-hose sections which were urgently needed to commence fire fighting operations. He later donned a breathing apparatus and descended into the darkened, smoke-filled lower decks of the vessel in search of trapped workers. He aided in locating and escorting four victims to safety and remained on board *Constellation* for a period of 13 hours.

★ WALZ, Kenneth J., SF2, USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. As Petty Officer in charge of the first fire and rescue party from *uss John Hood* (DD 655), Walz organized the first hose teams to board *Constellation* and commence fire fighting operations. Hoisted to the hot and buckled flight deck, he cut holes in the deck with an acetylene torch to permit smoke and steam to escape from the hangar deck and to provide a means of employing fire hoses to fight the fire between the flight and hangar decks. Later, Walz entered the burning, smoke-filled, and unlighted hull of *Constellation* in search of trapped and injured yard workmen. He aided in locating and removing two victims and remained on board for a period of approximately nine hours.

**I**N LINE WITH the Navy concept that men are more than machines designed to operate other machines, one of the books selected for comment this month centers about the thesis that man's only hope for survival lies in his learning to be more human. This, and the other titles mentioned below, may be found in your ship or station library.

In *Man in Process*, Ashley Montagu discusses the ways human nature expresses itself in various societies and to what extent human nature is tailored to the specifications of these societies. He emphasizes the influence of culture in discussing such subjects as the origin of social life; the nature of war; the problem of racism; why man weeps, swears, laughs; and his local attitudes toward food. He concludes that when social behavior is not cooperative, it is diseased behavior. Try it, you'll probably find it highly interesting — and exceedingly readable.

More in the line of immediate professional interest will be *The Saga of Flight* by Neville Duke and Edward Lanchbery, and *Fate Is the Hunter*, by Ernest K. Gann, as both are centered about some aspect of aviation.

An anthology, *Saga* concentrates on important but little-known facets in the development of aviation. It includes descriptions of flight from the theories of Leonardo da Vinci to manned rockets; the early pioneers such as Lilienthal, the Wright brothers, Bleriot, Fokker, Chanute, Langley and A. V. Roe; aerial combat of the two World Wars and Korea; gliding, lighter-than-air craft and test flying. Most of the well-known heroes are referred to at one time or another and, in addition, there are quotes from such writers as Nevil Shute, Winston Churchill, Alexander Graham Bell, Guy Murchie, Ogden Nash, Charles Nordhoff and James Hall. This may very well become a classic.

*Fate*, on the other hand, is a highly personalized account of a flyer (who is also an excellent writer) who attempts to develop the theme, on the basis of his own experience, that Fate is a hunter whose quarry is man. Based upon his own life, he recounts a series of events to demon-

strate his point. All of them happen to take place in the air, or just before or after a flight. However, they might just as well have happened in the desert, on the sea or in a jungle; on a farm or on a battlefield — or in a home or business office. One never knows when, where or how fate will strike. Yet sooner or later it inevitably does and, even when it misses its mark (this time) it brings terror, fear or fright (they're not all the same) to its victims. This is the moment which separates the men from the boys. The author may very well have spent 19 years as a pilot, but he has also spent considerable time as an author. This work shows it. It has the unmistakable mark of the true professional.

*Malta Convoy* by Peter Shankland and Anthony Hunter, and *Street Without Joy* by Bernard B. Fall, bring us down to earth.

*Malta* describes a single — and important — incident of World War II. It refers to the convoy that relieved Malta in 1942 just before the date when lack of supplies would have forced its surrender. It took two battleships, four aircraft carriers, 12 cruisers and 40 destroyers to escort 14 merchant ships. Five merchantmen survived almost continuous attack by Axis submarines, torpedo boats and airplanes to reach the island and save it. Most important of these was the tanker *Ohio* with its load of fuel, for without its cargo the island would have been helpless. The story of *Ohio* is the central theme of the book. Her back was

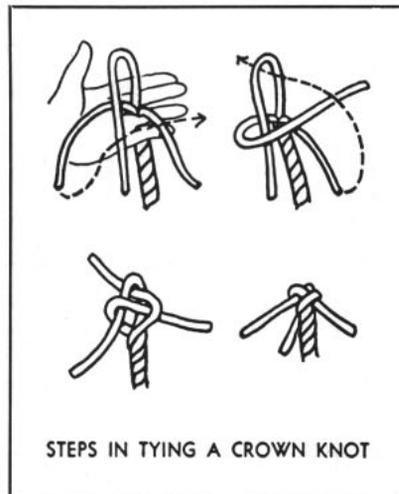
broken by enemy attack, her engines put out of commission, she was abandoned and reboarded, abandoned and reboarded again. When she finally reached Malta her decks were awash, but most of her cargo was still good. An almost believe-it-or-not yarn.

*Street* is not a cheerful book. It is the story of the battle between the French and Communists in Indochina from 1946 to 1954. More important, perhaps, it describes in detail the type of guerilla warfare that proved so effective against the French. Dr. Fall makes the point that, under the circumstances, the mechanized power used by the French was utterly useless. The Viet-Minh were able to make use of the jungle to nullify French mobility and power. Even when the French took the offensive, the initiative remained with the Viet-Minh who could attack at will from the jungle, choose their targets, then retreat to the jungle again. He makes the point that it took the French too long to unlearn the "lessons" based upon World War II and Korea. Not a cheerful book, as we said before; but it will be an important one to those whose business is guerilla warfare. Dr. Fall leaves the reader with the idea that, in this area, we are as children playing at a man's game.

However, the fiction selections for this month will do much to take you away from your troubles.

*Manila Galleon* by F. van Wyck Mason, is a fine yo-ho-ho number in which heroes and villains both receive their proper come-uppances in the finest Mason style. As is usual with Mason, he has selected an actual incident of history, then adapted it to his fictional talents. This time the scene is laid in 1740 with England at war with Spain. Commodore George Anson is the protagonist and the action centers about his efforts to harass the Spaniards along the western coast of South America. The capture of the Manila Galleon, the richest of all prizes, provides the highlight of the action. Mason draws an excellent portrait of Anson as "The Father of the Modern Navy."

When blood and thunder palls, you might turn to *Lanterns and Lances*, by James Thurber. For those who are familiar with his work, no description is necessary. To those who are not, any description is impossible. Anyhow, Thurber is back.



# CAREER NAVY

1841-65

## ALL HANDS BOOK SUPPLEMENT

The period from 1812 to the Civil War might well be considered the longest period in which the U. S. Navy was at relative peace. Yet, even during this time it continued to fulfill its primary function. The career of Captain William H. Parker well illustrates the duties and responsibilities faced by the Navy during this era.

I ENTERED THE U. S. NAVY as a midshipman on the 19th day of October 1841, being then 14 years of age. I was almost immediately ordered to the U. S. ship *North Carolina* and on the 27th reported for duty to Commodore M. C. Perry, then commanding the station at New York.

I well recollect my extreme surprise at being addressed as *Mister* by the commodore and being recalled to my senses by the sharp *William* of my father who accompanied me to the Navy Yard.

The ship was at anchor in the North River off the Battery; had a fine complement of officers and men and was kept in fine order. She was one of the largest of our line-of-battle ships, or 74s, as they were generally called. One of the midshipmen informed me the next day that she was called a 74 because she carried 80 guns.

When I arrived at her quarterdeck the Marines were drawn up for drill, the band was playing and a large party of ladies was promenading the poop deck. These sights, taken in connection with the unaccustomed smells (for this ship had always a curious odor of rum, tar, bean-soup and tobacco combined), tended to confuse me terribly. The one definite recollection I have is of a midshipman (whom I had met

the day before in Commodore Perry's office) passing us and recognizing my father with a touch of the cap so jaunty and debonair that I thought, if I could ever attain to that perfection, I would be a naval officer indeed.

My father soon left me and I was taken below to be introduced to my messmates, of whom I found about 30, messing in the gunroom and sleeping on the orlop deck. During the first day I was in a constant state of excitement; the frequent calling of all hands, and the running about caused me to think the ship was on fire, and I repaired to the quarterdeck many times to see what the matter was.

Several of the midshipmen hung about me, watching a chance to perpetrate their jokes; but a greenhorn like myself, happening to complain to them that he "could not find Cheeks, the marine, anywhere," caused me to smile, for I was well up in Marryat's novels—so they let me alone with the remark that they supposed my father and brother (both of whom were in the Navy) had put me up to the usual Navy jokes.

ABOUT THIS TIME all hands were called to stand by the hammocks, and my surprise was great when I saw the hammocks taken out from the nettings; for I had previously supposed that naval officers, taking the hint from General Jackson's defenses

From *Recollections of a Naval Officer, 1841-1865*, by Captain William H. Parker, Charles Scribner's Sons, New York, 1883.



MANY BUTTONS on jacket was feature of uniform worn by Naval Academy 'cadets' in early years.

at New Orleans, had stuffed the sides of ships with bags of cotton to resist shot. Fortunately, I kept my thoughts to myself.

When I was taken down to the orlop deck and saw the hammocks swung I could not imagine how I was to sleep in, or rather *on* one; for, not knowing that it was not unlashd, and that it contained inside a mattress and blankets, I thought it was the way of sailors to sit straddle of it and repose in this unnatural attitude.

It caused me much unhappiness that night in the gunroom, and I thought I had better perhaps, resign and go home at once. However, at two bells, when we all went down to turn in, I was much relieved to see the hammocks spread out into a more reasonable shape.

Here another surprise awaited me: Up to this time I had suffered much with earache, and my mother had caused me to wear nightcaps — there was nothing strange to me in this, as other boys wore them at my boarding school — but it seems that it just wasn't done in the Navy. My caps were of many colors — red, blue, green, etc., for they were made of remnants of my sisters' dresses. Now, as I made my final preparations for repose, I opened my trunk and put on a close-fitting nightcap. It was the signal for an indescribable scene of confusion. If I had put on a suit of mail it could not have caused greater astonishment among these light-hearted reefers.

They rushed to my trunk, seized the caps, put them on and joined in a wild dance on the orlop deck, where red caps, blue caps, white caps — all colors of caps — were mingled in infinite variety. I had to take mine off before turning in, as it really did seem to be too much for their feelings; but I managed to smuggle it under my pillow and, when it was all quiet, I put it on again; but when the midshipman came down at midnight to call the relief he spied it, and we had another scene. This was the last I ever saw of my caps. I have never had one on since and consequently have never had an earache.

ABOUT THE LATTER PART of November the ship was taken to the Navy Yard, laid alongside the wharf and made comfortable for winter by building houses over the hatches, closing in the half-ports, and the like. Our time was occupied in keeping our watches and learning navigation under Professor Ward. I, for one, soon learned to work all the rules in Bowditch's *Navigator*; though, if the truth be known I did not exactly understand what it was all about, nor did I learn until I fairly got to sea on my first cruise. Few explanations were given as to theory, as well as I remember.

The Navy at that day was, as to the officers and men, very similar to the British Navy; the same jokes were perpetrated and the same characters existed.

We had on board *North Carolina* some sailors who had been in *Constitution* when she captured *Guerriere*; and some who were in *United States* when she took *Macedonian*, and others who had served under Commodores Perry and McDonough on the Lakes; and it was the custom in the gunroom at night to get them to sing the old sailor ditties of "The *Constitution* and the *Guerriere*," "The *Wasp* and the *Frolic*," "The *Enterprise* and the *Boxer*," and similar songs. Of course, I looked upon these men as not only heroes, but Methuselahs as well.

THE MIDSHIPMEN were constantly changing during the six months I was on board this ship. As vessels were fitted out, drafts of reefers were sent to them, and new ones were constantly arriving. Because of this, our mess was kept in a disorganized condition and our money would give out before the end of the month, so we would go for several days without regular meals.

I have good reason to remember this fact. I joined when the mess was in this condition. The caterer did not ask me for my mess bill and I never thought of offering it; in fact, I did not know how the mess was supplied and had an idea that the government furnished it.

The day after I joined, I was invited to breakfast with the lieutenants in the wardroom. I had not much appetite and when I left the table one of the lieutenants said: "Youngster, this will never do; you must learn to eat your ration."

To my extreme surprise, we had no dinner in the gunroom that day, and no supper. The table was not even set. It seems that during this kind of a time the midshipmen lived upon the bumboat and skirmished on the berthdeck for a living. I knew nothing about that, and was too proud and bashful to make any inquiries. No one thought to give me any information.

Saturday, the following day, was the same. I frequently thought of the ration alluded to by Lieutenant Armstrong and wished I could see it. On Sunday after muster, the sailing master told me my father wanted me to come ashore in the one o'clock boat and said the first lieutenant would give me permission if I asked him.

I was rather astonished to hear this, for I had supposed that I was to remain on board three years without going on shore, and had been wondering how long I could hold out without eating.

I caught up with my father on Fulton Street, and getting some money from him, went to a stand and

purchased some pies and cakes which I immediately commenced devouring. My father seemed surprised and asked me how I liked it on board ship.

I told him that I did not like it at all; that they had no meals there. He, thinking that the midshipmen lived, perhaps, on the ship's rations — salt beef and hardtack — and that I did not like it, replied that I would get accustomed to it. I told him no; that I had never been used to going without meals and that I was too old to learn; it might do for other midshipmen, but I could not stand it; and finally, as to returning to that ship and trying to live without eating, I couldn't and I wouldn't.

My father failed entirely to comprehend the actual condition of our mess, and we continued the conversation until we arrived at our destination. We had an excellent dinner and I rather suspect my performance at it somewhat astonished our hosts. We had tarts for dessert. I ate about 12, and there was one remaining on the dish. Observing me to eye it rather hard, our kind hostess said: "William must have this, because he is a sailor boy." The sailor boy took it without a word.

It was now time to set off for the Battery, as I was ordered to return in the sunset boat. I unwillingly accompanied my father and, though I was dressed in a midshipman's jacket and trousers with a smart dirk at my side, I was a little enough fellow to hold him by the hand. Upon our arrival at Castle Garden we found one of the older midshipmen who explained the condition of affairs to my father. He said that the next day, being the first of the month, everything would be all right and meals would be served regularly. Upon this assurance I consented to return, but took the precaution to lay in pies and cakes enough to last me several days.

Upon our return to the ship one of the older midshipmen surprised me by an invitation to an oyster supper that night. I cannot say I felt hungry, but I accepted. The next morning, to my great gratification, we had a regular breakfast. We always had to go through this as long as I was on the ship; it was "bite and cry" for the last three days of every month, but I knew the ropes by then and could skirmish with the best of them, and my experience taught me to look after the greenhorns on such occasions and see that they got enough to eat.

*Following this informal introduction to the customs of the Navy, Midshipman Parker saw duty on many historic ships and in many parts of the world. His service appears to have been more than satisfactory for, following the Mexican War, he was appointed as one of the first midshipmen to attend the new Naval Academy at Annapolis. His account of this period follows.*

**I** REPORTED FOR DUTY at the Naval School, Annapolis, in September 1847. The school had been established here in 1845 by the Honorable George Bancroft, then Secretary of the Navy. Earlier, the school was held at the Naval Asylum, Philadelphia.

At the time I joined the school it presented a far different appearance from what it does at the present time. The place had been known as Fort Severn, and was transferred to the Navy by the War Department March 15, 1845. The fort was built in 1808 and mounted a few 24-pounders at which we were

drilled. Near the water's edge six 32-pounder guns were mounted on a platform built to represent a section of a ship's deck, and we were also exercised at these guns.

The walls enclosed but nine acres in all, and the professors and midshipmen used the buildings left by the Army. There was not a new building on the grounds. The large barracks-rooms were used as recitation rooms and quarters. Two small gunhouses were turned into quarters also.

The curriculum embraced gunnery, infantry tactics, steam, mathematics, navigation and nautical astronomy, natural philosophy, chemistry, English grammar and French. The midshipmen were supposed to be prepared in seamanship, and there were no vessels attached to the school.

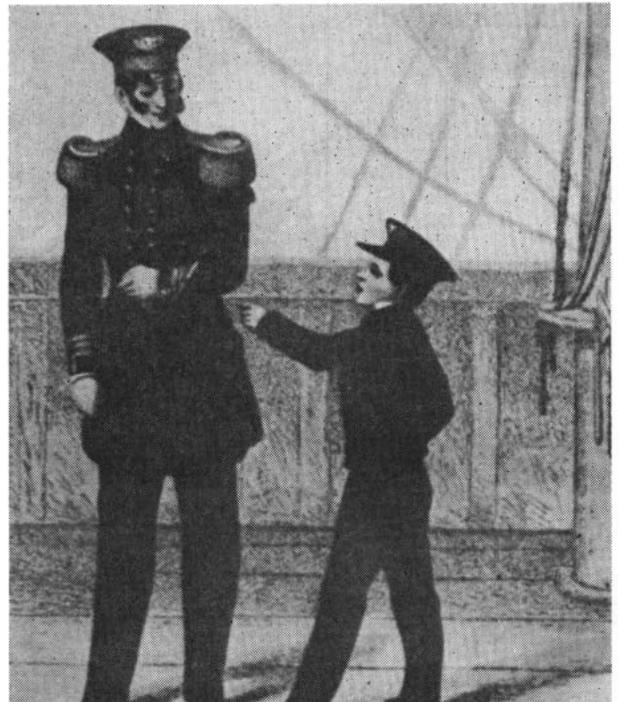
The instruction in mathematics, nautical astronomy and navigation was very good, and that in natural philosophy, French, gunnery and steam was fair. The chemistry, English grammar and infantry tactics we paid little attention to. The two last were taught only on Saturday and we made quite a farce of the recitations.

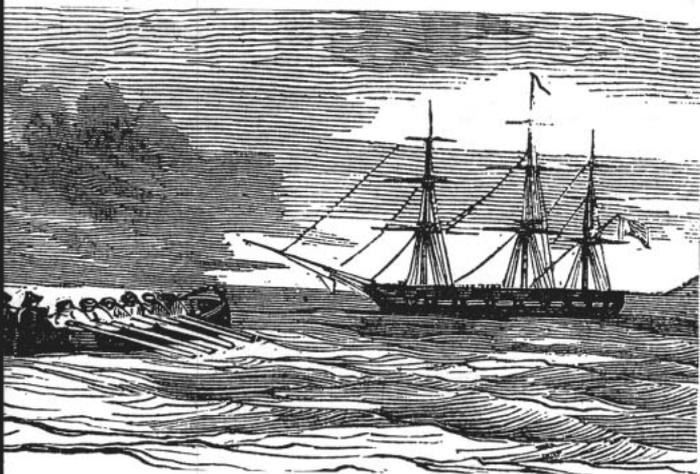
In the Spring of 1848 Mr. Copeland, a distinguished engineer, gave us some interesting lectures on steam; and about the same time Lieutenant Dahlgren drilled us a few times at the guns, and gave us some practical instruction in filling shells, driving fuses, and the like. There were about 100 men in the class, and as we had all been to sea about six years, I'm afraid we gave our superintendent much trouble.

**T**WO DUELS WERE FOUGHT during the session. The first was fought inside the walls of the school — the parties left the supper table in advance of their classmates and, going behind the ten-pin alley, in a few minutes one of the principals had a ball in his hip and the affair was over.

When he was carried to his room, Dr. Lockwood was sent for, and it was intended to pass it off as the result of an accident. The doctor silently probed

**OLD-TIME MIDSHIPMEN** were often mere boys, as shown in this print of a ship's captain and a 'mid.'





LOTS OF MUSCLES were needed in the sailing Navy. Here oar power propels a pulling boat toward frigate.

the wound and then suddenly said: "What distance?"

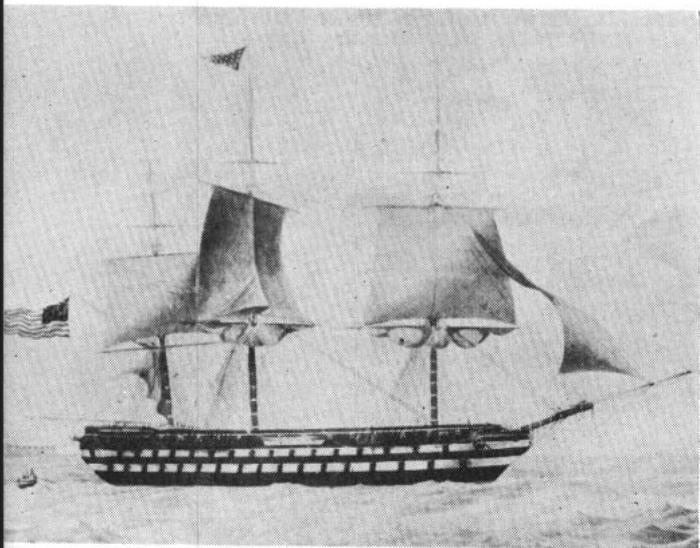
"Ten paces," replied two or three middies without pausing to think.

A short time after this another duel was fought in Bladensburg and one of the party was wounded in the hip as before. The Secretary of the Navy was very indignant at these affairs. The impudence of the parties in the first case, in selecting the grounds of the school for fighting, was what he said he could not get over. The parties engaged — seconds as well as principals — were dismissed from the service by President Polk.

About three years later they were reinstated by President Taylor. Only two of the principals chose to return to the Navy.

In July 1848 I passed my examination and became a passed midshipman, eligible to promotion to all grades above it and entitled to wear a star on my collar to back the anchor already worn there.

In September I was ordered to the frigate *Con-*



FIRST SHIP — Midshipman Parker's first ship was the line-of-battle ship *North Carolina*, a large '74.'

*stitution* fitting out at the Boston Navy Yard for the Mediterranean, but the ship was largely stocked with passed and other midshipmen and, not wishing to pass another cruise on the forecandle or quarterdeck carrying messages, I applied to have my orders changed to *Yorktown*, a sloop-of-war fitting out for the coast of Africa. The Secretary of the Navy granted my request and remarked that he expected that I was the only officer who had preferred a sloop on the coast of Africa to a fine frigate in the Mediterranean, but I was looking forward to promotion and a watch, and I got it.

**YORKTOWN** was a third-class sloop-of-war of 560 tons and carried a battery of sixteen 32-pounders. She was a staunch little craft and a good sea boat. I do not propose to give a detailed account of the cruise. A two-year's stay on the African coast does not, as a general thing, present much variety of incident. The object of keeping vessels on the coast was to capture slavers and protect our own lawful traders. The English and American governments kept squadrons of a certain number of guns in accordance with a special agreement.

We sailed from Boston 22 November and had a very rough passage across the Atlantic. I had been in heavy gales in the Gulf of Lyons, pamperos off Monte Video and northers in the Gulf of Mexico, and thought I knew what bad weather was, but this experience in the Atlantic on the 40th parallel exceeded anything I had before dreamed of.

When we were not scudding we were lying to, and had not the little ship been a very good sea boat, she must have foundered. I have seen her hove to with only a tarpaulin in the mizzen rigging and not a rag of sail on her forward, rising to the seas and not shipping one. For many days we in the steerage did not pretend to wear shoes and stockings. Everything was wet, for the steerage was ankle deep in water. However, we arrived safely at Madeira.

**WE SAILED FROM PALMA** about 30 Aug 1850, on what was to prove the last cruise of *Yorktown*. We had fresh trades and fine weather to make the Cape Verde Islands. We expected to meet our relief, the sloop of war *Dale*, at Porto Praya whence we would sail for home. It may be imagined that we were all in fine spirits. Our cruise was up; we had lost but one or two men by sickness, there had been no courts-martial, and nothing had occurred to break the harmony existing on board.

The second day out I remember that when I marked the chart in the wardroom, I called attention to the fact that we were abreast the point where Captain Riley was wrecked in the brig *Commerce* in the early part of the century and he and his crew made prisoners by the Arabs.

We made the island of Bonavista as expected and on the 4th of September ran along the eastern side of the island of Sal with a strong trade wind blowing. At sunset that day we hauled round to the south point of that island and shaped a course to pass to the northward of the island of Mayo. There was some discussion as to this, for the usual course was to go to the southward of Mayo but no danger was anticipated as there was plenty of room and to spare between Mayo and the island to the northward of it.

The ship was under top gallant sails and the lee clew of the mainsail, and running nine knots with the wind on the starboard quarter. At 1 A. M., we hauled up the mainsail. I had the morning watch and at 4 A. M., relieved LT Caldwell who, after passing the orders, talked about the good breakfast he expected to wake up to in Porto Praya, where we expected to arrive by 8 A. M.

The captain who had been up all night came out of his cabin and asked me how far I thought we were from Mayo. The peaks visible to us were some distance inland and it was difficult to judge.

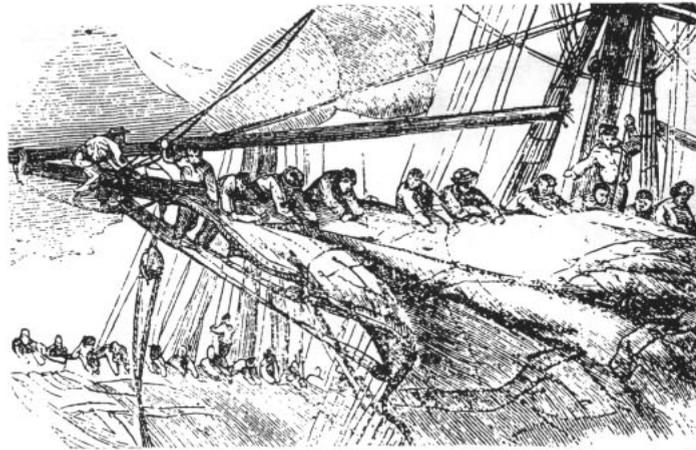
**O**UR LOOKOUTS were cautioned to be on the alert and I had scarcely issued the order when the forecabin lookout called out: "Breakers ahead!" It was just before 5 A. M. and the day was beginning to dawn. I immediately slapped the helm hard down and manned the lee main braces, intending to brace up aft, but she had hardly come up a point when she struck, and fetched up all standing. It was a miracle that the masts did not go over the bows.

Upon sounding the well it was found that there was already much water in her, and we manned the pumps and commenced pumping. By this time all hands were on deck. The first lieutenant, Mr. Rootes, had just relieved me when the carpenter came up and in a low, calm voice said: "It is no use to pump, the ship's bottom is knocked out."

So it was; she had struck on sunken, sharp-pointed rocks and as she rose and fell with the sea, which was pretty heavy, the bottom was crushed in and the water tanks and other articles in the hold were rammed up against the berth deck beams.

Finding that it was useless to try to save the ship we now turned our attention to the saving of life and material. The boats were hoisted out and lowered and towed astern, and the upper masts and yards were sent down on deck. The ship had now settled down on the rocks with the water about knee-deep on the berth deck.

When day broke we found we were on the north end of Mayo island, about a mile from the shore. The purser's safe with the ship's money and books were taken up into the cabin and the men were



**TAKING IN CANVAS** was one of the more rugged details of wind-ship seamanship. This was a rough job in bad weather in CAPT Parker's day.

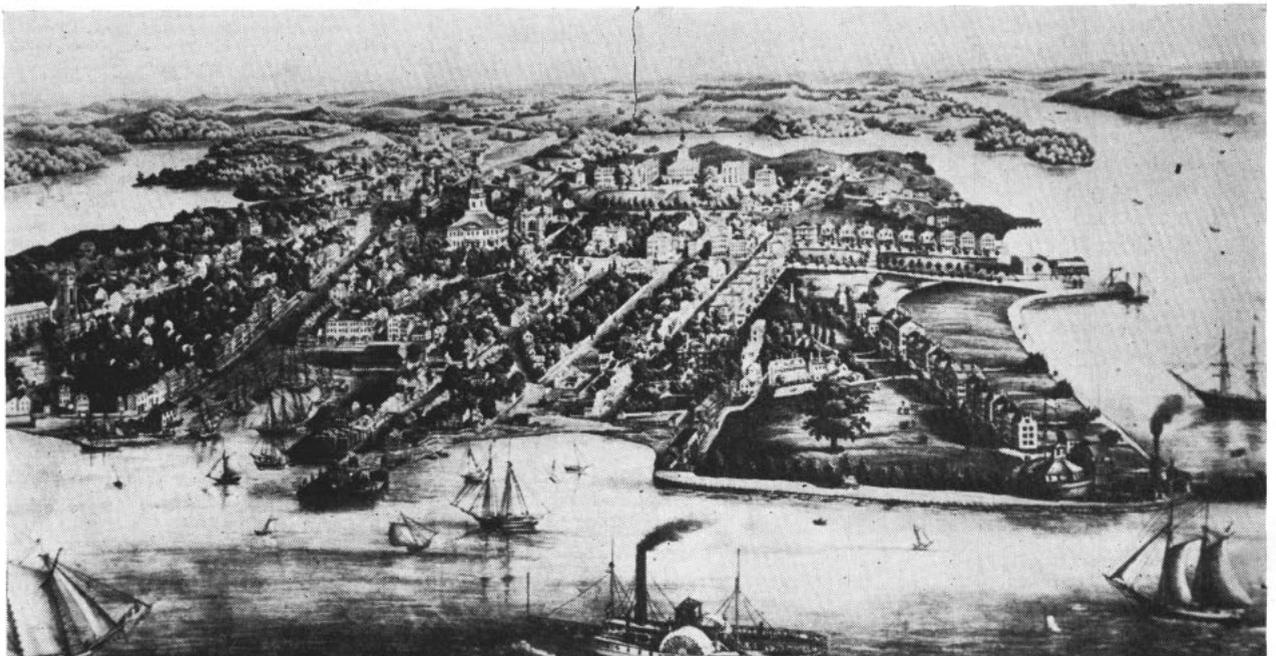
ordered to bring their bags up on the spar deck. While we were engaged in this the ship suddenly fell over on her starboard beams ends, and there was a rush for the boats.

The officers and our best men, however, stuck to the ship and clambered up the sides to the weather rail. The masts were cut away and although some men were aloft at the time, they were rescued unhurt. The ship now lay completely over on her starboard side, with the water over her hatchways.

She had no air-ports and the lower deck was lighted by dead lights let into the spar deck. As the ship capsized, the pressure of the air forced out all those on the port side. Two of the wardroom servants who were caught below took refuge in the master's room and thrust their hands through these openings with loud cries for assistance.

The boatswain, Mr. Young, and the gunner, Mr. Oliver, who were conspicuous for their activity and courage on this occasion, cut the hole larger with axes and soon got them on deck. The boats being loaded to the water's edge were sent ashore to land their men and we hung on to the wreck to await their return. In the course of an hour the ship was formally abandoned without the loss of a man.

**TWENTY YEARS** after Parker reported there, the Naval Academy and the surrounding area looked like this.



# TAFFRAIL TALK

**J**ULY MARKED THE WINDUP of a second tour with ALL HANDS, and a near-23-year stint of sailing, for Master Chief Journalist William J. Miller, USN.

Bill took the two stars of his E-9 status with him into the Fleet Reserve on that date. From now on he'll be devoting his energies, and his considerable writing talents, to a government publication in the Washington, D. C., area, as a member of Uncle Sam's Civil Service.

A long-time pillar of the Fleet Reserve Association, Bill plans to continue serving the Navy strongly through that organization. And, just to keep his hand in, he hopes to contribute to Navy publications frequently in the future.

You don't write an epitaph for anyone with as much get-up-and-go as Bill Miller. If you can sum up 20-plus years of honorable and productive naval service in a few words, however, in his case it would go something like this: He wore the uniform of his service with pride, and every day of his service — up to and including the last one — he was a good Navyman.

We'll miss him.

Bill's retirement wasn't the only change occurring within ALL HANDS' only partially air-conditioned quarters last month, either.

Guirino (Jerry) Paluzzi, DMI, USN, that Ancient Mariner of the Art Department, bundled up the tools of his trade and departed for the frigid Pentagon — more specifically, to USN *Flag Plot*, for duty.

An Art Department mainstay here for the past two and a half years, Paluzzi is scheduled to assume his CPO's hat next January — and there are those among his present shipmates who strongly suspect that his defection stems from a desire to avoid a humdinger of a wetting-down ceremony.

Replacing Paluzzi's fine touch will be a tough task, but we think we've come up with a young man to do just that. He's seaman apprentice Jim Krause, a Long Island, N. Y., native just reported aboard fresh from boots at NTC Great Lakes. It'll be through the medium of Jim's cartoons in the foreseeable future that we'll be reminding you to Pass This Issue Along to Nine Other Readers. Please.

★ ★ ★

Any Pacific Fleet area baseball manager hunting for an outfielder with "the good whip" might do worse than scout a prospect currently serving aboard uss *Haverfield* (DER 393).

He's Charles Patrick (Fireball) Fullman, RMSN, USN, whose high hard one has replaced the line-throwing gun aboard his ship.

According to the CruDesPac News, Fireball got his first chance to showcase his good right arm during recent refueling operations at sea with the Seventh Fleet. With teammates and shipmates urging him on, the centerfielder of *Haverfield's* softball squad grasped a baseball attached to a light line, took a full windup, and fogged his fast one dead-center onto the main deck of the radar picket destroyer uss *Higbee* (DDR 806), setting the stage for a subsequent highline transfer.

It's become routine now, we understand. *Haverfield's* line-throwing gun has been permanently relegated to the bullpen — and when there's a line to be passed to another ship, the word is passed for Fireball.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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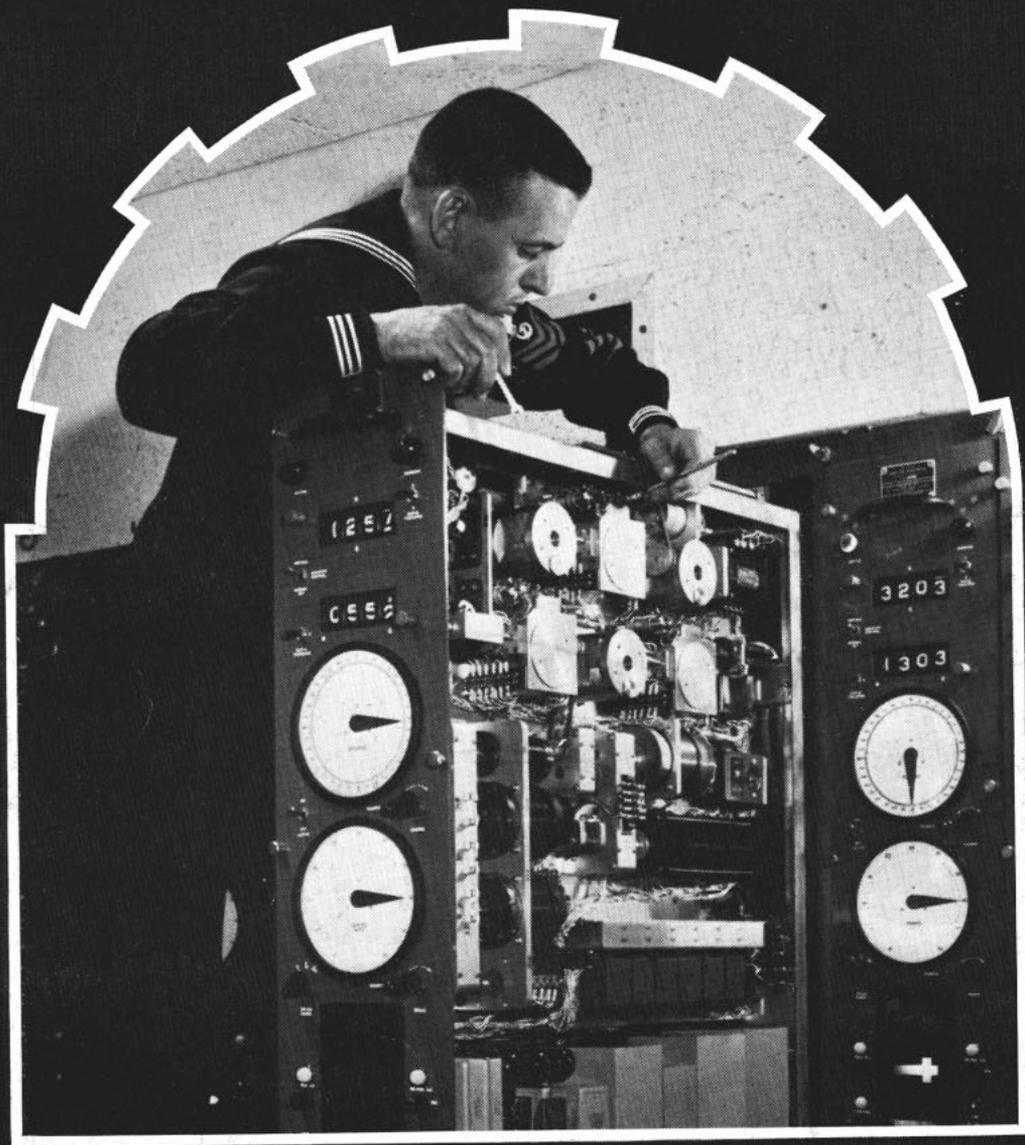
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● AT RIGHT: GOOD EATING — Submariners stationed at Pearl Harbor Submarine Base have it mighty good when it comes to eating. Their mess was runner-up for the Ney Award ashore this year.





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