

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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JANUARY 1950



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1950 Navpers-O NUMBER 395

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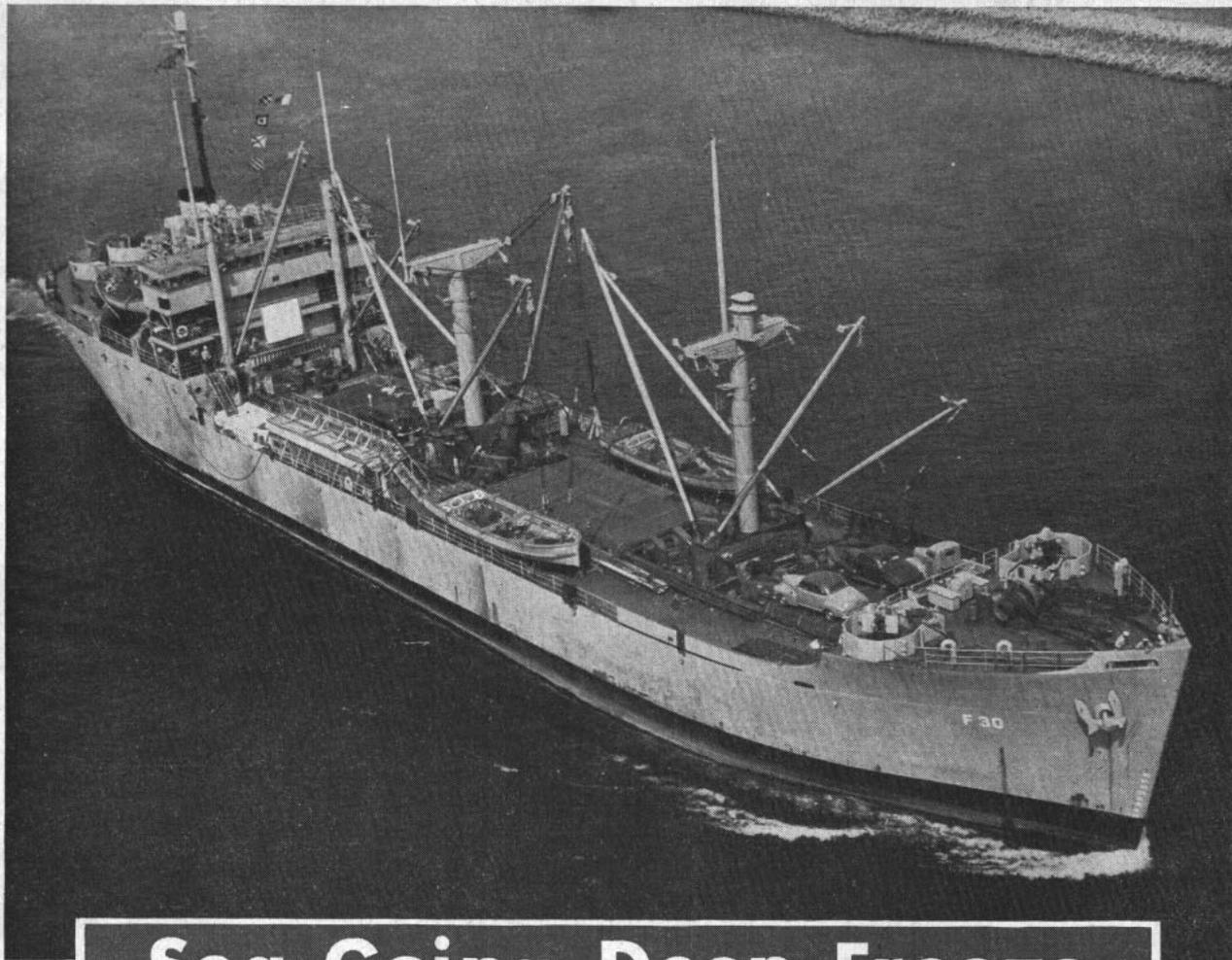
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● FRONT COVER: Cold weather operations by the Second Task Fleet included crossing the Arctic Circle. Two members of the signal gang aboard USS *Juneau* (CLAA 119) send a visual to one of the tin cans which participated. They are Alfred H. Roepke, QMSN, USN, and James H. Wall (left), QMSN, USN.

● AT LEFT: These four destroyers, at their Pearl Harbor berths, are USS *Wiltsie* (DD 716), USS *Theodore E. Chandler* (DD 717), USS *Hamner* (DD 718) and USS *Ozborn* (DD 846), which comprise DesDiv 111. In background are USS *Mansfield* (DD 728), USS *Collett* (DD 730) and USS *DeHaven* (DD 727).

FOUR OF A KIND

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Sea-Going Deep Freeze

A DIRTY, sweating Australian infantryman, clad in jungle greens, clambered over the rail of a destroyer escort anchored offshore during the invasion of Tarakan, Borneo, and was invited to come below and get himself some chow.

The Aussie's eyes widened when he saw the meal that was set before him — hamburger, potatoes, fresh green beans, butter, bread, dessert and iced tea. "Do you Yanks eat like this all the time?" he demanded incredulously.

As a matter of fact, the crew of the DE did not eat like that all the time — not quite. The ship had been fully stocked with provisions only a week before in preparation for the invasion. But invasion or no invasion, the ship had always had food that was wholesome, plentiful and *fresh*.

American Navymen take their good food for granted. More than that, they would vigorously oppose any move to curtail their time-honored

right to gripe about anything and everything that finds its way to the mess table.

Few if any give a thought to the fresh fruit and vegetables that so astonished the Australian foot soldier. They expect to get good food just as they expect to get a pay check twice a month.

But keeping fresh provisions heaped high on the mess tables of every LST, harbor tug, minesweeper and PC operating overseas takes a lot of doing. The type of Navy ship that does most of the doing is the

stores or refrigerator ship, or "reefer," as she is called. These busy reefers are far from glamorous but they have a big job cut out for them and they are doing it well.

During the war, refrigerator ships were constantly on the move transporting fresh provisions to fighting ships and to supply points in the forward areas. Often combat ships were provisioned "on the run." The reefer would tag along behind a formation. One by one, the destroyers and cruisers would drop back and steam alongside the reefer while supplies were hurriedly passed from ship to ship.

Nowadays, reefers are continuing their globetrotting habits. They transport tons of fresh fruit, vegetables and meat as well as staples such as sugar and flour to American servicemen from Japan to Germany, from Guam to Great Britain, in Italy, Greece, Korea, Okinawa and in many other half-forgotten outposts.

Reefer ships themselves have long



been familiar to the Navy. They first came into prominence, however, during World War II along with the development of the "quick freezing" process of preserving foods.

Every modern housewife knows about quick frozen foods now. She can buy any number of quick frozen fruits and vegetables in prettily colored packages at the corner supermarket.

Before the quick freeze, Navy reefers carried mainly meats. Meat was less perishable than fruit or vegetables. Keep the meat cool and it would stay fresh indefinitely. Now, however, a postwar reefer can carry every kind of food that goes to make up a well-balanced meal — thanks to quick freezing.

There are 13 reefers at work in the Atlantic and Pacific today. There are large reefers (up to 15,000 tons loaded displacement), medium reefers (up to 14,000 tons loaded displacement) and small reefers (up to 7,000 tons loaded displacement). One of the small ones is *uss Adria* (AF 30). Let's go aboard.

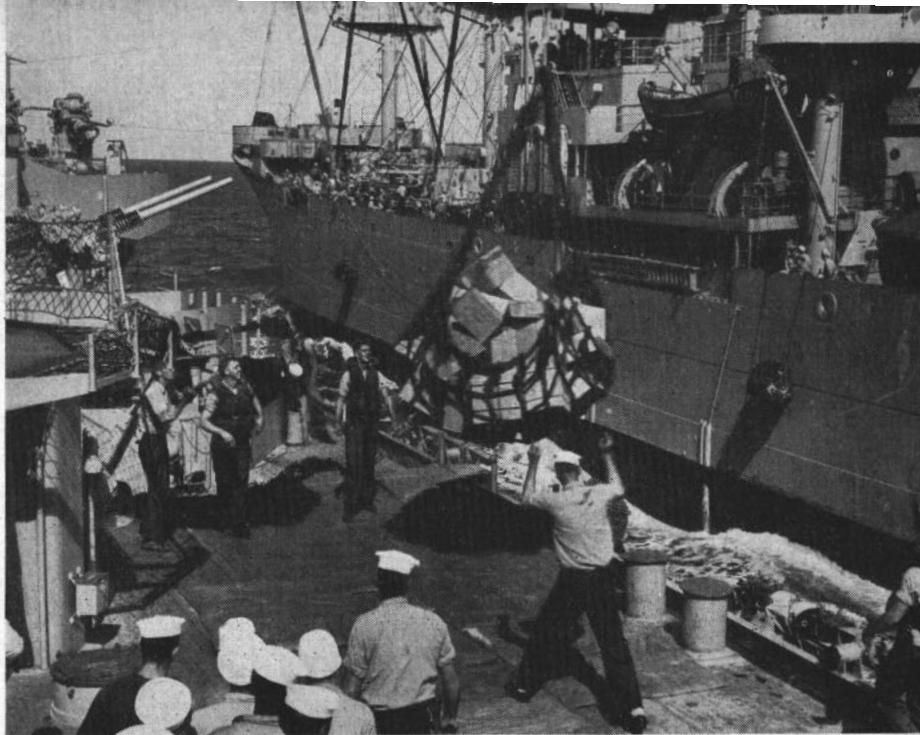
Adria is the first in a class of 18 small reefer ships built during 1944 and 1945 to meet a growing demand at that time for more and more fresh provisions for combat troops overseas.

In the six months that remained in the war after she got into it, *Adria* steamed more than 37,000 miles (or one and a half times around the earth at the equator) carrying more than 8,300 tons of such items as potatoes, eggs, lamb, beef, turkey, cheese, celery, cabbage, apples and pears — food the front-line sailors and soldiers hadn't seen in months.

In her two refrigerated holds she can carry as much as 2,900 tons of frozen or chilled fresh food. In Number One, her forward hold, the ship could transport an additional 1,200 tons of dry cargo.

The high spot of the ship's war service came at Kerama Retto when *Adria* issued provisions to more than 200 hungry ships in the short space of eight days. Many days her crew worked around the clock. Several of *Adria's* sister ships have had equally impressive war records. She suffered her sole casualty at Kerama Retto when a seaman was fatally wounded by flying shrapnel during one of the Japanese air raids on the harbor.

Came the end of the war and the ship was ordered to the Atlantic. In the three years that she has been on



PROVISIONING at sea from the reefer ship *USS Hyades* (AF 28), hard-working crew of *USS Worcester* (CL 144) takes aboard a supply of food.

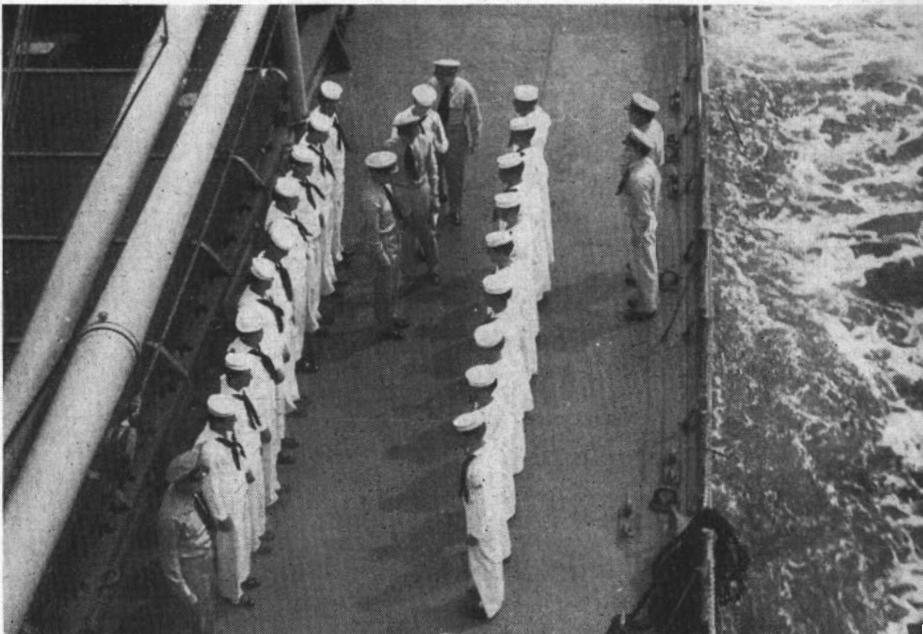
the Atlantic run, *Adria* has made numerous trips to the Mediterranean, European waters, the North Atlantic and the Caribbean.

The ship resembles a grocery or a supermarket even more in peacetime than she does in wartime. Why? The answer lies in something called the "unit load," a wartime brainstorm

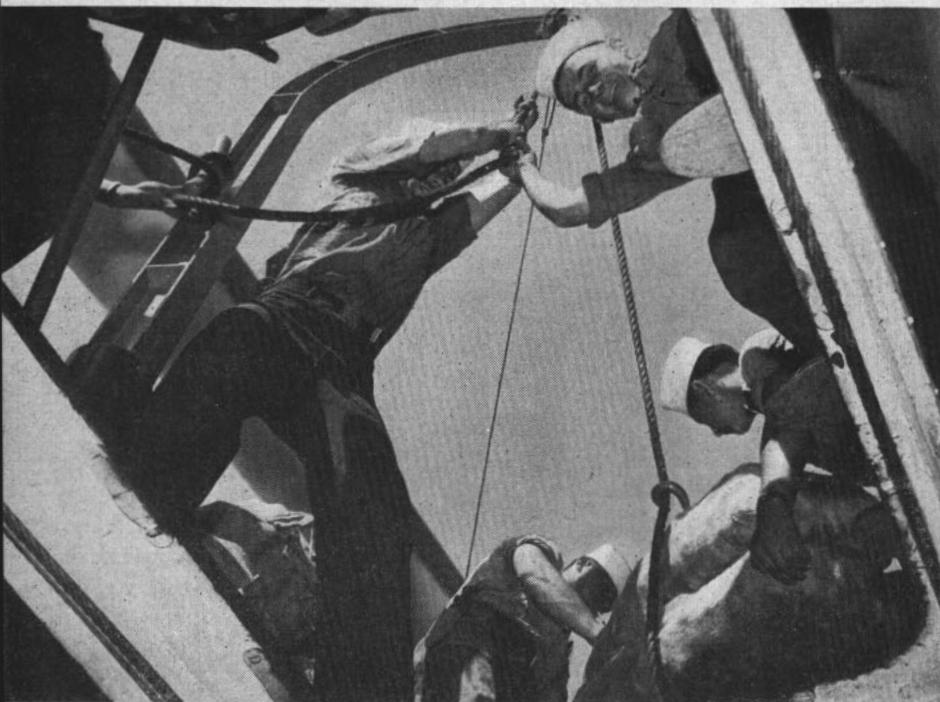
that enabled ships like *Adria* to load and unload in record time.

Food was plenty important during the war, but there were other things that were more important. Ammunition, spare parts and fuel had to be transported to the forward areas in a hurry.

As a result food distribution had to



DECK division of *USS Adria* (AF 30) stand inspection. Reefers play large part in delivering the food to the mess tables of the world's best fed navy.



PERISHABLES will be lowered three decks for storage. Navy has 13 reefers at work supplying ships and stations in the Atlantic and Pacific areas.

be made as simple as possible so as to take up the least time. Out of this limitation came the unit load or "package" of food. Each "unit" contained a balanced variety of fresh meat, vegetables, fruit and staples.

Each ship was allotted a certain number of unit loads and the ship's supply officer had to plan his month's

menu to fit the variety and amounts of food he was given. As a result, wartime chow was often good but short of ideal.

Today, however, with the great task removed of provisioning whole fleets and bases on the run, the Navy can once again concentrate on quality as well as quantity. This new em-



FRESH PROVISIONS bound for a storehouse to be kept for the future use of naval activities in London are unloaded from the reefer USS *Adria*.

phasis in turn means an added burden on refrigerator ships.

Instead of a menu being molded entirely around units provided under an allotment for each ship, menus today can pay some heed to the likes and dislikes of the crew. Of course, there are other factors to consider like nutrition value, perishability and bulk. But the sailor today gets a wider variety and choicer selection of chow than he did a few years ago.

The new method of provisioning ships is known as the "fleet issue" system. Here, roughly, is how it affects reefers like *Adria*.

By the time *Adria* steams into a harbor — say Norfolk — to load up for another trip, that trip has been planned out for her to the last detail by her particular service command and by a supply center. Ports of call have been selected and fresh and general cargo for each port has been set aside and arranged item by item.

Each of these items must be loaded separately into the hold in such a fashion that it can be easily unloaded again when the time comes. Experience has proved that if the boxes of fresh provisions are stowed in certain geometrical patterns in the hold, then so many boxes of green beans, so many crates of tomatoes, so many sides of beef and so many crates of lettuce may be lifted out of the hold at the proper time without disturbing the rest of the cargo.

Unloading is an interesting operation to watch. A checker is sent into the hold with a copy of the requisition or "shopping list" of the ship to receive the provisions. As the boxes of each item are lifted from the hold, the checker ticks them off his list. Also, he must be able to direct the loaders and the winch operator to the correct stack to unload.

The hold of a reefer *does* resemble a neighborhood grocery in many ways. It has, however, at least one marked difference — the temperature. The temperature, naturally, must be kept low throughout the hold at all times to preserve the perishable cargo.

Mention a refrigerator ship to the average sailor and he will describe some sort of strange looking craft with holds dripping with icicles, full of frosted pipes and freezing cold air. Into this chamber of ice, he might imagine, are tossed all kinds of fruits and vegetables, all in a big pile.

He would get the surprise of his

life if he went aboard a reefer like *Adria*. She has holds all right, but take a look into one and you will see what looks like any other cargo hold. She carries plenty of fresh fruit and vegetables, too, but you can't tell them from a cargo of nuts and bolts — except that they are all carefully packed in boxes which are clearly marked such as “Beans” or “Spinach.” Finally, there is plenty of cold air in the hold but no icicles or frosted pipes. In short, a reefer is much like any other Navy cargo ship — only colder.

The refrigeration system is quite simple. It works much like the refrigerator in your kitchen at home.

Air from the hold flows over a coil containing super-cooled refrigerant gas. The coil absorbs the heat from the air, cooling the air. The cooled air is then blown back into the hold where it circulates, absorbing any heat in the cargo.

When the air has made a complete circuit of the hold and has again become warm, it is sucked out by the same fan that blew it in. The fan pushes it through the refrigerating coils again, taking out the heat and cooling it for recirculation.

The refrigerant itself flows through pipes to a compressor and condenser in the reefer room. Here it gives up the heat it picked up from the warm air and is itself re-cooled and pumped back into the coils. The refrigerant usually reaches a temperature of zero degrees Fahrenheit at the coils. Temperatures in the holds are maintained at between 10 degrees and 35 degrees, depending upon whether the cargo is to be kept frozen or merely chilled.

During the war, qualified refrigeration men were at a premium. Sometimes ships just did without one. The man in charge of the refrigeration equipment of *Adria* on her first voyage was a fireman second class. Luckily, however, he learned fast and the ship's “icebox” operated well at all times.

As a matter of fact, *Adria* has never had a refrigeration breakdown. She has carried thousands of tons of frozen and chilled stuff in her holds without the loss of so much as a single tomato due to faulty refrigeration.

There was only one close call. As the ship steamed toward Argostoli, Greece, in March 1948, with \$10,000 worth of fresh food in her holds, an



FIGHTING ships during the war were often provisioned on the run by the ever-busy reefers. High quality of Navy chow amazed the rest of the world.

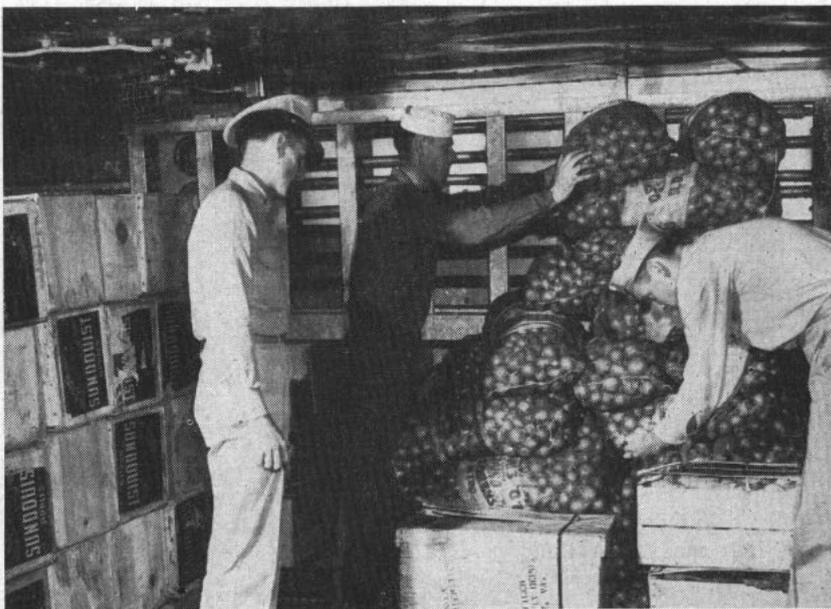
armature on one of the refrigerant freezing units suddenly conked out.

Usually, spare armatures are not carried on board but the chief electrician in this case was able to find one and a lightning-fast repair job saved the valuable cargo.

Incidentally, the rumor concerning the chow on board the reefers them-

selves is not true. Reefer sailors do not steal into the “icebox” in the dead of night to cut the hearts out of filet mignon steaks. All cargo aboard is kept under strict lock and key from loading-time till unloading.

“Besides,” a boatswain's mate added with feeling, “It's mighty cold in there.”



DEVELOPMENT of quick freezing techniques makes it possible for reefers to transport every kind of food that goes to make up a well-balanced meal.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHIPPING EXPENSES** — Planning to move your household goods at your own expense and collect from the Government later? Don't do it until you consult your nearest supply officer.

If no supply officer is attached to your activity, write to the supply officer of the nearest shipping activity or to the Bureau of Supplies and Accounts (STR-5), Navy Department, Washington 25, D. C.

The Navy Regional Accounts Office, Washington, D. C., has been receiving far too many claims for reimbursement for shipment of household goods made at personal expense, contrary to the household goods regulations, resulting in unnecessary cor-

respondence, delay in payment and in some instances return of the claim unpaid in cases of unauthorized shipment.

To avoid delay in payment of claim, always prepare an application for transportation of household goods (BuSandA Form 34) and submit with six certified copies of your change of station orders to the supply officer of the Navy shipping activity nearest to the location of the household goods. If the supply officer is unable to arrange for the shipment, he will advise you.

Do not forget to attach the supply officer's authority to ship at your own expense to your claim for reimbursement.

• **GRAY UNIFORM** — The gray working uniform, authorized at one time for officers, chiefs, cooks and stewards, has made its last appearance.

Officers were first permitted to wear the gray uniform on 16 Apr 1943, when it was adopted by the Navy as being more suitable for "practical shipboard camouflage." Later that year, on 3 June 1943, wearing of the gray uniform was extended to chief petty officers. Cooks and stewards were added to the gray-clads on 31 Mar 1944. Two colors of working uniforms, grays and khakis, were thus provided for officers, chief petty officers, cooks and stewards.

Since 15 Oct 1948 wearing of the gray uniform has been prohibited except for Regular Navy and Reserve personnel on extended active duty on board ships, while actually at sea, and Reserve personnel not on extended active duty at sea or on shore. On 15 Oct 1949 the gray uniform was completely abolished and can no longer be worn by naval personnel.

Flying Stevedore Was in Naval Aviation in Both World Wars

At NAS Dallas, Tex., there is an aeronautical white-hat sailor with a background that just about puts him in a class by himself. He first joined the Navy during World War I — in January 1918 — before most of today's bluejackets were born.

Louis Levelsmier is the sailor's name and his rate is aviation machinist's mate, first class.

After first joining the Navy at St. Louis, Mo., Levelsmier was sent to Charleston, S. C., for rookie training, as they used to call it. From there he went to quartermaster school at Hampton Roads, Va. Upon completion of this schooling, he was designated a "landsman quartermaster, aviation."

Fledgling birdmen then were the object of the old blue-water sailor's scorn. They were nicknamed "flying stevedores." The latter half of this term was much more appropriate than the first, for the sailors in aviation caught all the dirty details and little or no flying.

Next came Pensacola, and a course in aerial gunnery. When Levelsmier finished this school he was sent to Philadelphia to stand by for shipment overseas. But Fate

rang the bell on the round called World War I, and Levelsmier was paid off without getting in a direct punch for his country. He left the service on 15 May 1919 as quartermaster, second class.

He then went to Texas, where he worked at various Army air fields.

Aviation, according to Levelsmier, hit rock bottom shortly after that. Some of the crack pilots of the

war kept the wolf from their doors by selling fifty-cent hops and flying oil men about the country. Levelsmier gave it up and took a job for the city of Dallas.

When World War II broke out, Levelsmier shipped over as an aviation machinist's mate, third class, and began his second volunteer hitch in the Navy.

Levelsmier was discharged 8 Sept 1945. He immediately went to work for the Army as a structural mechanic as he did in 1918. On 30 June 1946, the Army moved away as it did in the early 20s, and Levelsmier was again stranded.

But now the Navy had a greater interest in aviation than it had 25 years earlier. It set up its now-famous Naval Air Reserve and offered billets to veterans of the last war to keep them flying. On 1 July 1946 Levelsmier shipped on NAS Dallas again — this time as a station keeper.

He has seen the passing of the coal-burners, cage masts, wine messes and leggings, and expects to be around when the last tight-buttoned jumper cuffs disappear. — W. B. Sherrell, JO1, USN.



AERONAUTICAL white-hat, Louis Levelsmier, AD1, worked in naval aviation during both world wars.

General Line School's EMs Have New Rec Center

Enlisted men attached to the Navy's General Line School at Monterey, Calif., are now enjoying a brand new recreational center.

The club's 6,400 square feet of floor space provides room enough for 250 sailors and their guests to occupy the building at one time. Among the attractive features of the recreational center are a large library, a soda fountain, pool tables, ping pong tables and a large dance floor. A remote-control record player provides music when no orchestra is present.

Appropriate ceremonies were conducted on the afternoon of opening day. The club's original schedule called for doors to be opened daily at 1630, except on Saturdays, Sundays and holidays, when opening time would be at noon.

● **KODIAK HOUSING**—Demand for housing at the Naval Operating Base, Kodiak, Alaska, far exceeds the supply and it normally takes about six months for an individual's name to reach the top of the list, says an announcement from the commanding officer of the base.

"Many Navy and Marine Corps personnel continue to report at Kodiak expecting to obtain quarters within a few weeks," says the information. The only exceptions to the normal waiting time are certain key positions which have high priority.

Entry of dependents is not authorized until quarters become available, and it is recommended that they *not* be brought to Seattle, Wash., for the interim period.

● **SUB SCHOOL**—Applications are desired from qualified lieutenants (junior grade) and ensigns for submarine training in the class convening during the first week in July 1950. Applications should reach BuPers not later than 15 Feb 1950.

To be eligible, lieutenants (junior grade) must have date of rank as lieutenant (junior grade) of 6 June 1948 or later. Ensigns' date of rank must be prior to 1 July 1949. Officers are selected upon the quality of their fitness-report records and educational background. All officers applying for

submarine training should be qualified to stand OOD watches under way. Signed agreements not to resign during the course, and to serve one year in the naval service after completing submarine training, must be submitted with applications. One year of commissioned service as of 1 July 1950 is required for eligibility.

BuPers Circ. Ltr. 170-49 (NDB, 15 Oct 1949) is the official directive inviting these applications. Applications for submarine training submitted before receipt of that letter will not be considered unless resubmitted in accordance with the provisions of the letter.

COs are called upon to bring the circular letter to the attention of all officers who are eligible for submarine training and to forward all applications submitted to the Chief of Naval Personnel (Attn: Pers-3117). They should include in the forwarding endorsement a statement as to whether or not the candidate is qualified to stand OOD watches under way. Applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarines as established by the BuMed Manual, 1945, paragraph 21133.

Length of the course will be six months, and the location is the Submarine School, New London, Conn. There are a limited number of quarters available on the Submarine Base for married officer students. Upon receipt of orders, married officers should request assignment to quarters from the CO, Submarine Base, New London, Conn.

Dispatch may be used if application for submarine training cannot reach BuPers in time by letter. Requests will be acknowledged.

● **INSTRUMENTMEN**—Beginning 17 Apr 1950, classes will be enrolled in the Naval School Instrumentmen, Class A, Naval Receiving Station, Washington, D. C., at 26-week instead of 16-week intervals.

The course of instruction will continue to be 32 weeks long. Classes will be enrolled at less frequent intervals so that facilities will be available for advanced training for instrumentmen. This move is in line with the Navy's increased emphasis on advanced training.

Input rate for the school will continue to be 10 trainees for each class convened.

HERE'S YOUR NAVY

A part of the Navy which should be understood and recognized by every sharp Navy person is the group of hard-working ships known as submarine tenders. Modern sub tenders such as *uss Fulton* (AS 11), *uss Sperry* (AS 12)



and *uss Bushnell* (AS 15) are as large as a good-sized ocean liner (10,000 ton), and strongly resemble a luxury cruise ship in outside appearance.

Their appearance is deceiving, for these ships are designed more for high mechanical production than for shuf-



fleboard and deck chairs. Powerful cranes on topside can hoist the heaviest equipment out of a submarine and lower it into the tender's splendid shops. There, skilled Navy technicians can repair and overhaul anything from periscope lenses to torpedoes and diesel engines.

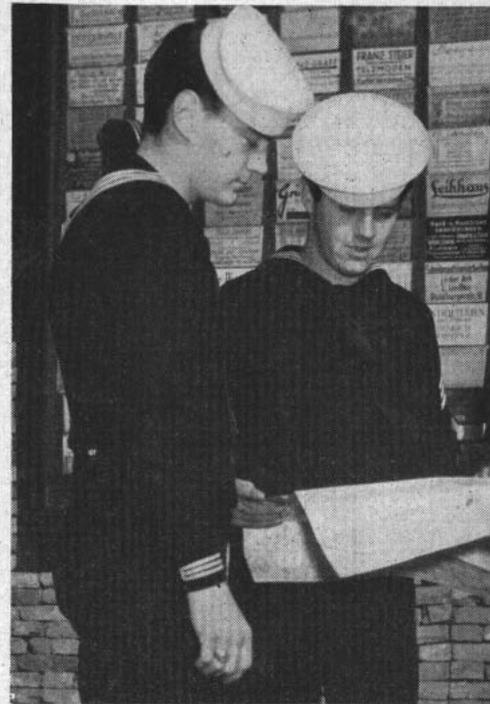
While lying several-abreast alongside the tender, submarines can get their batteries charged and their water tanks filled. The tender's storerooms provide supplies, small stores



and spare parts. Sub crews flock to the tender for haircuts, dental repairs, to catch up on gedunks and to attend divine services on Sunday. Like a good mother, ASs look after their little flocks in every way.



WAR-TORN Berlin is toured by sailor sight-seers. Above and above center: Charting a course. Below: A visit to the world-famous Brandenburg Arch.



Off-Duty Hours in

SAILORS on duty with the U. S. Naval Forces in Germany rate the sprawling city of Berlin high on their list of places to go and things to see.

The control point from which Hitler dominated most of Europe, the hub of Germany's transportation system, a center of war industries, the great German capital took a terrific pasting from Allied bombers during



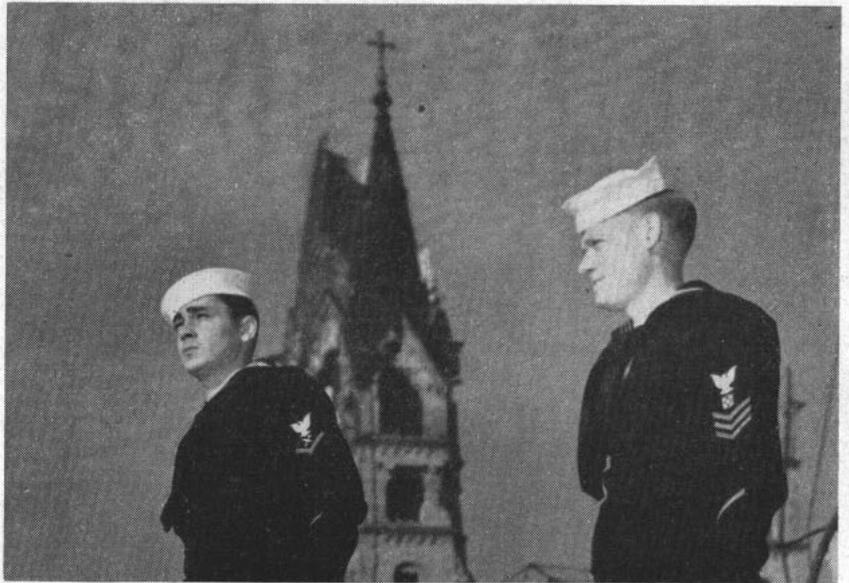


YARNS are swapped at one of Berlin's sidewalk cafes. (above). Below: Burnt-out shell of the Kaiser Wilhelm Church is a landmark in downtown Berlin.

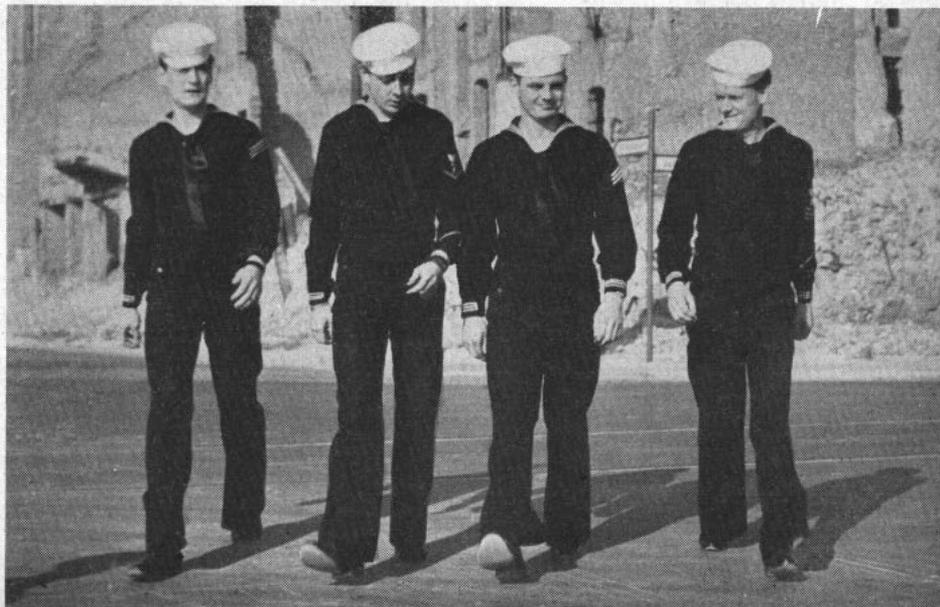
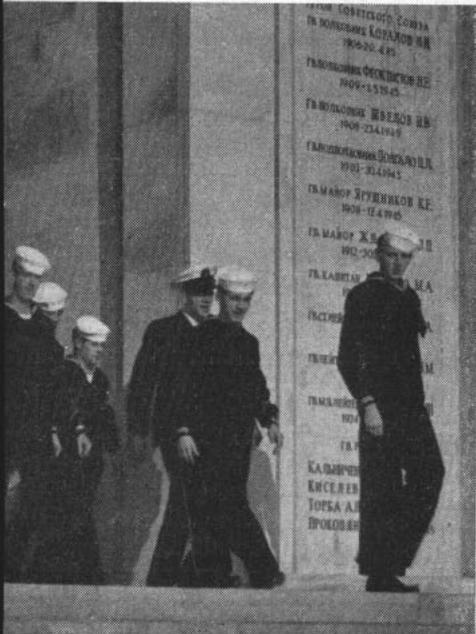
Today's Berlin

World War II. Mile after mile of the city's streets has been reduced to rubble lined with the burnt-out shells of historic buildings. In the heart of the city, almost every notable structure on Unter den Linden and Wilhelmstrasse was devastated.

This wasteland of crumbled stone and ashes is the graveyard of the German empire which evolved into



VISIT is made to the bombed-out Tiergarten area (below). Below center: Victory Monument was erected by the Russians soon after the war's end.





SIGHT-SEEING in the downtown area. Mile after mile of the city's streets is lined with rubble and the shattered remains of historic buildings.



SPECTACULAR ruins and heaps of rubble in the devastated German capital offer an almost infinite number of subjects for the Patrol's shutterbugs.

Hitler's infamous Third Reich. About these ruins hangs an aura of history and drama. No one can walk among them without an awareness of their significance to Germany and to the world.

Severely damaged but still an outstanding attraction is the magnificent Brandenburg Gate erected by Frederick William II as a monument to Prussia's war prowess. Another favorite target for snaphshooters is the Kaiser Wilhelm Church, a prominent landmark in the shattered downtown area, built when Berlin was proud of its beauty.

A postwar addition to the wealth of impressive spectacles which Berlin offers sightseers is the massive Russian Victory Monument. Built immediately following the end of the war, it stands in what is now the British sector of Berlin. Mounted on its walls and columns are the names of Soviet soldiers who gave their lives in the battle for the city.

The Tiergarten area standing at one end of the once-tree-bordered avenue, Unter den Linden, is completely bombed-out. This area, once the royal hunting preserve, was known to every tourist who visited Berlin before the war.

The prewar Berlin is no more, *kaput*. But it is sometimes possible to capture, at sidewalk cafes, a little of the atmosphere for which Berlin was once so famous. After a day's touring, a pause for refreshments at one of these quiet spots brings sight-seeing sailors a little closer to the days of Berlin's glorious past.

Naviators Set New Speed Mark

Less than two hours from Pensacola, Fla., to Long Island, N. Y., is the new speed mark set by two Navy pilots flying *Panther* fighters.

Flying close after taking off together, the two planes made 1,020 miles in one hour and 57 minutes, an average speed of slightly more than 520 miles an hour.

Time of departure from Pensacola was 0728 central standard time, and time of arrival at Bethpage, Long Island, was 1025 eastern standard time.

Lieutenant Commander Raleigh E. ("Dusty") Rhodes, usn, and Lieutenant Commander John J. Magda, usn, leader and member respectively of the Navy's flight exhibition team "Blue Angels," were at the controls of the Navy's newest carrier-based fighters.

Pearl CPO Club Is Crossroads of the Navy

THERE is a legend in the making that if you are a Navy chief, sooner or later you'll visit the CPO Mess (Open) of the Naval Receiving Station, Pearl Harbor, T. H. And after you have swapped scuttlebutt with other CPOs in the comfortable stag room, consumed a tender steak in the beautifully decorated dining room, and danced to soft music under the stars, the chances are that you'll agree it's one of the finest CPO messes of the Navy.

Located near the main gate of the Pearl Harbor Naval Base, the mess is just a few blocks from the docks where ships are moored, and is also conveniently located near the naval housing area. As well managed and organized as it is equipped, the club is the focal point of much of the social activity of CPOs and their families in the area.

Some of the social activity carried on by the mess includes a formal dance once each month, a weekly square dance, and a weekly bingo game. Wedding receptions, small parties and meetings and luncheons of the Aloha Navy Wives Club are held at the mess. The messes entertainment committee provides some form of entertainment for patrons every night.

One of the most novel features of the mess is its program for children. Each Saturday morning a two-hour movie for Navy children is pre-



FORMAL DANCE is held monthly. Mural in background is one of four, unique in all the islands, depicting Captain Cook's landings in 1779.

sented — not only for the youngsters of CPOs, but the children of all officers and enlisted personnel in the area may attend. Munching popcorn, the kids yell with delight at carefully selected comedies, cowboy serials and cartoons.

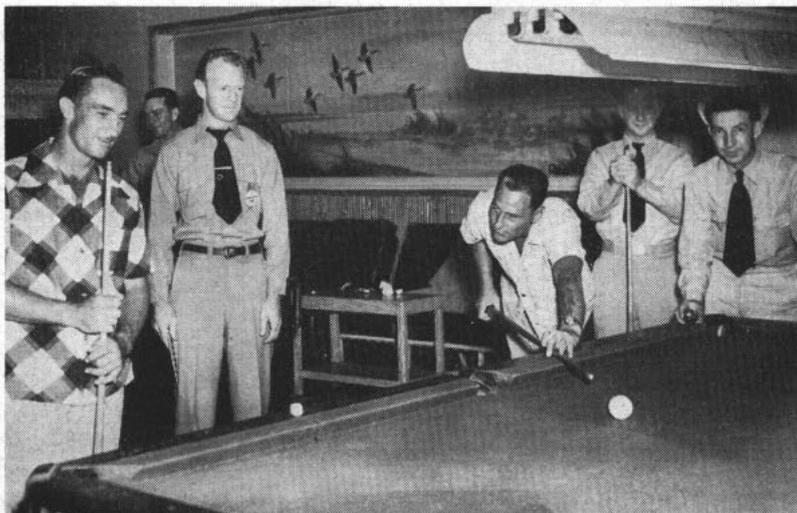
In the evenings, the CPOs and their wives don't have to worry about babysitters if they plan on visiting the mess. A nursery is operated in conjunction with the mess for the convenience of patrons. Here the parents can keep an eye on their children during the evening and at the same time relax, for a

nurse and her assistant are constantly in attendance.

Typical of the excellent interior decorating and furnishings of the mess are a group of murals which decorate the dance terrace.

The RecSta CPO Mess was formed in 1944 by a group of chief petty officers, who contributed \$10 each for membership. The amount collected was not sufficient, and \$5,000 was borrowed from another local service club to purchase necessary equipment. Today the mess is more than three times its original size, boasting a stag room, snack bar, dance terrace, dining room and cocktail lounge. A barber shop and package beverage store complete its facilities. The stag room contains three pool tables, a billiard table, shuffleboard and acey-ducey games. Here the chiefs can get together and swap sea stories undisturbed.

The dancing and dining terrace of the mess is considered one of the most beautiful in the Islands. The tables are sheltered and the dancing area is open and decorated with natural bamboo trees. At one end is a stage complete with microphones, floodlights and other facilities necessary for conducting entertainment. Here the chiefs can bring their wives for an evening of dancing, made even more pleasant by the refreshing trade winds. — Thomas C. Welsh, CSC, USN.



WELL APPOINTED stag room, where chiefs can swap sea stories undisturbed, boasts four pool tables, shuffleboard and acey-ducey games.

They'll Write Your Advancement Exams

THERE'S something new in Norfolk — something that's going to affect a lot of people. It's the Navy's new — and first — examining center, which will soon be supplying and grading all examinations for advancement in rating to pay grades E4 and above.

First task of the examining center was to prepare and mail out approximately 19,000 examinations for the CPO competitive exams of 1 Dec 1949. These were sent to the various administrative commands, from which they were distributed to individual ships and stations under their command. The examinations were held simultaneously throughout the Navy under uniform and strictly regulated conditions.

It is in the lower petty officer levels of promotion that the examining center's work will be most noticed and appreciated. Chief's exams have been administered by BuPers for some time, and responsibility for their preparation and grading has been removed from individual commands. Responsibility for preparation, conduct and grading of exams for the lower pay grades has rested with seventeen separate administrative commands such as ComServPac and ComPRNC, which has resulted in lack of uniformity of requirements and placed a major work load on already-busy ship's officers and administrative staffs.

During this year, the new examina-

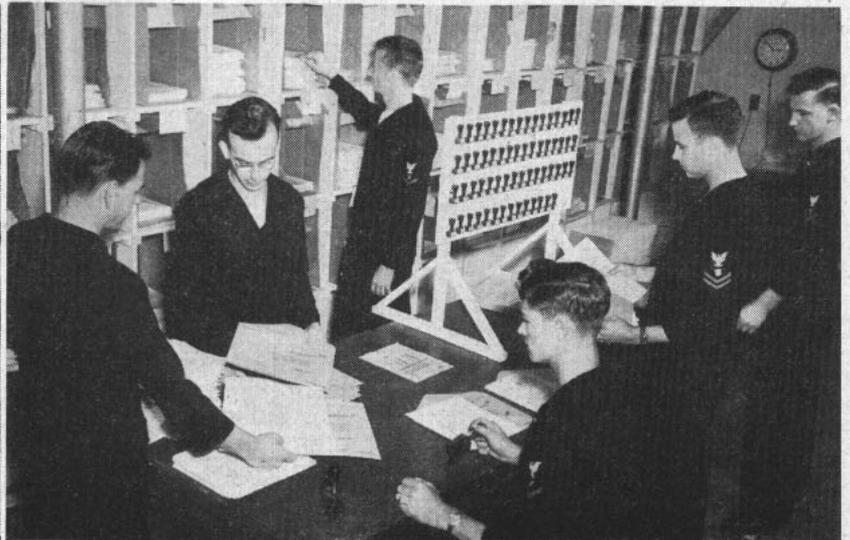


BATTERY of CPOs is hard at work formulating sets of exam questions for the new standardized system for examining men for advancement in rating.

tion system will create something entirely new to the U. S. Navy — a system of completely uniform examinations for advancement to all ratings in the naval service. The new examinations will consist in most cases of two tests — a military requirement test and a professional test. In some instances there will be additional tests, known as operational — or practical — tests. Examples of these tests are typewriting for men competing for PN rates, and flashing light transmission for men going up for AC

rates. There are others as well. The military test will be the same for all men advancing to any particular pay grade, regardless of the man's specialty.

The professional test will cover the special knowledge necessary for each specific rating, of which there are 62. These, like the military test, will vary in difficulty between the lower ratings and the higher. Each of the two tests will contain 150 questions, making 300 questions in all. All questions will be of the multiple choice type, giv-



PROPOSED new exam is evaluated (left). Right: Exams are prepared for mailing to ships and stations all over world.

ing the "student" a number of answers from which to choose the correct one. Questions will be of the objective type.

Test papers will be returned to Norfolk after examinations are completed. There they will be fed into a machine that plays no favorites. The machine will compute the correct score for each man, and that will be added to his multiple computation. Those with the highest final multiple in each rating will be advanced regardless of vacancies in ship or station allowance.

The examining center itself occupies a building in the South Annex of the Norfolk Naval Base which was formerly used by the gunnery school. Its staff consists of approximately 120 persons, of whom 20 are officers and at least 62 are CPOs. Included are a number of civilians with several years' experience in test writing, employed in an expert advisory capacity. Each of the Navy's occupational fields is represented by one or more CPOs.

The staff is already becoming expert in constructing and analyzing tests. Each CPO becomes more proficient in his rating through constant thought and study in his specialty. The entire staff is enthusiastic about the examining center's work.

After each test, every question will be analyzed to reveal its effectiveness. Some will be altered and made easier or more difficult for later tests. Others will be discarded entirely. New ones will be written. To make up the tests for the 62 CPO ratings alone will require the analysis of more than 9,000 questions each year. A new test will be developed for each rating and each pay grade within each occupational group for every service-wide examination. Examinations for advancement to chief will be held annually. Those for promotion to other petty officer levels will be held semi-annually.

Eventually, examinations will be furnished and graded by the examining center for promotion of officers in the regular Navy and for advancement of Reserve personnel.

Other requirements such as sea duty and time in service, conduct marks and demonstrated ability remain much the same as before. These must be found satisfactory by each man's CO before the man becomes eligible for promotion. This will avoid enabling anyone to step ahead of his shipmates on book learning alone.



SHIPMATES over 21 years ago at NAS Pensacola, RADM Austin K. Doyle and Paul Billeter, ADC, talk together about early days of naval aviation.

Ex-Shipmates Get Together After 21 Years

"It's a long time between visits," said the rear admiral, opening a package of cigarets. He shook one up and extended the pack to his caller, who accepted a smoke.

"It sure is," answered the chief, urging a flame out of his lighter. "Like the song says, twenty-one years is a mighty long time."

Scene of the social call was the office of Rear Admiral Austin K. Doyle, USN, in the administration building at NAS Glenview, Ill. The host was the rear admiral, who commands the nation-wide Naval Air Reserve Training Program. The caller was Paul Billeter, ADC, USN, who—like the rear admiral—has been associated with naval aviation about as long as there has been such a thing.

"Twenty-one years is about right," the rear admiral agreed. "I haven't seen you since '28, have I?"

"Nineteen twenty-eight it was," said the chief. "You were a lieutenant flying F5Ls in Squadron Four, and I was a machinist's mate,

second, in Squadron Three, at NAS Pensacola."

Thus the talk went on—two old-time shipmates hashing over bygone days: The Mississippi River flood of 1927—both of them taking part in relief and rescue flights... the Red Cross acting as disbursing office, and the Standard Oil Company as inn-keeper... Vicksburg as home base... Those were the days when everybody in naval aviation knew everybody else and when some of today's top Navy figures were getting their first flight training.

After 1928 the paths of now-chief Billeter and now-Rear-Admiral Doyle didn't cross again until Billeter paid his call at Glenview.

The chief has been on continuous duty ever since he enlisted, in Portland, Ore., in 1923. Since 1933, he has maintained a home in Saginaw, Mich.

The rear admiral was appointed to the Naval Academy from New York in 1916. His official address is Pensacola, Fla.

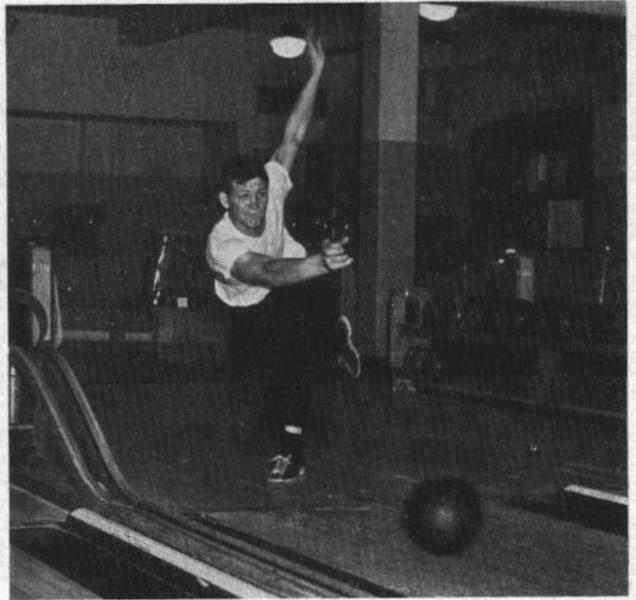
Sussex's Hold Held Happiness

It was a great day in the north when the Navy cargo ship *uss Sussex* (AK 213) hove into sight off Alaska. Christmas was almost at hand, and *Sussex* and her cargo were just what Navy parents and children alike were hoping for—a combination of Santa Claus and a country uncle.

In *Sussex's* hold were thousands of tons of the stuff that makes for holi-

day hapiness—and everyday happiness, too. For the holiday happiness there were toys for the children and turkeys for the entire family. For everyday happiness there were household effects just catching up with Navy home-makers, and automobiles and ship's store supplies.

Sussex returned to Seattle in time for her own crew to enjoy the winter holidays.



BOXING and bowling are highly popular sports at Norfolk. Flyers have won several 5ND titles in individual sports.

Sports-Minded Station Seeks All-Navy Crowns

AT THE All-Navy Basketball Tournament last season the Naval Air Station, Norfolk, Va., climbed to a prominent place among the sport-minded activities of the Navy on the sharp-shooting of its crack hoopsters, "The Norfolk Flyers." Now it seems that like a periscope breaking the surface, that first championship team was only a forerunner of bigger and better teams coming up.

Probably no activity of the Navy is more sports conscious at the pres-

ent time than is NAS Norfolk. Its big, well-organized, and enthusiastically supported sports program is probably unexcelled anywhere in the Navy. An epidemic of "winning fever" has engulfed the station, affecting everyone from airman recruit on up. Ask any sailor on this vast, sprawling base and he will tell you that winning one All-Navy title just whetted their appetite—that they are hungry for more.

In putting on a sustained drive for All-Navy honors, NAS Norfolk has the natural resources and facilities to back it up. Available on the base are some 3,800 officers and enlisted personnel from which to ferret out talent. Its excellent gymnasium contains such facilities as a regulation basketball court and bleachers; boxing and wrestling rings and seats for 500 spectators; an indoor swimming pool; equipment for weight lifting, gymnastics, and tumbling; a four-wall handball court; and such equipment as whirlpool baths and ultraviolet lamps for unkinking knotted muscles. Also located on the base is an eight-lane, air-conditioned bowling alley.

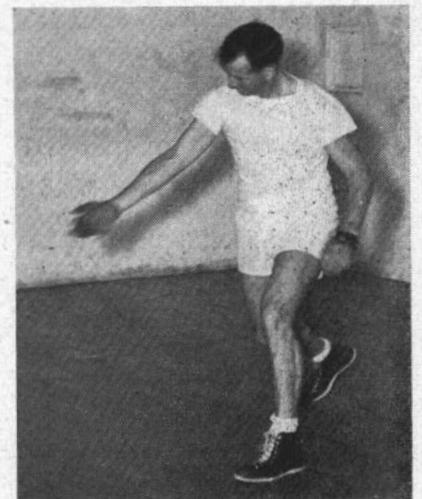
But in its outdoor sports facilities is where the air station excels. Located on the base are some 26 softball fields, three baseball diamonds, a nine-hole golf course, swimming pool, football field, 28 tennis courts, six handball

courts and over a dozen volleyball courts. It's a common sight in spring and summer to see 10 to 15 softball and baseball games in progress simultaneously.

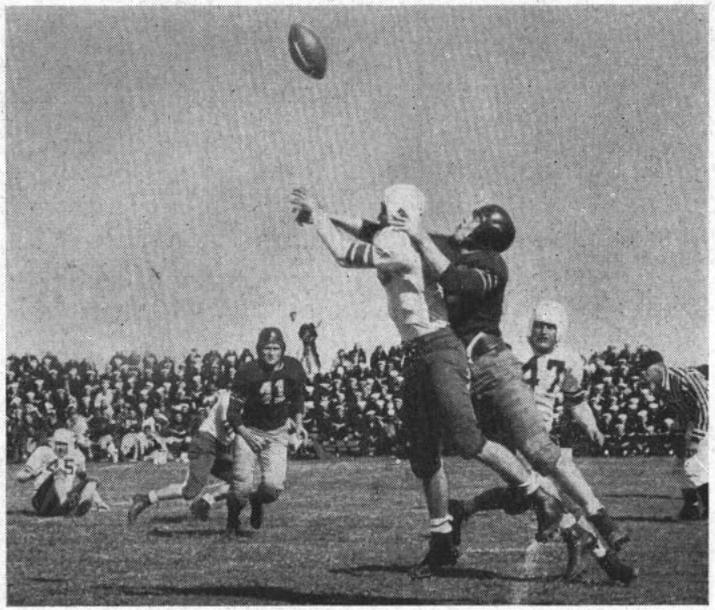
Varsity teams are fielded by the air station in all the major sports—basketball, baseball, softball and a combined air station-naval base football team. Varsity teams are also produced in the individual sports—swimming, boxing, wrestling, tennis, golf, bowling, handball and volleyball. Several



RECREATION department chief checks out set of golf clubs for use on the station's sporty 9-hole course.



FACILITIES in the gym include a 4-wall handball court for devotees of the fast, grueling pastime.



BASKETBALL and football varsity teams have stream of talent supplied by station's vast array of intramural teams.

5th Naval District titles in the individual sports are held by NAS personnel.

Supplying a steady stream of talent for the station's varsity teams is a vast array of intramural squads. Red-hot competition in these intramural leagues draw almost as much spectator interest as do the varsity teams. The station's well-organized intramural program is headed by L. E. Barrett, ADC, USN, under the direction of the NAS athletic director.

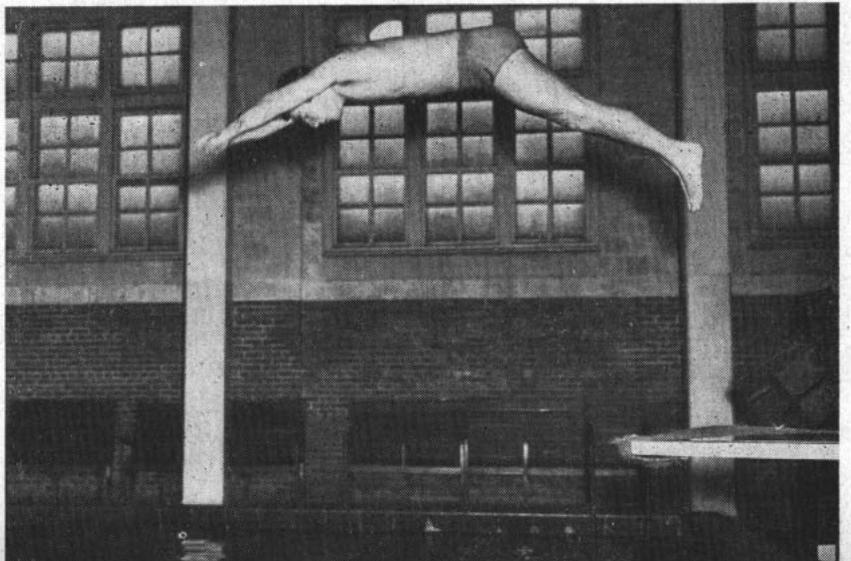
Currently 16 intramural basketball teams are battling tooth and nail for the station hoop championship. During the softball season 26 intramural teams fought it out for the title. Twenty-three station bowling teams are engaged in hot competition. Many other intramural squads are fielded in touch football, tennis, volleyball, boxing, swimming and golf. One intramural football team, representing the station's O&R Department, turned in a good performance during its first year of competition in the fast Tidewater Amateur Football League.

Goal of all intramural competition is the Commanding Officer's Cup — a trophy awarded at the end of each calendar year to the station unit massing the largest number of points under a strictly graded system of granting credit for league standing in each of the sports. The Flyers take their sports seriously and competition for this cup is as spirited as a big league pennant race.

All equipment for every sport played on the station is supplied from



BASEBALL diamonds (above) and swimming facilities (below) are top notch.





SWARM of tacklers stop *Kearsarge* fullback Leroy Merle cold in a game in which Newport Naval Prep topped *Kearsarge Raiders* by a 15-13 score.

the air station's well-stocked athletic storerooms. Hundreds of uniforms, shoes, socks, and other personal equipment are issued to both varsity and intramural teams. Basketballs, baseballs, softballs, volleyballs, handballs, gloves, bats, footballs, golf clubs and ball, tennis balls and racquets — in fact practically any item of sports equipment you can name — are available in quantity. NAS varsity teams are supplied from the skin out with the finest equipment obtainable.

While all of its varsity teams turned in creditable records last sea-

son, this year they plan on rolling ahead under a full head of steam. Many of the regulars of last season's fine hoop squad are back, and finding a battle on their hand to keep a crop of talented newcomers from displacing them.

The NAS baseball team vows it will have more talent this season than ever before. Top-notch boxers and a crop of muscular newcomers are pounding a steady tattoo on punching bags as they warm up for All-Navy competition. The varsity bowling team won the 5th Naval District



ROMPING for a TD, Elmer Callahan led Marine Forces Pacific to victory over NAS Barber's Point and the top spot in the inter-service football race.

last season, expects to go further this year. NASers say a hot-shot softball team will be blossoming out in "Norfolk Flyer" uniforms this year.

Probably the attitude that best reflects NAS Norfolk's "go get 'em" athletic spirit is typified by a remark made by an air station sailor who stopped to look at the NAS trophy display case. "That All-Navy Basketball Trophy sure fits nice in there," he said. "There's plenty of space for some others, too."

Whaleboat Racing Revived

Whaleboat racing, one of the favorite sports of the "Old Navy," has been revived.

When two British warships, HMS *Snipe* and HMS *Glasgow*, visited Annapolis, Md., plans were made for a whaleboat race between crews from these vessels and a crew from USS *Reina Mercedes* (IX 25). A one mile course was laid out on the Severn River.

The 11-man boat crew of *Reina Mercedes*, coxswained by Robert Watson, SN, USN, quickly pulled ahead of competing boats and finished the race by more than four lengths ahead of a boat from HMS *Snipe*. The winning time: 10 minutes and 30 seconds.

In a gesture of good sportsmanship, the British crews gave three cheers for the victorious U. S. Navy team as the crew of the American boat tossed their coxswain into the Severn River.

All five crews rowed American-type whale boats, using 10 oars instead of the usual twelve and a coxswain. These craft are 28 feet long and weigh more than one ton.

SubPac Invades Mexico

For the second successive year a Navy football team has successfully "invaded" Mexico.

This season the Submarine Raiders, gridiron crew of Submarine Force, Pacific Fleet, tangled with the Colegio Militar, Mexico's "West Point" in a game held in Mexico City's Olympic Stadium. The Raiders won by a 34-20 score.

Although a crowd of over 6,000 turned out to witness the contest, the Naval Attache at Mexico City estimated a much larger turn-out would have been possible with a longer publicity build-up. However, transportation difficulties held up approval of the game until one week prior to the date set for the contest.

El Toro's New Gym

Marines at MCAS El Toro, Calif., will soon have one of the finest gymnasiums in the country in which to conduct indoor sports.

Now under construction on the Marine base is a \$103,000 Memorial Gymnasium. The giant indoor arena is being transferred piece by piece from the old Santa Ana Army Air Base and reconstructed. It will contain basketball courts, boxing rings, plenty of seats for spectators, showers and locker rooms.

Construction costs are being paid from unappropriated funds obtained from a Marine Memorial Fund amassed during the war, plus about \$3,000 from the profits of base officer and enlisted clubs.

In the past El Toro Leathernecks have conducted their indoor sports in the local YMCA and high school gymnasiums.

All-Navy Sports Calendar

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



Bowling
13-15 Feb 1950
(telegraphic matches)



Basketball
Week of 12 Mar 1950
Norfolk, Va.



Wrestling
Week of 26 Mar 1950
RecSta, Wash., D. C.



Boxing
Week of 14 May 1950
NTC San Diego, Cal.



Tennis
Week of 16 July 1950
USNA, Annapolis, Md.



Golf
Week of 6 Aug 1950
NAS Glenview, Ill.



Swimming
Week of 20 Aug 1950
NAS Memphis, Tenn.



Softball
Week of 10 Sept 1950
Treasure Island, Calif.



Baseball
Week of 17 Sept 1950
Pensacola, Fla.



Football
Saturday, 16 Dec 1950
Washington, D. C.

SIDELINE STRATEGY

It's interesting to note that certain sports groups around the Navy are gaining reputations for turning out top teams in a particular sport. For example, mention the South Central Group and you think of the champion swimmers that habitually turn up there. Speak of the West Coast Group and the conversation turns to softball and boxing.

However, the West Coast Group can hardly be limited to domination of only two sports. There is no question but what this group is the most active of the sports areas. In the San Diego area particularly, from January to December fiery competition in the 11 All-Navy sports keep fans worked up to a feverish pitch. Few All-Navy finals are held without a representative from this area being very much in the picture.

It's pleasing to report the sports drums are beginning to beat louder on the East Coast, particularly in the Northeastern Group. A great sports program is rolling full speed at NAS Quonset Point, R. I. These lads can be expected to give competitors in all sports—especially team sports—a lot of trouble in the near future.

When the U. S. Naval Barracks, Washington, D. C., football team tangled with Longwood Prep it appeared the lightweight sailor squad was battling for a lost cause. The Navy backfield hit a stone wall every time they attempted to penetrate the

heavier Longwood line. By half-time the Navy team trailed 13-0.

In the last half 160-pound Sam Severino, SN, USN, decided to take matters in his own hands. Breaking through the Longwood forward wall, he intercepted a screen pass and raced 60 yards for a touchdown. Again in the fourth quarter he plunged through the opposition's line, blocked an attempted punt, grabbed the pigskin and lugged it into the end zone. Both conversions were good and the Navy team won, 14-13. Not a bad afternoon for a substitute guard.

Reports seeping in from the West Coast indicate that AirPac, thwarted in its attempt to reach the All-Navy pigskin finals, is going all-out to capture the All-Navy basketball crown for '49-'50. Don Collett, JO1, USN, who sparked the Pearl Harbor quintet a couple of seasons back, is expected to help the AirPackers considerably toward their goal.

Around this time of year the most persistent inquiry directed to this department is, "Who has the hot hoop teams this year?" On the basis of reports received in this office, it looks as though the top contenders for the '50 All-Navy basketball title will be the "Norfolk Flyers," NAS Pensacola, Quantico Marines, AirPac, MCAS Cherry Point, SubPac, PhibsLant and the El Toro Marines—but not necessarily in that order. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Neophyte Navigators



CADETS from NAS Pensacola turn up engines on the flight deck of USS Cabot prior to making the six landings required to qualify as carrier pilots.

FLIGHT GEAR is donned in ready room prior to briefing for a carrier training

AT VARIOUS times in the past ALL HANDS has carried a coverage of NavCad matters — rules and requirements for applying for NavCad training, and certain other matters concerning the NavCad's career. Let's take a look at what happens to applicants who are accepted.

NavCads, like midshipmen in training to become naval aviators, get their aeronautical schooling at NAS Pensacola, Fla.

Upon arrival at NAS Pensacola,

the first step is to get the foundation laid for the NavCad's flying career. This foundation consists of 16 weeks of pre-flight training. Ten subjects are covered during this period — aerology, communications, engineering, essentials of naval service, gunnery, military organization and operation, aerial navigation, physical training, principles of flight, and survival.

If he successfully completes his pre-flight training, the NavCad moves on into the 28-week course called

basic training. "Basic" covers more thoroughly the subjects studied in pre-flight, and the following additional ones: civil air regulations, practical electronics, flight physiology, night vision, operational fatigue, first aid for crew casualties and the importance of the flight surgeon, instruments, the link trainer, aerobatics, safety, and support in flight.

The students learn basic flying during this period, and finish up by qualifying in carrier operations. Before



LINK training (left) and altitude chamber experience with anoxia are considered life insurance by all naval aviators.



hop. Officers who have already earned their Navy wings sit by and offer advice.

they actually land on carriers, however, they make a good many "carrier landings" on a marked-off portion of the flying field. They call that terra firma flight deck "Bounce Field," and all carrier techniques are followed during their training there. Following this phase, each student must make six landings on a real carrier at sea.

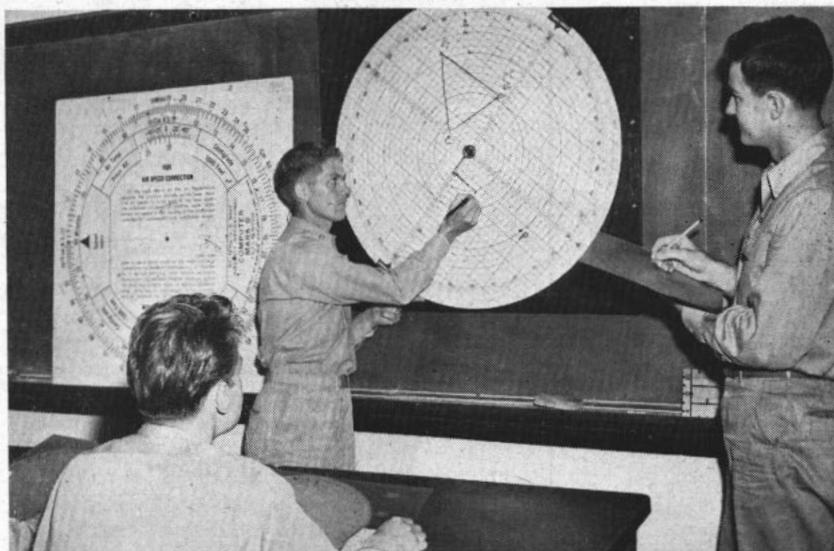
After basic training, the students enter the advanced stage at Corpus Christi, Tex. There they split into two groups — one of which will continue to train in single-engine aircraft and one of which will go into multi-motored planes. The advanced course is 14 weeks long in either case.

The Training Command also now conducts a one-month course in jet familiarization at Whiting Field in the Pensacola area. This is given to a small percentage of the students who have completed advanced training in fighter-type aircraft. The jet syllabus consists of both ground school training and flight training in jet aircraft. Students from the Training Command enter the jet course as naval aviators after qualifying aboard a carrier at sea in service fighter-type aircraft.

Upon graduation from the Annapolis of the Air, the student is commissioned an ensign in the Naval Reserve or Regular Navy, or second lieutenant in the Marine Corps. See ALL HANDS, September 1949, p. 49.



FEMININE companionship is readily available. Above: Cadets and dates head for an afternoon of swimming in the warm waters of the Gulf of Mexico.



MASTERY of navigation is of paramount importance to Navy pilots (above). Below: LSO gives a cadet 'the cut' during a carrier qualification flight.





VITAL LINK between public and its fighting forces is maintained by personnel trained at A. F. Information School.

Learning to Give the World the Word

WITH public interest running high in military affairs, the armed forces are convinced the nation should be supplied a steady stream of news — and they are training men to supply it.

At the Armed Forces Information School, Carlisle, Pa., carefully picked officers, enlisted personnel and civilian employees from each of the armed forces are being molded into a vital public information "link" designed to strengthen the relationship between the general public and its fighting forces and to create greater mutual interest and understanding.

Among other things, these personnel are being taught to transform verbose official documents into interesting and informative articles made-up of short concise paragraphs similar in form and scope to the easily understood reading matter of a newspaper.

Another mission of the school is to instruct personnel in armed forces "troop" information and educational procedures. This group of students is being trained to supply the sailors, soldiers and airmen of the armed forces with clearly-written informa-

tion on what is happening both inside and outside the military circle.

Later many of these students will edit the hundreds of service newspapers supplying information to military personnel all over the world. Others will fill internal informational billets of various types.

Under a recently revised curricula, four courses are being conducted at the school. Two courses — one in public information and one in armed forces information and education — are given officers and civilians of equivalent status. These courses are each 14 weeks in length.

Enlisted personnel also receive instruction in two courses — one in public information and one in armed forces information and education. The subject matter of the two courses is similar to courses given officers, but greater emphasis is placed upon the mechanics of skillful writing, radio work, etc. In the officer courses the emphasis is placed upon the administration of public information units. The enlisted courses are six weeks in length.

Basically, enlisted personnel are taught the formula for preparing vari-

ous types of news stories, organization of newspapers, ethics of news writing, copy editing, proof reading, preparation of headlines and slanting of news copy toward a particular type of reader. For example, a story on a newly-developed Navy torpedo



CURRICULUM draws on the students'

would probably be written or slanted differently for civilian or Navy readers because it could be assumed that Navy readers are more familiar with the subject and be more interested in technical details of its construction.

All enlisted personnel ordered to the school must show a genuine interest in public relations work, and have a high general classification test score. For Navy personnel a GCT score of 50 or higher is required.

Officers ordered to the school must be eligible for advancement in rank or grade and have the necessary background assignments. They must have a genuine desire to attend the school.

In the public information courses students are taught how to conduct interviews both for preparation of news stories and radio interviews on tape recorders. These tape-recorded three-minute interviews are sent to the home town radio station of the man interviewed, where they are broadcast.

The fundamentals of photography are taught the student — not with the intention of teaching him to become an expert photographer, but to familiarize him with the subject so he can recognize a technically good or bad picture and know how to eliminate the unimportant sections of a picture to be reproduced. He also learns how to assign photographers to obtain best photo coverage of an event.

The period of study on radio subjects includes radio script writing, radio program production and an-



'LIVE' PROGRAM is produced as part of a comprehensive radio course includes control board operation, script writing, programming and announcing.

nouncing. The student is taught how to operate a control board, microphone technique, and radio show timing. Before graduating they present an actual show under real conditions.

Platform delivery, rate of delivery, voice control, methods of attracting attention, and organization of speeches are some of the things taken up in the speech classes. Each student must deliver several speeches during the course, which are dis-

cussed by his audience as to technical faults. It has been found the speech class does much toward developing personal poise and confidence in the students.

A large number of lectures are given the students on economics, government and world affairs. Visual aids on these subjects supplement the lectures and are followed by discussion periods. It is considered vital that students have a well-rounded knowledge of these matters in order



off-duty hours. Cramming and preparing assignments (left) takes time and frequent trips must be made to library (right).



DANCE and buffet dinner highlighted commissioning ceremonies at new club. Music was furnished by the top-notch band from NAS Jacksonville.

EMs at Small Facility Have Big-Time Club

At the U. S. Naval Air Facility, Glynco, Ga., some distance from the town of Brunswick, enlisted men are enjoying a small new recreation center which they consider equal to any of the larger ones.

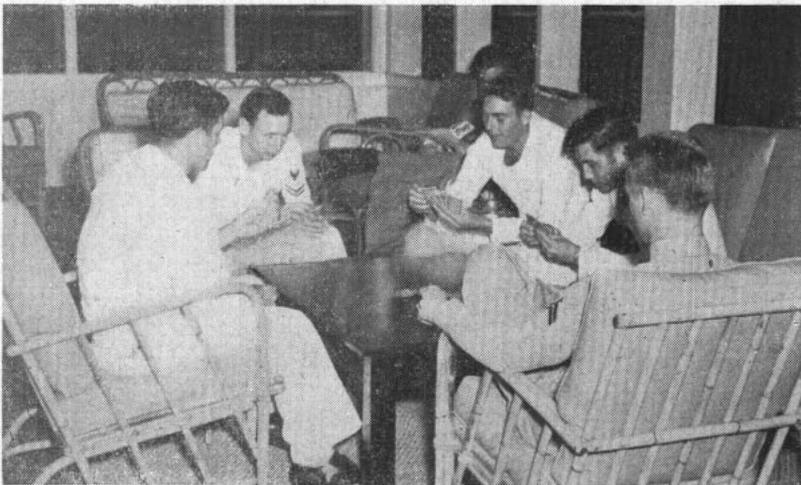
NAF Glynco is manned by only about 150 men, but the small number of personnel didn't diminish the need for recreation and relaxation. Entertainment facilities in nearby towns weren't all that a larger city would offer. The best solution, the men thought, would be an EM club on the station.

It took plenty of hard work, planning and scrimping, but everybody from the skipper to the mess cooks

pitched in and it wasn't long before the project began to show promise. Soon there were gleaming waxed floors, pool tables, comfortable and appropriate furniture, flowered drapes, venetian blinds, a refreshment bar.

"It just goes to show you," one visitor said, "what a small base with ideas and determination can do." Within a few months an unused space had been transformed into a comfortable and pleasant club for the enjoyment of all hands and the ship's cook.

Personnel of NAF Glynco think their EM club is about as fine as they come.



COMFORTABLE and modern, furnishings in Glynco club make it a pleasant and convenient spot for reading, relaxing, visiting and card playing.

to perform their work efficiently and with professional assurance.

Lectures cover the constitution of the United States, the salient features of our national background, our relationship with foreign powers, the foundations of national power, the United Nations and our position in overseas areas.

All public information personnel must be proficient typists and are taught touch-typing during the course if not already good typists.

The Armed Forces Information School has a staff of Navy, Marine, Army and Air Force instructors. The school is operated by the Department of the Army under the direction of the Secretary of Defense.

Eventually the three services hope to have highly-trained public information specialists stationed at all key activities, providing a steady-flowing network of information to the personnel of their own organizations and to the public. — Kip Cooper, SD1, USN.

Wreath to Guadalcanal

It's a long way from Corbin, Ky., to Guadalcanal, but David Wallen, whose Navy son lost his life near Guadalcanal in 1942, plans to make the journey — and on foot.

The 54-year-old Kentuckian set out for San Francisco a couple of months ago, carrying a two-foot aluminum wreath on his back. Five days later he arrived in Knoxville, Tenn., approximately 100 miles along on his journey. There he stopped for a weekend to rest and attend church.

The wreath is of a cypress leaf and bud design, a traditional symbol of mourning, mounted on a metal disc. A plaque in the center of the disc commemorates Mr. Wallen's son, who died in the explosion and sinking of the light cruiser *USS Juneau* (CL 52) after the ship was torpedoed near Guadalcanal. Each of the other 688 men in *Juneau's* last crew is honored by a tiny wreath attached to the disc. Three hundred and ten of these men, including the five Sullivan brothers, lost their lives in that sinking. Mr. Wallen plans to cast the wreath into the sea at Guadalcanal in memory of his son and his son's shipmates.

Asked by a reporter how he intended to cross the Pacific, Mr. Wallen answered, "I'll get there if it's the Lord's will. I'm not an educated man. I'm just going by faith. I'm placing my trust in the Lord."



Ambassadors of Goodwill

CURIOUS natives and Marines assigned to the Sixth Task Fleet made friends quickly during amphibious maneuvers on the coast of Crete.

Clockwise from above: Weary Marines chat with Greek beach guard following the exercises.

Youngster peddles watermelons 'two for doll-lar.'

Urchins watch with intense interest the Marine advance.

Grizzled beachcomber and grandson can almost taste the cigarettes they are about to receive.

Intricacies of the carbine are explained to a Greek sailor.



Spare-Time Sailors Are Staying Savvy

SOUTH of the Mojave Desert, in the sand and sagebrush of California, there's a part of the sea-going Navy.

In Box Elder County, Utah, a naval activity, enthusiastic but tiny, like a barnacle, is today in efficient operating order.

It's the same at Natchez, Miss., Niagara Falls, N. Y., Pittsburgh, Pa., in Burlington, of Iowa, or Burlington, of Vermont — take your choice.

In each of these cities, towns or villages you'll find a unit of the "civilian Navy," one or more of the 2,000 Volunteer Naval Reserve drilling units whose members meet and train in their specialty, as part of a vast preparedness program.

Some 53,000 Volunteer Naval Reservists go to drill sessions regularly, either with volunteer or organized units, and receive not a cent of pay for their time and effort. But they draw a big dividend in personal satisfaction, and they keep up with their Navy jobs.

From Alaska's Kodiak to Coco Solo, in the Panama Canal Zone, the string of Volunteer Reserve units extends

for 5,000 miles down the American continent. There are units as far west as Hawaii, and now that restrictions have been removed, Naval Reservists can join or help form units in the occupied areas of Europe or overseas possessions.

The spare-time sailors of the Volunteer Reserve, who are tool-makers, farmers, accountants, engineers or clerks in their civilian jobs, maintain their Navy contacts by specialist training in 30 different types of units.

About 3,000,000 man-hours of drill training were chalked up this past year by Volunteer Reservists alone. The primary cost to the Navy was for instruction materials and a minimum amount of equipment required by special components such as Electronic Warfare units.

Everything from industrial mobilization to harbor defense is studied by the Volunteer Reservists at their meetings. There's a program for the automotive engineer, the scientist, the postal clerk and the policeman.

Here's what they study. Take, for example, the Volunteer Supply Corps component, with 87 units operating

nationally and an enrollment of 3,000 officers and enlisted personnel.

During a period of one month, members of SC Reserve units in Indianapolis, Ind., scheduled seminars in *Navy Regulations* and *Meat Packing*. (Navy messes served close to 1,000,000,000 pounds of meat during World War II.)

During the same month, in Omaha, Neb., Supply Corps personnel attended lectures on *Railroads* and *Aluminum*. (The SC job calls not only for shipping and planning, but stock control and inventory of all types of material.)

And in Jacksonville, Fla., they learned about *Naval Courts* and *Leather*. (The average bluejacket wears out 3½ pairs of shoes a year, just one item in Navy issues.)

Today's Navy is an organization of specialists and technicians, whose mobilization jobs cover a multitude of diverse and widely separated fields.

The mission of the Volunteer Naval Reserve is to provide a large component of qualified or partially qualified personnel, men and women, both officer and enlisted, available for active duty in the event of mobilization. This component will supplement the Organized Naval Reserve and in addition will provide the large number of specialists whose training in the Organized Naval Reserve is not contemplated.

Nearly one out of every four Naval Reservists is participating actively in the Navy's training program either in a drilling status as a member of an organized unit (174,000), as a Volunteer attending drills (53,000), on full time active duty (19,500), or enrolled in correspondence courses (18,000).

In addition, an estimated 150,000 Reserve officers and enlisted men participated in the annual two-week training program, ashore and afloat, during the past calendar year.

The Organized Reserve is generally confined to training personnel for billets in the sea-going surface, submarine and air components of the Navy. The Volunteer Reserve provides training on a less extensive scale, but in a wider number of fields.

While the volunteer units operate to train "pools of personnel" rather than entire units which would be mobilized as groups, the Reservists



MISSION of the Volunteer Naval Reserve is to train or partially train a large component of personnel available for mobilization in an emergency.



SPARE-TIME SAILORS maintain Navy contacts and know-how by specialist training in 30 different types of units.

learn the value of teamwork and have put it to the test successfully. This Reserve teamwork is exemplified by the Volunteer Electronic Warfare facility at Harlingen, Tex., which, among other accomplishments of the past year, rescued a lost plane.

The aircraft, flying blind in an overcast during bad weather, was located and led to a safe landing through the efforts of the volunteer unit. A tower control operator at a nearby airport requested the EW unit to attempt to contact the transport plane, when it was unable to determine its position en route from Mexico, after the cloud ceiling had descended to about 300 feet.

Locating the transport on its radar, the electronic unit kept the tower fully advised of its position, enabling the operator to direct the plane to the airfield for a safe landing.

"Operations of this sort," the EW unit's commanding officer stated, "are practiced every Saturday, but this is the first time the training was put to an emergency test."

Within the framework of regulations for establishment of Reserve units, groups of Reservists have set up activities to fit their special needs, desires and local conditions.

Petroleum units are set up in oil districts of the nation. Cities like Detroit are natural locations for automotive transportation units.

The Volunteer Research Reserve, which numbers distinguished scientists among its members, now has its first all enlisted unit, in Washington, D. C. The members of this unit in-



TRAINING material is made available to the Volunteers (above and below).





'AIR BOOTS' take cruise on carrier. Completion of the 'air boot' training program qualifies Volunteer Reservists for place in the Organized Reserve.

clude enlisted men whose civilian jobs are in the field of scientific research, electronics, tool making, physics and experimental medicine.

In every naval district and river command volunteer programs have been established for the purpose of assisting Reservists to participate in some form of training. All Reserve officers and enlisted personnel of V6 classification (inactive) may submit requests to their commandants to form units.

In areas where no specialist unit

has been organized that fits an individual Reservist's classification, he can still participate in the program via the "composite" type of unit.

The composite unit is especially designed to cover the needs of Reservists in smaller cities, where there is an insufficient number of specialists to support a specialist type of unit. Such a unit may be composed of both male and female personnel, including officers of all ranks and classifications, and enlisted Reservists of all ratings and specialties.

Here are a few of the benefits to be gained by associating with a Reserve unit: increased naval knowledge, maintenance of Navy contacts, priority for selection for billets when occurring in the Organized Reserve, qualification in part for retirement benefits, advancement and promotion.

The Bureau of Naval Personnel, with the advice and assistance of other bureaus and offices of the Navy Department which are primarily interested in the sponsorship of specialized programs, is responsible for the activation and coordination of authorized training programs. This extends to the preparation of training guides, instructional materials, advice on training requirements, and keeping the units informed on naval policy and directives.

But it is community interest which is largely responsible for the 2,000 volunteer units now operating.

The Volunteer Reserve activity of your home town exists because Reservists got together to form units and in many instances located the quarters where they could meet.

Volunteer Naval Reserve appropriations do not permit the construction or renting of quarters. However, Reservists can usually find facilities in civic buildings, posts of veterans groups, or educational institutions. All NRTC facilities of the Organized Reserve are also available for volunteer training when not in use by organized units.

What about the man who lives too far away from Reserve drilling units to join? Distance is relative. One Reservist traveled 18,480 miles in one year to attend drill sessions! Lieutenant Commander L. A. Patterson had a perfect drill attendance record for two years, during which he commuted from Buffalo, N. Y. to Willow Grove, Pa. — a distance of 770 miles.

But for those who cannot attend drills, there are home study courses.

During the three month period of July-September 1949 there were approximately 25,000 persons enrolled in officer correspondence courses, of whom 18,000 were Reservists. At the same time, the number of applications for enlisted training manuals has been mounting each month.

The naval veteran who once joined the Navy to see the world, is now joining again, as a part-time sailor, with the Naval Reserve in his home town.

Volunteer Drilling Units Cover Variety of Fields

This is the latest list of Volunteer Reserve drilling units, which is growing daily:

Type of Unit	No. Units Activated	Type of Unit	No. Units Activated
Armed Forces Radio	1	Industrial Relations	8
Automotive Transportation	18	Intelligence	13
Aviation (AVUs)	59	International Affairs	1
Aviation (VAUs)	108	Law	108
BuShips	31	Medical Corps	52
Chaplain Corps	19	Military Sea Transportation Service	80
CLC-Seabees	287	Ordnance	54
Classification	3	Petroleum	23
Communications	1	Port Director Composite	14
Communications Supplementary Activities	4	Postal	5
Composite	245	Public Relations	14
Dental Corps	86	Research	65
Electronic Warfare Companies	314	Safety Engineers	3
Electronic Warfare Platoons	263	Shore Patrol	7
Harbor Defense	6	Supply Corps	87

TOTAL NUMBER OF UNITS 1,979

LETTERS TO THE EDITOR

Shipping Over and FR

SIR: I am a short-timer with over 18 years of continuous service, and I intend to reenlist soon. Under the present law I must reenlist for four or six years. This brings up two questions:

1. Can I enter the Fleet Reserve upon completion of 20 years' service if I reenlist for four years?

2. Can I enter the Fleet Reserve upon completion of 20 years' service if I reenlist for six years, and will I have to pay back any money for unserved time? — T. A. S., TMC, USN.

• *In either case, you may transfer to the Fleet Reserve upon application therefor. There is no ruling at present which would require you to refund any of your reenlistment bonus.* — Ed.

Left-Handed Compliment

SIR: In the October 1949 issue there is a cartoon on page 52 showing a raft of presumably shipwrecked marines.

Although I got a big laugh from the drawing, the rifles held by the corporal and PFC are in a position which is probably intended to be either "port arms" or "inspection arms," but in either case the muzzles are pointed in the wrong direction.

Maybe it's part of the joke, but I don't see the connection. Is it intentional or doesn't the cartoonist know his Manual of Arms? — B. F. C., PFC, USMC.

• *Maybe they're left-handed rifles.* — Ed.

Military Duties

SIR: We would like some information concerning the military status of electronic technicians, in regard to standing shore patrol, deck watches, etc. We believe that there is, or was, a BuPers letter or some authority that outlined an ET's military duties.— Destroyer ET gang.

• *There is no letter in existence to date issued by the Bureau of Naval Personnel exempting electronic technicians from performing the military duties of a petty officer such as standing deck watches, shore patrol, and other military requirements. They are classified with other petty officers of the same pay grade with regard to performing military duties. However, possibly fleet, force or type commanders have issued special instructions for ET petty officers stating what types of military duties they are to perform, and from which they are exempt.*—Ed.

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

Navigator's Yeoman Rate?

SIR: I have worked as navigator's yeoman for two years, and would like to know if there is any specific rate for same. Some say there is a rate of that kind and some say there isn't. If there is, what does the rating insignia look like? Also, what does the rating badge for communications yeomen look like?— F. J. F., YNSN, USN.

• *There is only the one general service rating of yeoman, regardless of particular duty assignment. Clerical duties in communications are normally performed by telemen. Therefore there are, of course, no rating badges such as those you asked about. The pamphlet called U. S. Navy Uniform Regulations (NavPers 15665) should be very helpful to you if you're ever stumped on any other rating insignia.* — Ed.

Furlough Travel Allowance

SIR: According to information I've received on the new pay bill (Career Compensation Act of 1949) there is a stipulation that furlough travel allowance will not be paid after 31 Dec 1949. I reenlisted on 7 June 1949 but elected to take my reenlistment leave at a later date, as is provided for under current instructions. I have since requested reenlistment leave and have been repeatedly turned down by my commanding officer, due to the fact that my services cannot be spared for the length of time involved in my returning to the continental U. S. for leave.

Information is requested as to whether any provision has been made for paying furlough travel allowance on a date later than 31 Dec 1949 in the case of persons in the same or similar situations as myself. — L. B. R., PNC, USN.

• *Entitlement to furlough travel allowance is contingent upon the granting of reenlistment leave. BuPers Manual, Art. C-6305 states that if reenlistment leave is not taken at the time of reenlistment, the time of taking such leave will then be at the discretion of the commanding officer. There is no manner by which entitlement to FTA may accrue after 31 Dec 1949.* — Ed.

Transfer to Fleet Reserve

SIR: My enlistment expires 5 June 1950 at which time I will have 21 years and 13 days of service for pay purposes. If I reenlist for six years and take the reenlistment bonus can I be transferred to the Fleet Reserve after one year, at which time I will have 22 years for pay purposes? If not, what portion of the enlistment will I be required to serve?— H. A. S., MMC, USN.

• *Under present instructions you may apply for transfer to the Fleet Reserve after having served one year of your reenlistment, providing you are in other respects qualified for transfer.* — Ed.

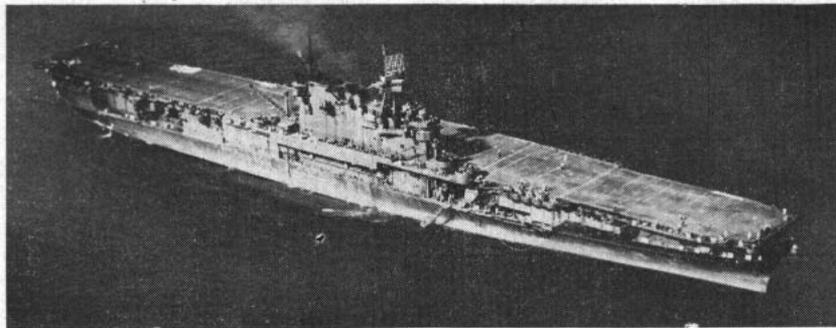
Time You Leave on Leave

SIR: Article C-6313(1), BuPers Manual states in part, "Day of departure, whatever the hour, is counted as a day of duty; the day of return is a day of leave, except when such return is made before 0900, in which case it shall not be counted as a day of leave." Should this be construed to mean that a man could commence his leave at 0001 and count that day as a day of duty? My interpretation of the article is, that as a matter of administrative policy, leave should be approved for an hour after the working day has commenced, and the day be counted as a day of duty. — G. C. T., PNC, USN.

• *The time of departure of men on leave is a matter for each commanding officer to control in a realistic manner. It is his prerogative to permit personnel to depart on leave at any time during the day, whether it be 2359 or 0001. Regardless of the time of departure, the instructions in BuPers Manual apply, and the day of departure is considered a day of duty.* — Ed.



"Relax, dreamboat . . . I've got just enough lighter fluid to get us ashore."



USS ENTERPRISE—The famous, fighting 'Big E' has been transferred to the Reserve Fleet.

'Big E' Transferred to Reserve

SIR: I see in the September issue of ALL HANDS that USS Enterprise (CV 6) has gone to the New York Naval Shipyard for overhaul. Is the Navy going to put the "Big E" back into commission again? — R. L. K., YN3, USN.

• No. The famous Enterprise has been transferred to the Reserve Fleet and is in New York Naval Shipyard for completion of inactivation. — Ed.

Are Waves Pampered?

SIR: We've got quite an argument going on over the privileges of Waves and white hats. Waves get the same pay for the same amount of work but they are given privileges like eating in the CPO mess and going to the head of the pay line.

How come? White hats were here before the Waves were even thought of.— H. G., YN3, and P. F. W., SN, USN.

• Since Waves became a part of the Navy, they have been administered

Wants the Word

SIR: Would you please answer these questions: (1) A chief petty officer receives a conduct mark of less than 3.5 for his first cruise and subsequently completes 12 years of good conduct. Is the CPO entitled to wear four gold service stripes, or one red and three gold? (2) An enlisted person reenlists within 90 days or less on a first enlistment. Does this time, the difference between the actual service and the obligated service, count for service stripes? (3) Distinguish between "chief staff officer" and "chief of staff." — R. A. B., HMC, USN.

• (1) The CPO is entitled to wear four gold service stripes. (2) Only time actually served may be used in determining eligibility to wear service stripes. (3) The designations of "chief staff officer" and "chief of staff" are defined in AINav 88-43 (AS&SL, 1943). A "chief of staff" is designated only in a command that is normally commanded by a rear admiral or above. In those commands which are commanded by commodores or below, the senior line officer of the staff is designated "chief staff officer." — Ed.

wherever possible as an integral part of the service — subject to the same rules and regulations as bell-bottom sailors.

However, some commanding officers find that under local conditions a small number of Waves can best be administered all in one group and all at one time.

As a result, the commanding officer may order all Waves to mess at one place and to be paid off at one time. But he does it because it is easier and quicker that way and not because the women are getting preferential treatment to the white hats. — Ed.

Time in Another Service

SIR: Let's suppose a man enlists in the Navy after being discharged from the Marine Corps. He is in a broken service status. That is, he remained out of the Marine Corps for more than three months before enlisting in the Navy. Upon fulfilling requirements for advancement to first class petty officer in the Navy (except for the sea duty requirement), can time served on sea or foreign duty in the Marine Corps be counted toward the sea duty required for advancement to PO1? Also, is it possible to get a waiver for required sea duty for advancement to PO1 when a man has requested sea duty from BuPers but is held on shore duty by reason of rate shortages? — J. J. F., PN2, USN.

• Previous service in another branch of the armed services, including the Marine Corps, doesn't count for advancement purposes in the Navy. If your previous active service had been USN, USNR (active) or USN-I, the sea duty in pay grade in a previous enlistment would have counted for advancement purposes even though under broken service conditions. All requests for waivers of service requirements for advancement purposes are dealt with individually and on their own merits by the Bureau of Naval Personnel. All factors and previous correspondence are considered. In general, it is not desired to make individual exceptions except in the most unusual cases. This policy is held to maintain fairness to other personnel in similar situations and to those who do meet all the requirements. — Ed.

Promotion of Reservists

SIR: I read with interest your announcement in the September (1949) issue of ALL HANDS concerning HR5238. Does this mean that Reserve officers take precedence on active duty in accordance with their date of temporary rank, or with date of permanent rank?

Must a Reserve officer be on active duty in order to be promoted, or can he be promoted while on inactive duty? I am a lieutenant commander (SA) in the Reserve with temporary rank dating from 3 Oct 1945. Am I correct in my understanding that further promotions, in my case, are subject to the decision of the selection board, and are also contingent upon my ability to pass a written examination? — L. M., Jr., LCDR, USNR.

• HR 5238 is now Public Law 210. The provisions of this law put Reserve officers serving on active duty under Regular Navy appropriations (PSNP) on the lineal list in accordance with their dates of rank, whether they are permanent or temporary ranks.

Selection boards were convened in 1949 to recommend the promotion of inactive Reserve officers in the grades of lieutenant, lieutenant commander and commander. The results of most of these boards have already been announced, and the entire program for this year will be completed early in 1950.

The promotion of all Reserve officers above the grade of lieutenant (junior grade) is dependent upon the recommendation of selection boards. No Reserve officer is required to pass a professional examination. However, beginning in 1950 certain correspondence courses will be required. The correspondence course requirements are outlined in NavPers 10840, and in ALL HANDS, September 1949, p. 54. — Ed.

How to See the World

SIR: They told me to "join the Navy and see the world" but ever since I got out of boot camp I've been stationed on the East Coast. How can I be transferred to the West Coast for overseas duty? — D. M. P., YNSN, USN.

• It might not be easy since the Navy generally does not transfer men between such widely separated commands (see BuPers Manual, Art. C-5203(4)).

But there is plenty of opportunity to see the world in the Atlantic Fleet. Why not submit an official request for transfer to another type ship in the U. S. Atlantic Fleet?

Address the request to Commander Service Force, Atlantic Fleet, via your administrative command and your commanding officer. If approved, you might "see the world" on a Mediterranean cruise, for example. — Ed.

BAQ for PO3 and Below

SIR: We, the undersigned, are third class petty officers or below with less than seven years' service and with dependents (wife and children).

On the chart on page 45 in the November issue of ALL HANDS we see that there is a \$45 listed in the "Allowances, quarters" column for PO3 and below as well as for petty officers in higher grades.

Are we eligible to draw \$45 BAQ at this station under the new pay law? There are no quarters available for married men with dependents although there are barracks available for single men.

The base paymaster says we do not get the \$45 BAQ. We feel that we should. Could you please clarify this question for us? — J. B., RDSN, USN, and 13 others.

• Yours is one of many letters ALL HANDS has received concerning BAQ (basic allowance for quarters) for enlisted men in pay grade 4 (PO3) or below with less than seven years' service.

You evidently didn't read the footnote to the chart on page 45 which states that the \$45 BAQ goes to personnel who are authorized to ration and live separately (off the base) and, generally speaking, to married personnel in pay grades 1 through 3 and pay grade 4 with over seven years' service.

Your paymaster is right. As long as you are a PO3 with less than seven years' service or are in a grade below PO3, and if "adequate quarters" are available at your base for your own occupancy, no matter whether you happen to be a married man or not, you cannot draw \$45 BAQ under the new pay law just as you couldn't draw station quarters allowance under the old pay provisions.

The new pay law is based on the theory that a man who is a PO3 with more than seven years in the Navy and all PO2s, PO1s and Chiefs and above "may reasonably be expected to have dependents accompany them (to their new base). If suitable quarters are not available for married men at the base, these men, if they are married, should be authorized a higher allowance than single men."

But here is what the Senate said about PO3s and below in its report recommending approval of the new pay bill: Sec. 302 (a)—"Persons in pay grades

One-Year Enlistments

SIR: Would you settle an argument for me by giving me the exact date that one-year enlistments for 18-year-olds in the Navy went into effect?—K. G., RMSN.

• The one year enlistment program for 18-year-olds went into effect on 21 July 1948 for all the armed forces. — Ed.

Marine Corps Shoulder Patches

SIR: Can you tell why they stopped the Marine Corps from wearing shoulder patches? — A. C. M., USMC.

• Because of the relatively small size of the Marine Corps, it was considered undesirable to maintain in existence unnecessary distinction between the types of duty to which individuals were assigned, particularly from the standpoint of esprit de corps.



The Marine Corps emblem is sufficient identification for marines, since it is distinctive and unique. The use of shoulder patches is a custom alien to the traditions of the Marine Corps, and its adoption during both World Wars was simply a wartime expedient. The abolition of the custom following World War I suggested similar action at the end of World War II. — Ed.

E-4 (with less than seven years' service), E-5, E-6 and E-7 are to be considered as members without dependents for the purposes of this allowance. This provision corresponds roughly with the present law which provides a right to public quarters for the members and his dependents (only) if such a member is a staff sergeant (PO2) or above."

The above interpretation is being followed by BuSandA in its administration of the Career Compensation Act.

The \$45 was included in the chart in column "Allowances, With Dependents, Quarters" to show what a man in each category would receive if "suitable adequate quarters" were not available at his base for his own personal occupancy. — Ed.

His GCT Is Too Low

SIR: When I took my GCT test, I thought of it as being insignificant in regard to determining the eligibility of an individual for a particular training and I went about answering the questions in a somewhat hurry-up and get-through manner. Now I fear my GCT is too low for admission into the Navy's journalism school at Great Lakes. However, I have completed one correspondence course in journalism and am currently enrolled in another. Can I still go to JO school and be accepted on the basis of my knowledge of journalism or will this GCT score cause me to be barred? — W. C., Jr.

• Inasmuch as numerous requests for the Naval School, Journalists, Class A, are received from fully qualified personnel, a waiver of eligibility qualifications is not considered equitable in your case. — Ed.

Buying a Rifle

SIR: Please send me information in regard to obtaining a service rifle. I have heard that they can be bought or leased. If so, what are the qualifications and the correct procedure? — W. A. J., BM1, USN.

• The law prohibits the sale of service guns or ammunition to individuals except to members of the National Rifle Association or other recognized associations organized in the U. S. for the encouragement of small arms target practice. That particular law is known as "The Act of July 9, 1948 (40 stat. 850, 40 U.S.C. 314)." Also, by directive of SecNav, sale of Navy surplus property to Navy or Marine Corps personnel on active duty or to civilian Navy employees or to the immediate families of any of these is prohibited. This directive is known as "Par. 118(c) Navy Property Redistribution and Disposal Reg. No. 1 (Revised 15 Apr 1949)." Looks like we're out of luck. — Ed.

Fresh-Water Aircraft Carriers

SIR: At breakfast this morning we got into a discussion about uss Wolverine and uss Sable. Were both these ships always coal burners? We think Wolverine was scrapped — what happened to Sable? — R. W. K., EN3, USN and J. N. S., EN2, USN.

• Yes. Both uss Wolverine (IX 64) and uss Sable (IX 81) appear to have been coal-burners throughout their terms of commission in the Navy. Both ships were converted from "Lakes" liners to aircraft carriers to be used to train Navy pilots. They were the only coal-burning, side-wheeling and fresh-water carriers in the fleet.

Wolverine was built in 1913, acquired by the Navy in March 1942 and placed in commission in August of that year. She was transferred to the War Shipping Administration following the war and disposed of in November 1947.

Sable was built in 1924, acquired by the Navy in August 1942 and placed in commission in April 1943. She was also transferred to the War Shipping Administration and disposed of in July 1948.

Shore Duty in Spain

SIR: In November 1947 I was assigned to duty with the U. S. Naval Attache in Spain. I would like to know if that was considered sea duty or shore duty. — A. S., ADC, USN.

• Although there was once a time when duty with the attache in Spain was considered sea duty, you were on shore duty. Duty with the Naval Attache, Spain, for enlisted personnel subsequent to 1 Nov 1946 is considered shore duty. Take a look at BuPers Circ. Ltr. 101-48 (AS&SL January-June 1948), para. 1 (a) (2), Part I. — Ed.

Souvenir Books

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

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

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

• *USS Fargo (CL 106)*. A Log Book telling of the ship's cruise to the Mediterranean and its activities during that period which extended from February to September 1949. Book is priced at \$5 and will be ready for distribution about 1 Jan 1950. Books can be purchased by sending money order to: Treasurer of the Cruise Log, *USS Fargo (CL 106)*, Fleet Post Office, New York, N. Y.

• *First Marine Division, World War II*. A book of considerable size and many photographs, maps and other illustrations, giving a history of the famed division in World War II.

The book is entitled *The Old Breed and was written by George McMillan, a former Marine combat correspondent with the First Division. Distribution is free to Marine Corps and Navy personnel who served in organic units of the division between 1 Aug 1942 and 2 Sept 1945. Personnel eligible to receive a free copy may buy additional copies at \$5. Price is \$6.50 to others. Eligible persons who have not been contacted by the publisher should notify the First Marine Division History Board, 1115 17th Street NW, Washington, D. C.*

• *The Air Group Twenty Album*. A volume eight and one-half by 11 inches in size compiled by members of Bombing 20, Fighting 20, Torpedo 20 and CAG-20 Staff for their mates and friends, telling of individual adventures and experiences that were shared by the entire group during World War II. The book is stiff-covered, navy blue in color, stamped with gold. It contains hundreds of photographs and other illustrations, besides the printed matter. The price is \$7.50. Free copies are being sent to all next of kin of deceased members when addresses are known. Address Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

Education and Conduct Marks

SIR: (1) Is the establishment of two-year college education equivalency for in-service purposes as described in BuPers Circ. Ltr. 122-49 (NDB, 15 Aug 1949), sufficient to meet the requirements of the Naval Aviation Cadet Program outlined in Joint Letter (49-533 (NDB, 31 July 1949)?

(2) Do the procedures for entering conduct marks laid down in Article C-7821 of the BuPers Manual penalize a man more heavily (in regard to waiting for eligibility for advancement in rating) for a conviction on 5 January than for one on 25 March? In other words, does the court martial conviction "spoil" his conduct mark just for the marking period in which it occurs or for three months subsequent to the conviction regardless of its date?—J. F. C., LT, USN.

• (1) *Yes. Naval personnel 21 years of age or over on active duty, who have successfully completed the college level USAFI Educational Qualification Test 2CX, are considered to meet the educational requirements for the Naval Aviation Cadet Program.*

(2) *Paragraph 5(a) of enclosure (A) to BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948) states that where any marks are lowered for substantiated reasons, the date of the offense and not the end of the marking period shall be used to determine the earliest date of eligibility for subsequent advancement in rating. However, where personnel are reduced in rating by sentence of a deck court or a court martial, and confinement was served, the date of termination of such confinement shall be used in lieu of the date of the offense.*—Ed.

Navy Mail Clerk

SIR: I have read the May 1949 issue of ALL HANDS and especially the article "The Navy Carries the Mail." I notice in the article that they are thinking of changing the postal rating.

I am a striker for teleman and at present have been assigned to the ship's post office as a mail orderly. We have a Class 2 post office on this ship. Can you tell me if I can be made a navy mail clerk even though I am a seaman?

Incidentally, I was a mailman third class on my first tour of duty and reenlisted with broken service.—S. B., TESN, USN.

• *First, the possibility of creating a new rating, "postal clerk," is still being considered by BuPers and a number of suggestions for the new rating are under consideration.*

Second, it looks as though you would have a good chance to be designated as a "Navy mail clerk." If your commanding officer will select you as the ship's Navy mail clerk and will forward the nomination to BuPers, the Bureau will give it full consideration.—Ed.

Promotion Exams

SIR: (1) Is an officer, eligible for a rank he previously held satisfactorily during the war, required to take promotion exams?

Example "A": Ensign Blank, CEC, USN (LDO), is eligible for lieutenant (junior grade), CEC, USN (LDO); his previous service includes holding the rank of lieutenant, USN-R, during wartime. Is he required to take the exam? Is he exempt from any parts?

Example "B": Lieutenant (junior grade) Jones, CEC, USN, previously held the rank of lieutenant commander, D, USNR, satisfactorily during wartime. Is he required to take the next two promotion exams? By virtue of his previous service is he exempt from any specific parts of the exams?

(2) Is it legal to presume knowledge of Navy Regulations (1948) and Gen-

eral Orders (1948) according to Naval Courts and Boards, 1937, chapter 1, section 5? Is this presumption only valid for certain promotion stages in accordance with the last technical bibliography requirement for CEC officers as published in June 1949?

(3) The Judge Advocate General claim section addresses a letter concerning an auto accident directly to Chief "W," not through the chain of command. Can Chief "W" reply directly to JAG or must he reply via the chain of command? (Especially if he differs greatly with the interpretation of the alleged facts of the accident as reported via the chain of command).—V.R.

• (1) *BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949), "Professional Examination," describes the cases in which examination is not required. The examples in your question are not exempt.*

(2) *The statement in Naval Courts and Boards, 1937, chapter 1, section 4, that "each officer and enlisted man is presumed to have knowledge of the contents of Navy Regulations and General Orders," is true generally and is not limited in any way. The bibliography in BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949) indicates that so far as examination for promotion in the CEC is concerned it is considered important in promotion from commander to captain.*

(3) *If Chief "W" writes to the Judge Advocate General the letter should be sent via official channels.*—Ed.

Scrapping the Fate of USS Iuka

SIR: Several of my former shipmates and I wondered what had become of the *USS Iuka (ATO 37)*, our old ship. We understood that she was to be scrapped shortly after we left her. Is that right?—R. V. W., SOG2, USNR.

• *That's right. Iuka was stricken from the Naval Register in a directive dated July 1948. She was then turned over to the War Shipping Administration and disposed of.*—Ed.

Getting Shipping-Over Money

SIR: I enlisted in the Navy for four years in September 1946. If I were to ship over in September 1950 for six years, would I receive shipping-over money for the past four years and the six years I'm shipping over for? If not, which enlistment would I receive shipping-over money for and what happens to the other enlistment?—P. V., RD3, USN.

• No, you can't get shipping-over money for your past enlistment and your forthcoming enlistment too. The best thing would be to go to your disbursing office and get hold of a copy of Military Pay Instruction Memorandum One. You will find the answer to your questions in paragraph 11C.—Ed.

Retirement After 30

SIR: Would you please inform me as to whether an enlisted man could, before this last war, retire after 30 years' service at the highest rank he had ever held?—R. M. C., MMC, USN.

• Well—yes, and no. An Act of 6 June 1924 provided that retired enlisted men of the Regular Navy and Marine Corps who served honorably as commissioned officers (Regular, temporary or Reserve) in the naval service at some time between 6 Apr 1917 and 11 Nov 1918 and who at the time of their retirement were members of the Regular Navy or Marine Corps, be entitled to receive the pay of retired warrant officer. Notice

Armed Forces Pay

SIR: Back in 1932, the pay of the armed forces was cut back about 15 per cent. I would like to know if any of that money is to come back to us?—R. C. S., ADC, USN.

SIR: There are some rumors going around that some of us older men in the Navy will get back part of the pay we lost when the armed forces pay was cut 15 per cent some years ago. How about that?—D. R. K., USN.

• When Navy pay was reduced in 1932, it was reduced because Congress passed a law reducing it. Since that time, Congress has raised service pay to its former level and way beyond. There is no reason to expect payment of any money to make up the difference in these amounts of pay.

To show how Navy pay has increased since 1932, look at this: The base pay for enlisted men in the first pay grade, for example, in 1941 was raised to \$126 a month; in 1942, it was raised again to \$138; in 1946, it was raised again to \$165; and this year it was raised once more to \$198 (see ALL HANDS, November 1949, p. 44).—Ed.

Ship Reunions

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

• *uss Yorktown* (CV 10): The third annual reunion of crew members of *Yorktown*. To be held in New York City on Friday, 14 Apr 1950, and possibly on Saturday 15 April as well. For information, write to Francis P. Garvan, secretary of the USS *Yorktown* Association, Inc., 40 Wall St., New York 5, N. Y.

• LST 571: A reunion of this ship's former crew members is planned. All interested persons should write to Theodore S. Lite, 225 Broadway, New York 7, N. Y.

• *uss General John Pope* (AP 110): Former crew members interested in holding a first annual reunion should contact CDR Milton M. Gatch, USNR, 707 Federal Reserve Bank Building, Cincinnati, Ohio. Time and place are yet to be decided.

• *uss Biloxi* (CL 80): Those interested in holding a reunion of the "Busy Bee's" former crew members should contact Leonard A. Smith, 207 West Duncannon Ave., Philadelphia 20, Pa. Time and place have not yet been decided.

• *uss Shangri-La* (CV 38): Those interested in holding a reunion in the spring of 1950 at New York or Boston should get in touch with William A. Harper, 1521 Washington St., Boston 18, Mass. Those contacting him should indicate which place they would consider more convenient.

• *uss Arneb* (AKA 56): Former crew members interested in holding a reunion should contact Lieutenant (junior grade) M. W. Pennock, 882 Upton Ave., Battle Creek, Mich. Present proposal is for annual reunions, with time and place yet to be determined for the first.

• *uss ATR 76* former crew members interested in a reunion should contact either Roscoe E. Harrell, 1032 Newport, Chicago, Ill., or Donald S. Noland, General Delivery, Bolivar, West Va.

that this applies only to a 19-month period and that even if the man had served as lieutenant commander, his retired pay would be that of a warrant officer.

Then, an Act of 7 May 1932 provided that enlisted men who served in the Army, Navy, Marine Corps or Coast Guard during the World War or the Spanish-American war, whose service during such war was creditable, be advanced in rank on the retired list to the highest grade held during the war. This act provided, among other things, that "no increase in active or retired pay or allowances shall result from the passage of this Act."

Public Law 305, 79th Congress, signed 21 Feb 1946, brought into being the present provisions for retirement after 30 years' service, at the highest rank held.—Ed.

About Clothing Allowance

SIR: In your issue of ALL HANDS, September 1949, p. 53, you carried an article concerning clothing allowance for enlisted men. The article said that the allowance had been raised from \$128 to \$145. Does this apply to naval aviation men? As a quarterly maintenance allowance we are now getting \$12 for rates up to chief and \$20 as a chief. Is that what we should be getting?—H. E. B., HO3, USN.

• Yes—the new initial clothing allowance applies to airman ratings just as well as to most other ratings in the Navy.

As far as your quarterly maintenance allowance goes, you're getting just what you should be getting—\$12. When you

make chief, you will get \$20 per quarter as a clothing maintenance allowance.

We might clarify for you, however, the part of the story that deals with the time lapse necessary for an enlistee to qualify for his first clothing maintenance allowance.

The rule is: he can get his first quarterly maintenance allowance on the first day of the quarter following the quarter in which he completes a period of nine months' active service. He must serve this period of time subsequent to any former entitlement to an initial clothing allowance.

Thus, a man first enlisting on 1 Feb 1949 and completing nine months of active service (subsequent to the date of any last entitlement) on 1 Nov 1949 would receive his first quarterly maintenance allowance on 1 Jan 1950.—Ed.



"I see they had you riveting aboard ship again."



TODAY'S NAVY

70 Ships, Including Five Carriers and Six Cruisers, to Join Mothball Fleet

More than 70 ships now on active duty in the fleet, including five aircraft carriers and six cruisers, will be deactivated in the next months.

This decrease in the number of ships on both oceans has been made necessary as a result of current and projected reductions in funds for the operating forces of the Navy.

Two *Essex*-class carriers, *uss Kearsarge* (CV 33) and *uss Leyte* (CV 32), are among the ships to be deactivated. That will leave three *Essex*-class carriers in operation to supplement the three big battle carriers which are not affected by the reduction. *uss Missouri*, (BB 63), the lone battleship remaining in the fleet, is also to continue to operate.

In addition to the three *Essex*-class carriers, three escort carriers, six

cruisers, 14 destroyers, nine submarines and one destroyer escort will be deactivated.

Aside from these major combatant ships, the program calls for deactivation of a total of 42 other vessels, including 13 patrol craft and eight amphibious vessels. Turn to page 50 for a complete list of the ships that will be ordered into the "mothball fleet."

To offset partially the effect of the lay-up program, one light aircraft carrier, *uss Bataan* (CVL 29) and one submarine, *uss Guavina* (SSO 362) are scheduled to be reactivated and two new subs, *uss Grenadier* (SS 525) and *uss Grampus* (SS 523), will slide down the launching ways.

Because of the cost of deactivating the vessels and the length of time required (from four to five months for each ship), the mothballing program will be carried out with funds available during the current fiscal year (June 1949 to June 1950).

Dominican Ships Make Visit

Three ships of the Navy of the Dominican Republic have paid a visit to Puerto Rico and to the U. S. Navy commander there—Rear Admiral Daniel E. Barbey, USN, Commander, Caribbean Sea Frontier.

The ships, a destroyer and two frigates, carried a goodwill mission headed by the Dominican ambassador-at-large and including some of the Republic's top army and navy officers.

← The Navy in Pictures

MONSTER *Marianas Mars* was invaded by school children of Alameda, Calif. in connection with classroom studies of transportation (above right). Top left: R. H. Goodwin, AN, on liberty in Honolulu following Exercise MIKI, investigates exhibit of Hawaiian handicraft. Center left: New version of 'Flying Banana,' aluminum-skinned HRP-2 can carry 12 litter patients. Below left: 12ND Waves and Women Marines take one-day cruise on *USS Colahan* outside Golden Gate. Lower right: J. E. Hanes, SN, of *USS Wittek* and CPL R. Nassack attend Armed Services YMCA dance held in honor of *USS Kearsarge* in Boston.

YESTERDAY'S NAVY



Army planes launched from carrier *Hornet* to bomb Tokyo area for first time on 15 Feb 1945. Naval scrapping program agreed upon by five nations 17 Feb 1925. First regular U. S. Navy expedition puts to sea on 17 Feb 1776.

FEBRUARY 1950

SUN	MON	TUE	WED	THU	FRI	SAT
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26	27	28				



CHEESECAKE will be served readers of the Great Lakes Bulletin. Photographer Jim Douglas, EM2, seeks to pose Joan Taylor to best advantage.

New Flying Banana

The first of a new-type helicopter, the Piasecki HRP-2 tandem rotored transport, is undergoing acceptance tests at the U. S. Naval Test Center, Patuxent River, Md.

With an all-metal fuselage and improved streamlining, the new HRP-2 *Rescuer* is a refinement of the Navy's successful Piasecki HRP-1 — the famous "flying banana." Higher cruising speed, reduced vibration and generally improved performance are claimed for the HRP-2.

The Navy's specifications for the HRP-2 *Rescuer* call for eight passenger seats aside from accommodations for the pilot and co-pilot. More than double that number could be carried, however, for short distances. As many as nine litters can be installed and

that many wounded or sick personnel carried.

Provision is included in the *Rescuer's* design to permit a larger engine to be installed. This would give the helicopter a higher ceiling and greater load-carrying ability. The manufacturer states that as many as 27 persons could be carried in an emergency with such an engine.

The *Rescuer's* aluminum-alloy-covered fuselage provides an unobstructed cabin space 20 feet long by five and one-half feet wide and high. Balance is not the problem in 'copters of this type that it constitutes in single-rotor helicopters. Passengers can move about and loads can be picked up at different points along the *Rescuer's* length without destroying its stability.

Loon Moves Too Soon

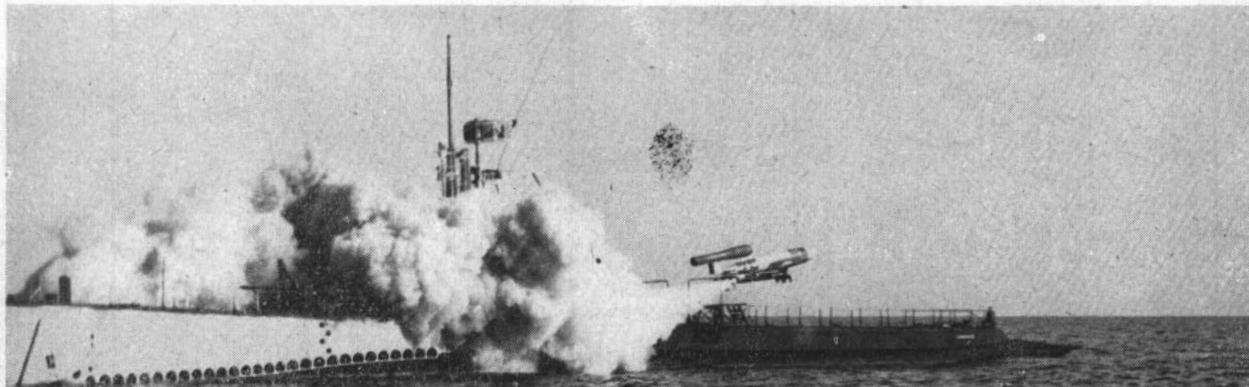
How effective against "buzz bomb" type guided missiles are current-day ship anti-aircraft guns and carrier fighter planes? The Navy decided to find out.

Seventy-five ships of the First Task Fleet rendezvoused off Oahu, T. H., for the test. They formed a 40-mile long column with two submarines, *uss Cusk* (SSG 348) and *uss Carbonero* (SS 337) stationed 20 miles to the rear of the column. They were to surface and fire Loon type guided missiles over the column of ships. (The Loon is a guided missile adapted from the German V-1 buzz bomb, and has long been used by the Navy for experimental purposes.)

The plan was that the submarines would fire one missile to port and one to starboard of the columns of ships. The missiles were equipped with smoke generators as an aid to spotting them from the ships and planes. If the ships' anti-aircraft guns failed to bring them down, then fighter planes from the carriers *uss Valley Forge* (CV 45) and *uss Boxer* (CV 21) would take up the attack.

According to schedule, a Loon was fired from the deck of *Carbonero* and streaked over the column of ships at 400 to 500 miles per hour along its guided course. Anti-aircraft guns blazed away at the smoke-trailing missile as it sped overhead and fighter planes gave chase. Eighty miles from its launching point, the Loon plunged into the sea.

Results of the tests indicated the Loon was not appreciably damaged by anti-aircraft shells or by fighter planes. It appeared that Navy surface units and planes would need more practice at firing at this type target before becoming as proficient at knocking them down as were the



LOON launched from *Carbonero* roared 80 miles past 'ack-ack' and fighter planes, plunged into ocean unscathed.

British against the Loon's predecessor, the German V-1, late in World War II.

Ships involved in the experiment were vessels of the First Task Fleet which had just completed Exercise MIKI, the amphibious training operation involving the "capture" of the Island of Oahu.

'The Navy of the Future'

In his first public address since he took over as Chief of Naval Operations, Admiral Forrest P. Sherman, USN, outlined the jobs the Navy may be called upon to perform in a future emergency.

The Navy, far from being outmoded as a fighting force, actually is standing at the threshold of a new and glorious future, a future that is being ushered in by an age of tremendous technological change, the Admiral told a group of midshipmen at the Naval Academy.

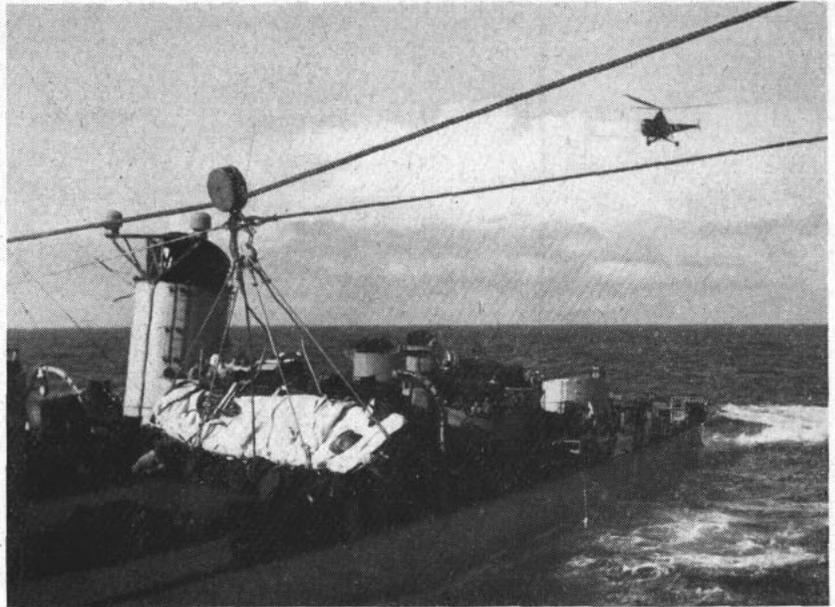
"The identical developments which superficial thinkers argue spell the Navy's obsolescence are the essential ingredients of the greater Navy of the future," Admiral Sherman said.

"Whether they be guided missiles, supersonic aviation, noiseless high-speed submarines which never need to surface except to replenish, or atomic missiles — they are all implements which the Navy now and in the future must be prepared to employ, and also to combat.

"The physical Navy is ever changing and always evolutionary," he continued. "We can be certain that it will continue to change. Technological developments during any peace will change the art of war at sea and the character of the fleets we need.

"We must take into account the lessons of Hiroshima, Nagasaki, Bikini and Eniwetok (scene of the latest tests of atomic weapons). We must consider the implications of the revelation of Soviet developments in the field of atomic explosions. We must consider the significance of guided missiles and the feasibility of conducting very long range bombing in connection with the results of bombing in the last war."

Finally, Admiral Sherman concluded, "our national security requires that we maintain a balanced team of fighting services and you may be sure that the Navy is and will be a vital element in the fighting team — a vital necessity in our national life."



AERIAL INSURANCE in the form of a helicopter hovers nearby during the transfer of an appendicitis case from *USS Wallace L. Lind* to *USS Leyte*.

Hunter-Killer Destroyer

The first warship to be built specifically as an anti-submarine "hunter-killer" is ready to join the fleet.

USS Robert A. Owens (DDK 827) is basically a *Gearing*-class destroyer with the latest in submarine hunting equipment built into her. With this new equipment, much of which is classified by the Navy, *Owens* will be a potent weapon in the path of any future submarine offensive.

Similar to any ship of the *Gearing* class, *Owens* has a 390-foot length, a 40-foot beam and an amidships draft of 13 feet. Her maximum speed is about 32 knots.

Launched in 1946, *Robert A. Owens* was christened by Miss Patricia Hannegan, the ship's sponsor and daughter of the late Postmaster General.

The ship is named in honor of Marine Sergeant Robert A. Owens, of Drayton, S. C., who was posthumously awarded the Congressional Medal of Honor for exploits which led to his death in the Solomon Islands in 1943.

Owens was built by the Bath Ironworks Corp., Bath, Maine. Construction on the ship was halted at the end of the war but was later resumed on a contract to convert the ship into a hunter-killer.



SPECIALLY fitted skis and other cold weather gear make the Navy's P2V-2 *Neptune* largest combat-type plane to be fully equipped for polar operations.



BATTLE rations are issued men of the Atlantic Fleet participating in landing exercises on the wind-swept coast of Labrador in near-zero weather.

Labrador Landing

In near-zero weather, more than 2,000 marines and sailors swarmed ashore on the coast of Labrador in the first landing operation of its kind to be staged in the high latitudes.

The landing exercise was a part of the operations of the Atlantic Fleet in north Atlantic waters and was conducted with the cooperation of the Canadian government which sent naval units to participate in the landing.

Numerous problems of health, sub-

sistence and lodging, logistics and operational procedures were dealt with successfully during the cold-weather exercise.

Although air temperatures during the landing and field operations were not extreme, the fleet commander reported, winds at times reached 40 to 50-knot velocity. Specially-clad underwater demolition teams swam ashore through the frigid water to make a reconnaissance of the beach prior to the landing. Before dawn on D-Day, other UDT men came ashore in rubber boats from a troop-carrying submarine to report on beach and surf conditions.

A Canadian destroyer, HMCS *Haida*, participated as a unit of the support forces and Canadian Army officers were with the task group as observers.

United States Navy ships participating in the exercise included USS *Rochester* (CA 124); the destroyers USS *Hawkins* (DDR 873), USS *Banner* (DDR 807), USS *Myles C. Fox* (DDR 829) and USS *Dennis J. Buckley* (DDR 808); the minesweepers USS *Tanager* (AM 385), USS *Towhee* (AM 388), USS *Tumult* (AM 127), USS *Sprig* (AM 384) and USS *Tercel* (AM 386); USS *Sicily* (CVE 118); USS *Mount Olympus* (AGC 8).

USS *Fremont* (APA 44); USS *Carpellotti* (APD 136); USS *Arneb* (AKA 56); USS *Consolation* (AH 15); USS *Sabine* (AO 25); USS *Seneca* (ATF 91); USS *Kleinsmith* (APD 134); USS *Gordius* (ARL 36); USS *Sealion* (SSP 315) as well as various landing ships and patrol craft.



SHIP-TO-SHIP transfer of personnel, formerly a job for DDs, is now accomplished quicker by 'copter.

Control of Controlled Mines

All functions concerning controlled mines are now the responsibility of the Navy, having taken over from the Army the material and duties related to this type of weapon.

Two important installations formerly operated by the Army in connection with these mines are the Submarine Mine Depot at Fort Monroe, Va., and the Controlled (Submarine) Mine School at the Seacoast Branch Artillery School at Fort Winfield Scott, San Francisco. It is expected that instruction formerly given at the Controlled (Submarine) Mine School will be offered by Navy schools already in operation. The mine depot, however — as well as a number of other installations involved — is available to the Navy.

All details of the transfer are expected to be completed by 31 Jan 1950. Until that time, the Army is keeping some mine-planting personnel on duty at the installations. Upon completion of the transfer, Army personnel will be given other assignments.

Controlled mines are those planted at harbor entrances or other points near the shore, and are controlled manually from the shore. That is, by means of electrical cables leading from mine field to shore the mines can be made contact-sensitive or non-sensitive. Also, they can be made to explode by shore-side control without contact with a ship.



RECRUIT (JG) Kenneth L. Buckles congratulates RADM J. Cary Jones at commissioning of NRTC Decatur.

Dry-Land Sailors

One thing you wouldn't expect the Navy to be interested in is soil erosion. But it is.

Many acres that the Navy acquired during its rapid expansion during the war are vulnerable to that old enemy of the farmer — soil erosion, the washing away of topsoil and even sub-surface soil during a rainstorm.

By checking this free flow of rich earth off its land, the Navy hopes to not only rid its shore stations of unsightly gullies. Also, it hopes to prevent mountains of dirt from accumulating on its roads, keep mud from clogging its railroad tracks and check the erosion flood before it can damage underground storage facilities.

To do this big conservation job, the Navy employs soil conservationists who spend a good deal of their time standing in rainstorms. The idea is to see what is happening to the Navy's valuable land and do something about it.

At many stations, the solutions born of these many drenching hours are being translated into action through better selection of grasses, better conditioning of the soil and better maintenance practices.

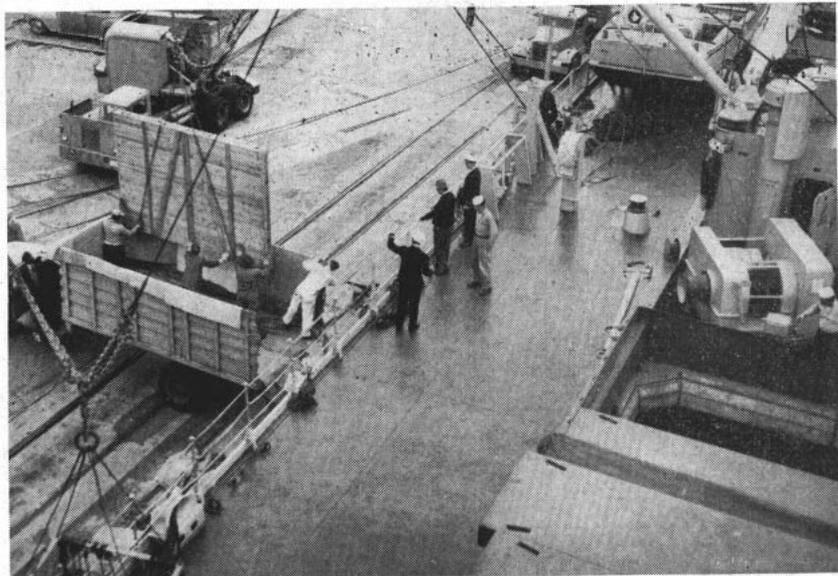
Fletcher Now a DDE

The destroyer *uss Fletcher* (formerly DD 445), the "fighting fool" of World War II destroyers, is a destroyer no more. She is now a heavy destroyer-escort — a DDE.

Upon hoisting her commission pennant after extensive remodeling at the San Francisco Naval Shipyard, *Fletcher* became the first of the new-type ships. Eleven others are due to follow her into a new realm of sea fighting — improved and deadlier opposition to enemy submarines.

Greater maneuverability was built into *Fletcher* during her "face-lifting" by the use of lighter material topside. Steel deck houses, ventilation ducts, and messing and refrigeration equipment were cut away and replaced with new ones constructed of strong lightweight aluminum. A new, lighter superstructure and mast were added. Besides permitting faster turns, the diminished topside weight allowed new and improved location of much detection and destruction equipment.

Conversion of *Fletcher* to a DDE required six months, during which approximately 60,000 man-days of work were expended on the vessel.



ART TREASURES—\$80,000,000 worth, are unloaded from USS *Malabar* at the Naval Gun Factory, Washington, D. C., for exhibition in the U. S.

The task of redesigning the 12 ships is being done at six U. S. Naval shipyards — Boston, Norfolk, Charleston, Long Beach, Mare Island and San Francisco. *uss Radford* (DD 446) was scheduled for commissioning as a DDE shortly after completion of work on *Fletcher*.

Fletcher gained an outstanding reputation in World War II, when she earned 15 battle stars, taking part in 50 engagements of various kinds without suffering damage.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Francis S. Low, USN, Commander, Service Force, Pacific Fleet, ordered as Special Advisor for Undersea Warfare, Naval Operations.

Vice Admiral John J. Ballentine, USN, for duty as Commander, Sixth Task Fleet.

Rear Admiral Lynde D. McCor-

mick, USN, Commandant, 12th Naval District, ordered as Vice Chief of Naval Operations.

Rear Admiral Bertram J. Rodgers, USN, Commander, Amphibious Forces, Pacific Fleet, ordered as Commandant, 12th Naval District.

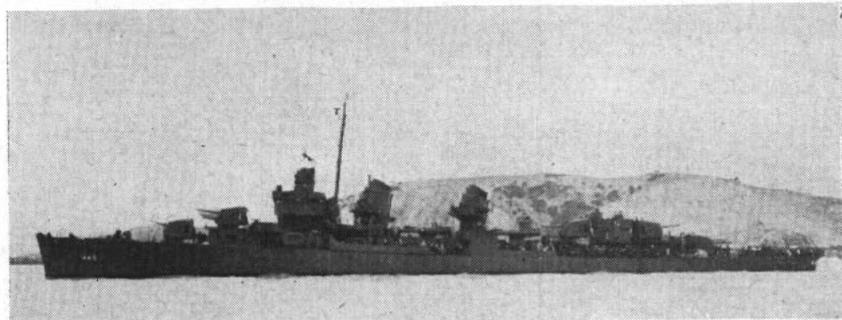
Rear Admiral Peter K. Fischler, USN, Commander, Amphibious Group One, ordered as Commander, Amphibious Force, Pacific Fleet.

Rear Admiral John H. Carson, USN, Navy Secretary, Research and Development Board, ordered as Commander, Cruiser Division Two.

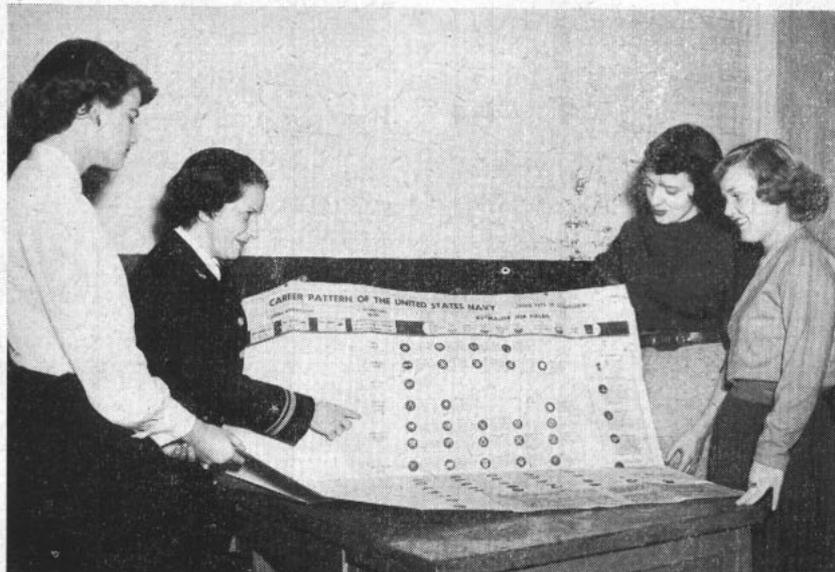
Rear Admiral Richard H. Cruzen, USN, Commander, Cruiser Division Two, ordered as Commander, Naval Base, Pearl Harbor.

Rear Admiral Walter G. Schindler, USN, ordered Assistant Chief of BuOrd for Research.

Rear Admiral Joseph E. Jelley, Jr., CEC, USN, ordered Chief, Bureau of Yards and Docks.



FIGHTING FOOL in World War II, USS *Fletcher* (formerly DD 445) is the first of 12 ships to be converted to new heavy destroyer-escort class.



CAREER benefits offered by Navy are explained to Wave seaman recruits Saganey, Coombe and O'Brien, Boston Reservists, by LTJG Helen Schmidt.

Sky Train on Schedule

U. S. Marines, noted for their ability to pounce upon an island from the sea, swooped down from the sky on an island off the coast of California and "captured" it.

A two-section airlift composed of 15 R5Cs from MCAS Cherry Point, N. C., and 15 R5Ds from MCAS El Toro, Calif., formed a "sky train" from Camp Pendleton, Calif., to San Nicolas Island for the invading marines.

First section of the airlift carried the troops and their combat equip-

ment. The second section transported "C" rations, water, ammunition and other necessary supplies. The planes took off from Camp Pendleton at one minute intervals, forming an almost endless chain of aircraft from that base to San Nicolas Island, 109 miles off the coast. As the planes touched down on the island, cargo doors flew open and troops poured out to take up their battle formations and advance upon the "objective."

After "securing" the island the Marine troops were air-lifted back to the mainland.

Deep Thinking

Some deep thinking was done by 14 Navy men taking tests for advancement in rating.

The men of *uss Runner* (SS 476) were trying their hardest to concentrate on the exams forms spread on the mess tables before them as their ship bobbed about on the ocean's surface like a disjointed cork.

Noting the discomfort of his crew, the skipper, Commander J. R. Zullinger, usn, decided to take the sub below where everything would be serene and quiet and where his scholars could be alone with their thoughts.

The exercises in which *Runner* had been taking part temporarily halted, the skipper took her down. There, fathoms below sailors on the surface ships who had to combat the elements as well as the knotty questions before them, the 14 bent to their task on an even keel.

Confident smiles crossed the faces of the 14 when time was called.

"And I suppose you used pens that write under water too," one of the surface sailors chided when the sub surfaced.

Book-Learnin' Never Hurts

Some people say that experience is the best teacher. But when it comes to flying airplanes, where one mistake is too many, book-learning can come in mighty handy—as a couple of Marine Corps fliers will verify.

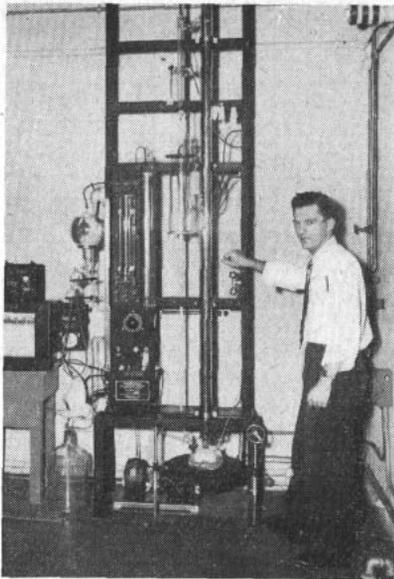
A recent issue of Naval Aviation News printed an article which described the technique of "bouncing down" a landing wheel which has remained partly retracted through faulty performance. The article was read and discussed by pilots of Marine Fighter Squadron 212 at Cherry Point, N. C. — among others.

Shortly afterward, one pilot on temporary duty with the squadron was flying from the escort aircraft carrier *uss Palau* (CVE 122), near Cuba. After taking off and getting his wheels tucked in, he found that there was no longer any hydraulic pressure to put the wheels down again. An emergency flask of compressed carbon dioxide should have done the job—but it didn't, exactly. Only one wheel lowered all the way and locked into place.

The pilot received instructions to land at NAS Guantanamo Bay, Cuba. On the way, he put his plane through some sharp maneuvers trying to pull



TABLES TURNED—Camera enthusiast Francis Ametrano, BMC, retiring after 32 years in the Navy, has his picture taken by RADM Walter S. Delaney.



PRECISION fractionation column, utilizing difference in their boiling points, separates combined liquids.

enough Gs to force the wheel into position. No soap. So when he got to Gitmo he did like the magazine piece said. He swept down over the runway at 90 knots and plunked his F4U-4 down on the good wheel — pretty hard. He didn't coast to a stop with one wing dragging, though. He bounced right off and took to the air again. Then he came in for another bounce.

After the fourth pass at the runway — and the fourth bounce — he decided that the wheel was down as far as it was going. So he dropped his emergency gas tank and came in for a landing with all switches cut. Immediately upon touching the runway, the troublesome wheel swung into place and locked. Neither pilot nor plane received a scratch.

Attache Systems Merged

A saving of approximately 30 per cent in personnel, as well as other economies and advantages, is expected through a new consolidation of Defense Department foreign attache systems.

The adjustment will involve naming a senior military attache in various foreign localities. He will represent the Army, Navy and Air Force whenever attaches from the other services are not present. This is expected to bring about savings in attache personnel and equipment and to improve efficiency in the performance of service.

Precision Fractionation

At the U. S. Naval Engineering Experiment Station at Annapolis, Md., they are now using a new piece of apparatus called a Podbielniak Precision Fractionation Column.

In words of two or three syllables, the new machine is a device for taking one liquid out of another after the two liquids have been combined. It can be used for physically separating many combinations of liquids, but is intended primarily for use on petroleum products. By being adjusted just right, it can be used to pick out a single component from a complex mixture. Taking benzine out of aircraft gasoline would be an example of this. Also, it can separate one mixture from another — like taking diesel fuel out of lube oil.

The new precision fractionation column replaced an older device which required constant attention and had nowhere near the performing ability of the new one. The new automatic unit can distill liquids with boiling temperatures up to 680 degrees Fahrenheit. It is expected to play an important part in future study of synthetic crude oils.

Reenlists at Age of 17

Quite a few people have enlisted in the Marine Corps at the age of 17, but as far as we know only one man has reenlisted in the Marine Corps at that young age. It wasn't all according to Hoyle or the Manual, but the Marines were glad to have him the second time if not the first.

The military career of Robert James Swanson began when he was 15 years old. He claimed to be 17 at the time, however, and took a birth certificate with him to the recruiting office to prove it. He was a marine for five months before the Corps found out that the birth certificate was that of Robert's brother, Richard James Swanson, who died in infancy. You see, Robert had enlisted under the name of Richard and had used that name all that time. It wasn't exactly the thing to do, but it did indicate a love for the Marine Corps.

The Corps paid him off with an honorable discharge and said it would be glad to have him back as soon as he was 17 — if his mother would consent to his enlisting. Just recently Robert James Swanson turned 17. His mother said it was O.K., so he's a leatherneck again.

QUIZ AWEIGH

Confucius made the widely quoted estimate setting the value of any given picture at approximately 10,000 words. What can you say, that's accurate, about the several pictures below?



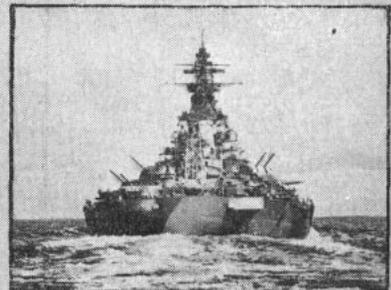
1. Sometimes referred to as "Able Mabel," the correct nomenclature for this versatile carrier-based heavyweight is (a) AD-1 Devastator (b) XSBM Mauler (c) AM-1 Mauler.

2. The rake-like attachments open along the after edge of her wing are (a) speed brakes (b) landing flaps (c) dive flaps.



3. If the background of this flag were blue, it would be the flag of (a) Assistant Secretary of the Navy (b) Secretary of the Navy (c) Under Secretary of the Navy.

4. If the background were red it would belong to (a) Under Secretary of the Navy (b) Assistant Secretary of the Navy for Air (c) Assistant Secretary of the Navy.



5. Pictured is (a) battleship (BB) (b) armed lightship (ALS) (c) amphibious force flagship (AGC).

6. This view is of her (a) bow (b) beam (c) stern.

SERVICESCOPE

Brief news items about other branches of the armed services.

WITH SPRING comes the break-up of glacial ice in the fjords and bays of Greenland, starting the annual 2,000-mile march of icebergs south toward the North Atlantic and the world's busiest shipping lanes.

To the Coast Guard falls the chore of counting the frosty noses of these icebergs in an annual census. Reporting on evidence gathered by surface vessels and a two-plane photographic mission, Coast Guardsmen found 40,232 icebergs last season.

For three years these will drift downward from their Baffin Bay homeland. They cannot be destroyed by man or diverted from their courses, and it's fortunate that Mother Nature takes a hand and disintegrates hundreds of these bergs en route.

Other hundreds out of the 40,232 will survive the trip and appear in the North Atlantic from April to July in 1952, looming into steamer lanes that are fog-bound at that time of year.

Following ice warnings published by the Coast Guard as a result of this season's and other patrols, mariners of 1952 shouldn't run into too much trouble during the ice season. Not nearly as much as otherwise.

The last Aerial Iceberg Census was number two in the annual enterprise, the first being made in 1948.

THE ARMY is looking forward to the time when guided missiles will be able to take off in San Francisco at 1100 some morning and arrive in Sidney, Australia, by lunch time.

In anticipation of such a high-speed missile, the Army and California Institute of Technology have built a new wind tunnel on the CIT campus which can blow up a gale ten times the speed of sound.

Into this terrific breeze, the Army engineers will insert new shapes for guided missiles in an attempt to solve the multitude of problems that supersonic flight poses for them.

The guided missile people hope to get much basic information on shock-waves, "boundary layers," and



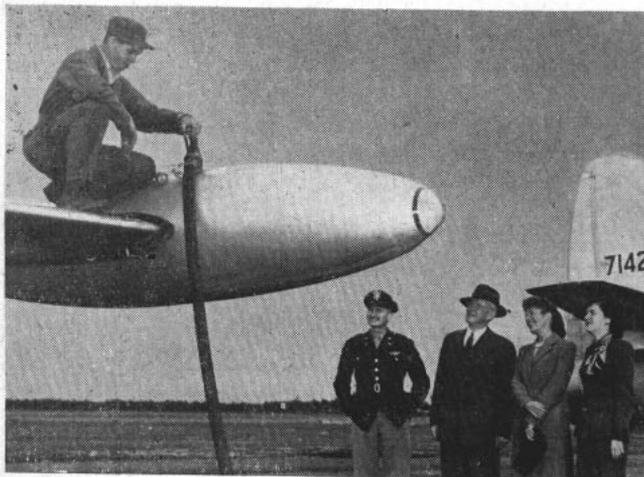
SALTY crew member of the Coast Guard cutter *Evergreen* stands frigid watch during 1949 'Iceberg Census.'

characteristics of air flow from their large, new tunnel. With this data they hope to be able to design new and better supersonic tunnels and new and better supersonic missiles.

The wind in the new CalTech tunnel sails past models of guided missiles so fast that the engineers cannot even trust their eyes. A special camera has been rigged above the "working section" of the tunnel to record exactly what happens when the big breeze is turned on.

SEVEN HUNDRED Air Force training planes known as T-6 *Texans* are going back to the factory for a complete face-lifting. When they get back on the job they will be up-to-snuff 1950 models with the latest refinements.

Besides being given a thorough overhaul, the planes are receiving extensive changes in equipment. Some of the most apparent are a square-ended propeller to replace the noisier round-ended blades, single-pane safety-glass canopy windows, and a relocated antenna. Other new features are a solid-tired tail wheel which is steered along with the rudder, larger fuel tanks, and metal-



AWED by jets, C. D. Crawford, a Cape Cod business man, and family went to inspect the jet fighter unit at AFB Otis. Left: Crawfords and base CO watch airman refuel *Thunderjet*. Right: Pretty Ann dons helmet and sits at the controls.

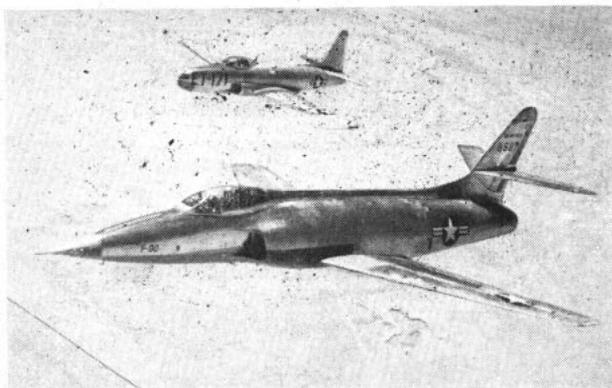
covered control surfaces. The '50 model *Texan* will have the same engine as before, and the over-all outside appearance of the plane will be much the same as before.

The planes will have a standardized combat-type cockpit arrangement. A redesigned instrument panel will have instruments and controls regrouped for ease and efficiency of operation. Many other new developments will be incorporated in the new T-6. The plane will be used as a basic trainer, instead of as an advanced trainer — its former employment.

"MORE CONCISE" is the way the Army describes its new Official Army Register for 1949, a two-volume edition of which the first is 906 pages long.

The list of Regular Army officers, names of general officers, a roll of honor for participants in the yellow fever investigations in Cuba, a record of Military Academy distinguished cadets, and Army pay tables are included in volume one. The second volume lists honorary retired officers.

The new work is more brief than previous Army Registers, which was completely rewritten to extract infrequently consulted material.



PENETRATION fighter, USAF's F-90 will operate deep within enemy territory. A *Shooting Star* flies wing on it.

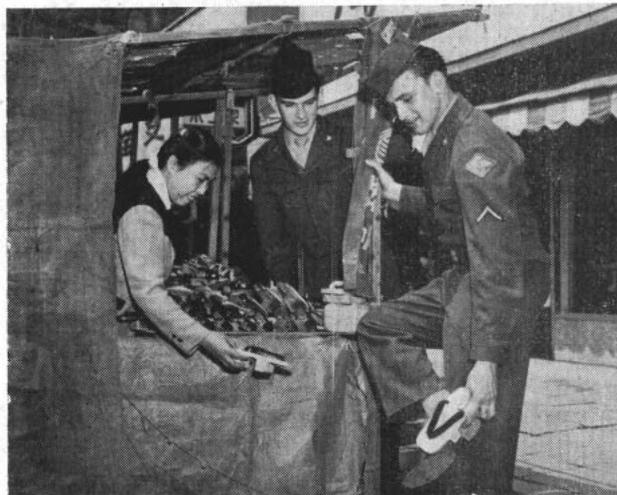
HALF A MILLION new identification cards will be issued to officers and men of the Army's Organized Reserve Corps.

For the officers, this is the first time they will have credentials to identify them with the Reserve program. Cards now held by 300,000 men of the enlisted reserve will be replaced with the new type.

DUST is being collected by the Army — not the kind of dust that denotes idleness and disuse, but platinum and rhodium dust worth from \$69 to \$120 per ounce.

These two precious metals are used in manufacturing explosives. As catalytic agents they cause certain chemical action to occur without being destroyed themselves. The action does cause tiny particles of the metal to break away, however, and fall to the bottom of the chemical equipment.

Ammunition plants being disposed of as surplus comprise the Army's precious-dust mine. Almost \$100,000 worth of pulverized platinum and rhodium has been sal-



SHOPPING along the Ginza, Tokyo's Broadway, two FEAF airmen stop to purchase Jap gettas for souvenirs.

vaged. When refined, it is expected to amount to nearly 1,300 troy ounces of platinum and approximately 41 ounces of rhodium.

AIR WEAPONS development and evaluation will be the major mission of a new multi-million dollar Air Engineering Development Center to be located at Camp Forrest, Tenn.

Several wind tunnels for aircraft testing, an altitude test chamber for research and development of jet engines, and testing equipment to keep up with the latest developments in transonic and supersonic will be installed at the center.

The site was chosen in a three-year survey because of the availability of large amounts of power and water from the facilities of the Tennessee Valley Authority. More than 25 locations throughout the nation were studied before the final choice was made.

The 1950 budget included an appropriation of \$6,000,000 in cash and contract authority of \$24,000,000 to begin the AEDC program.



PNEUMATIC four-man Quonset hut for arctic use can be inflated with a hand pump in three minutes.

THE BULLETIN BOARD

Enlisted Training Billets Now Open in Submarine Service

Training billets are now open for qualified petty officers and non-rated men who want to get into the submarine service.

BuPers Circ. Ltr. 97-48 (NDB, 30 May 1948) contains the latest information regarding assignment of enlisted personnel, both rated and non-rated, to submarine duty.

Enlisted men who have the desire to serve on submarines and who are able to meet the stiff requirements laid down for men who get duty in the undersea boats may apply for the U. S. Naval Submarine School at New London, Conn.

At the school, you will get an intensive, eight-week course in basic submarine equipment. The course is designed to familiarize the petty officer and non-rated man alike in the intricacies of submarines and how they differ from surface vessels.

A new class convenes at the school every four weeks during the year. The next one starts on 16 Jan 1950. Graduates of the school will take their places on boats of the fleet.

Requests for submarine training may be submitted by petty officers first, second and third class in the following ratings: TM, QM, FC, FT, RM, SO, EN, EM, IC, YN; first and

James Forrestal Memorial Bust Will Cost \$35,000

Approximately \$35,000 will be spent on the James Forrestal Memorial which will be placed in the Pentagon building in Washington, D. C.

The bust of the former Secretary of the Navy and Secretary of Defense will be executed by a sculptor chosen by the Memorial Committee, whose members will rely on the advice of outstanding professional sculptors.

Thirty-five plaster models were submitted by various sculptors in the open competition.

second class HM; and SN, SA, FN and FA.

Here are the qualifications you need to be eligible:

- Be a volunteer for sea duty in submarines. This means you must sign a statement, "I volunteer for submarine duty" and insert it on page 9 or page 4A-4B in your service record.

- Be emotionally and mentally stable and mature. Your service record will play a big part in determining these factors.

- Have a minimum combined GCT-ARI score of 100.

- Be physically qualified for submarine duty (see Manual of the Medical Dept., Art. 21133).

- Have at least 12 months in the naval service and at least six months in your present ship or at your present station. Personnel serving in newly commissioned ships should not forward applications until they have completed 12 months' service therein.

- No age limit is set, but maturity and flexibility are primary requirements. If you are over 30, your commanding officer must endorse your emotional, mental and physical condition.

The following personnel are not eligible to submit requests for submarine school: Recruits undergoing recruit training, personnel attending Navy schools, Seabee personnel and personnel in a transient status.

Enlisted personnel who have been separated from the submarine force and who carry the designation SS may also submit requests for return to the submarine force, provided they are physically and temperamentally qualified. In all cases, however, these former submariners will not be ordered to the school at New London, but to ComSubLant or ComSubPac for further assignment to duty.

Chaplains in Two Areas To Take Part in Retreats

Chaplains of the Army, Navy and Air Force serving in the Caribbean and Hawaiian areas are withdrawing from active military life during the last week in January and the first week in February 1950 for a period of spiritual renewal. Such spiritual retreats were conducted earlier in Europe and the western Pacific, with excellent results reported.

Also taking part in the retreats are selected clergymen of the Protestant, Catholic and Jewish faiths, chosen from among non-military ministers, priests and rabbis by the Armed Forces Chaplains Board.

Marines Taught Flight Safety by 'Fine' New System

At Marine Corps Air Station, El Toro, Calif., a unique system of promoting safety has been placed in operation by Marine Fighting Squadron 311.

Both students and instructors are fined for violation of rules and errors in procedure when taking off and landing the TO-1 jets used by the squadron. For example, taxiing with flaps down, landing with canopy closed, etc., costs the offender a small fine which is donated to the squadron's coffee mess fund.

During take-offs and landings a runway officer stands along the runway with a portable radio to coach student-pilots safely on the field, and to spot errors in landing and take-off procedures.

Recently a retired officer toured

the air station and was invited to watch the student pilots in action. The "fine" system was explained to him. While standing along the runway with the runway officer a student made a perfect landing in his jet. However, in the hot California sunshine his brightly burning running lights appeared a little unnecessary. The runway officer contacted him by portable radio, the lights were turned off, and the student was fined 25 cents for his boner.

Later the retired officer got a close up look at the jets and the bewildering array of gauges and gadgets crammed in the cockpit. When the inspection tour was over he turned to his guide, handed him a quarter and said, "I'd like to pay that young man's fine."

Tests Will Be Given All MUCs To Evaluate Musicianship, Skill in Conducting Bands

Plans are being made to evaluate the musicianship and conducting ability of all chief musicians in the Navy. First class musicians with 10 or more years of service will also be evaluated if they desire it — and are recommended by their commanding officers.

Purpose of this evaluation is to determine the calibre of the leading musicians in the Navy, with a view to establishing standards and policies for selecting and assigning future band leaders, and to select candidates for advanced musical education.

Commanding officers of all activities to which chief or first class musicians are assigned were directed by BuPers Circ. Ltr. 194-49 (NDB, 15 Nov 1949) to issue temporary additional duty orders to such personnel, directing them to report to a designated receiving station where the evaluation will be conducted.

Eligible personnel assigned to the U. S. Navy Band, U. S. Naval Academy Band, U. S. Navy School of Music and NAS Anacostia, D. C., will be ordered to report to the Receiving Station, Wash., D. C. prior to 6 Feb 1950 for the evaluation.

Eligible personnel assigned to ac-



tivities located in the Atlantic and Caribbean areas and in the continental U. S. east of the Mississippi River (except for the areas listed above) will be directed to report to the Receiving Station, Norfolk, Va., prior to 13 Feb 1950.

Eligible personnel assigned to activities in the Pacific and continental U. S. west of the Mississippi River will be directed to report to the Receiving Station, San Diego, Calif., prior to 13 Mar 1950.

Musicians temporarily transferred for evaluation will carry their service records with them. BuPers emphasizes it is most important that these records be correct and up to date. In addition, the records of musicians first class will be accompanied by a letter of recommendation from their commanding officers, including a statement of the commanding officer's estimate of the musician's ability as a petty officer.

During the week of temporary additional duty each musician will: (1) Take a battery of tests to determine his musical aptitude and achievement (No specific preparation is necessary); (2) Be auditioned for proficiency in his instrumental specialty (each man may bring his instrument if suitable for transportation); (3) Be observed for skill in actually conducting a band (4) Be given a personal interview by members of the Evaluation Board; (5) Have his record reviewed for supplementary information as desired by the board.

The Evaluation Board, advised by civilians experienced in musical education, will make recommendations to the Chief of Naval Personnel as to assignment and education of the personnel auditioned.

MAG 12 Is Awarded PUC, Shares in Award of NUC For Blasting Jap Convoys

Credited with stopping Japanese convoys from reinforcing their harassed fighting units on western Leyte, Marine Aircraft Group 12 now holds a newly awarded Presidential Unit Citation.

Marine fighter pilots loaded up their Corsairs with bombs to strike hard at enemy convoys during the latter stages of the Battle of Leyte. The period of the citation is from 3 Dec 1944 to 9 Mar 1945.

In addition, Group 12 participated in the award of the Navy Unit Commendation to Marine Aircraft Groups, Zamboanga, for heroism in support of elements of the Eighth Army in the Philippines, for the period of 10 Mar to 30 June 1945. The unit is presently stationed at MCAS El Toro (Santa Ana), Calif., as a fighter group.

Also participating in the Navy Unit Commendation to MAG Zamboanga were Marine Aircraft Group 32 and Marine Aircraft Group 24 for the periods 16 Mar to 30 June 1945 and 11 Apr to 30 June 1945, respectively. These two groups with Group 12 comprised MAG Zamboanga.

Now decommissioned, Group 32 received the NUC for its highly effective work with dive and patrol bombers. Group 24 employed dive bombers during the period of its citation. Its present base is MCAS Cherry Point, N. C.

New Technique Developed To Fight Malaria

Scientists under contract to the Office of Naval Research are using a new technique to fight malaria, the scourge of fighting men in tropical areas. The technique involves development of certain malaria parasites in chicken embryo tissue cultures — that is, in tissue specimens taken from unhatched chickens.

The new technique is expected to yield new information relating to the period after a person has been bitten by a malaria-carrying mosquito but before he comes down with malaria. This period is approximately seven days in length. Except for mosquito control, the present methods of combating malaria are effective only after the victim has contracted the sickness.

Weekend Leatherneck Fliers Log 23,000 Hours in Air

Weekend Leatherneck fliers put in almost 23,000 hours of airborne time in combat type planes in the Marine Air Reserve Command's 1949 air training program. Some of this time was in jet aircraft.

A total of 933 pilots took part in the year's flying. Most of the hours were accumulated in support of amphibious operations at Camp Pendleton, Calif., Little Creek, Va., and Camp Lejeune, N. C.

A record in availability was set during maneuvers at El Toro, Calif., in August. There, an average of 97.06 per cent of the planes were always ready to fly at a moment's notice.

Here's a New Official List of Designations of Navy's Ships

This is a new complete official list of designations of naval vessels, district craft, service craft and floating equipment:

Battleships	BB	Escorts (180'), Control	PCEC	Gunboats	PG
Cruisers:		Landing Ship, Flotilla Flagship	LSFF	Motor Gunboats	PGM
Heavy	CA	Landing Ship, Infantry Gunboat	LSIG	River Gunboats	PR
Large	CB	Landing Ship, Infantry (Large)	LSIL	Motor Torpedo Boats	PT
Light	CL	Landing Ship, Infantry (Mortar)	LSIM	Yachts	PY
Antiaircraft	CLAA	Landing Ship, Infantry (Rocket)	LSIR	Auxiliaries:	
Task Fleet Command Ship	CLC	Landing Ship, Support (Large)		Destroyer Tenders	AD
Hunter Killer Ship	CLK	Mk. III	LSSL	Degaussing Vessels	ADG
Aircraft Carriers	CV	Landing Ship, Dock	LSD	Ammunition Ships	AE
Heavy	CVA	Landing Ship, Medium	LSM	Store Ships	AF
Large	CVB	Landing Ship, Medium (Rocket)	LSMR	Miscellaneous	AG
Small	CVL	Landing Ship, Tank	LST	Ice Breakers	AGB
Escort	CVE	Landing Ship, Tank (Casualty		Motor Torpedo Boat Tenders	AGP
Destroyers	DD	Evacuation)	LSTH	Surveying Ships	AGS
Destroyer Escorts	DDE	Landing Ship, Vehicle	LSV	Surveying Ships (Coastal)	AGSC
Hunter Killer Destroyers	DDK	Mine Vessels:		Hospital Ships	AH
Radar Picket Destroyers	DDR	Mine Layers	CM	Cargo Ships	AK
Submarines	SS	Mine Layers, Coastal	CMC	Cargo Ships, Light	AKL
Anti-submarine	SSK	Auxiliary Mine Layers	ACM	Net Cargo Ships	AKN
Guided Missile	SSG	Mine Sweepers	AM	General Stores—Issue Ships	AKS
Transport	SSP	Auxiliary Motor Minesweepers	AMS	Cargo Ship and Aircraft Ferry	AKV
Radar Picket	SSR	Light Mine Layers	DM	Net Laying Ships	AN
Oiler	SSO	Mine Sweepers, High Speed	DMS	Oilers	AO
Cargo	SSA	Patrol Vessels:		Gasoline Tankers	AOG
Amphibious Vessels:		Escort Vessels	DE	Transports	AP
Amphibious Force Flagship	AGC	Escort Vessel, Radar Picket	DER	Barracks Ships, Self Propelled	APB
Cargo Ships, Attack	AKA	Submarine Chasers (110')	SC	Transports fitted for Evacuation	
Transports, Attack	APA	Submarine Chasers (136')	PCS	of Wounded	APH
High Speed Transports	APD	Submarine Chasers (173')	PC	Transport and Aircraft Ferry	APV
Escort Vessels, Control	DEC	Escort (180')	PCE	Repair Ships	AR
Submarine Chasers (110'), Control	SCC	Escort (180') Rescue	PCER	Repair Ships, Battle Damage	ARB
Submarine Chasers (136'), Control	PCSC	Eagles	PE	Repair Ships, Internal Combustion	
Submarine Chasers (173'), Control	PCC	Frigates	PF	Engine	ARG

WAY BACK WHEN

American Ingenuity

How the quick wit of his first lieutenant enabled John Paul Jones to continue to victory in the battle between *Bonhomme Richard* and the British *Serapis* is part of the early history that helped built the spirit of today's Navy.

The battle between the two ships was near its height when a panic-stricken subordinate unwittingly set free the English prisoners who were held aboard *Bonhomme Richard*. Since the prisoners outnumbered Jones' crew, the situation was one of great danger. If they should have time to learn the state of affairs and organize an attack, the result might well be fatal for the Americans.

At this point, Richard Dale, the first lieutenant, went below to learn why the gun cartridges had ceased coming up. He found confusion and the free prisoners in a state of wild turmoil, rushing about like loose cattle.

Dale saw the danger at a glance and his quickness of wit saved the situation.

"To the pumps, you fellows!" he shouted.



"*Serapis* is ready to sink and we will all of us go to Davy Jones if this ship is not kept afloat. Here, some of you, get buckets and fight the fire. Your lives depend on yourselves."

In a few minutes he had them all busily at work, and until the battle ended no respite was allowed them, no time to think or conspire.

Miscellaneous	AG
Ice Breakers	AGB
Motor Torpedo Boat Tenders	AGP
Surveying Ships	AGS
Surveying Ships (Coastal)	AGSC
Hospital Ships	AH
Cargo Ships	AK
Cargo Ships, Light	AKL
Net Cargo Ships	AKN
General Stores—Issue Ships	AKS
Cargo Ship and Aircraft Ferry	AKV
Net Laying Ships	AN
Oilers	AO
Gasoline Tankers	AOG
Transports	AP
Barracks Ships, Self Propelled	APB
Transports fitted for Evacuation	
of Wounded	APH
Transport and Aircraft Ferry	APV
Repair Ships	AR
Repair Ships, Battle Damage	ARB
Repair Ships, Internal Combustion	
Engine	ARG
Heavy-Hull Repair Ships	ARH
Repair Ships, Landing Craft	ARL
Salvage Vessels	ARS
Salvage Lifting Vessels	ARSD
Salvage Craft Tenders	ARST
Aircraft Repair Ships	ARV
Aircraft Repair Ships (Aircraft)	ARVA
Aircraft Repair Ships (Engine)	ARVE
Submarine Tenders	AS
Submarine Rescue Vessels	ASR
Ocean Tugs, Auxiliary	ATA
Ocean Tugs, Fleet	ATF
Ocean Tugs, Old	ATO
Ocean Tugs, Rescue	ATR
Seaplane Tenders	AV
Seaplane Tenders (Destroyers)	AVD
Seaplane Tenders (Small)	AVP
Aviation Supply Ships	AVS
Distilling Ships	AW
Miscellaneous, Unclassified	IX
Auxiliary Floating Dry Docks, Big	AFDB
Auxiliary Floating Dry Docks, Little	AFDL
Auxiliary Floating Dry Docks,	
Medium	AFDM
Floating Dry Docks	ARD
Service Craft:	
Crane Ships	AB
Mine Sweepers, Coastal	AMC
Mine Sweepers, Coastal (Under-	
water Locator)	AMCU
Coastal Transports, Small	APC
Barracks Ships (Non-Self-Propelled)	APL
Repair Docks, Concrete	ARDC

Catapult Lighters	AVC
Landing Craft, Tank	LCT
Motor Boats, Submarine Chasers ..	PTC
Yachts, Coastal	PYC
Ash Lighters	YA
Auxiliaries, Miscellaneous	YAG
Open Lighters	YC
Open Lighters, Experimental	EYC
Car Floats	YCF
Open Cargo Lighters	YCK
Aircraft Transportation Lighters ..	YCV
Floating Derrick	YD
Degaussing Vessels	YDG
Diving Tenders	YDT
Covered Lighters, Self Propelled ...	YF
Ferryboats and Launches	YFB
Floating Dry Docks	YFD
Covered Lighters, Non-Self-Propelled	YFN
Covered Lighters, Experimental ..	YFNX
Covered Lighters, Big	YFNB
Covered Lighters (for use with dry docks)	YFND
Covered Lighters (Special Purpose)	YFNG
Floating Power Barge	YFP
Covered Lighters, Refrigerated (Self-Propelled)	YFR
Covered Lighters, Refrigerated (Non-Self-Propelled)	YFRN
Torpedo Transportation Lighter ...	YFT
Garbage Lighters (Self-Propelled) ..	YG
Garbage Lighters (Non-Self-Propelled)	YGN
House Boats	YHB
Scows, Heating	YHT
Dredges	YM
Motor Mine Sweepers	YMS
Gate Vessels	YNG
Net Tenders (Tug Class)	YNT
Fuel Oil Barges (Self-Propelled) ...	YO
Gasoline Barges (Self-Propelled) ..	YOG
Gasoline Barges (Non-Self-Propelled)	YOGN
Fuel Oil Barges (Non-Self-Propelled)	YON
Oil Storage Barges	YOS
Patrol Vessels	YP
Floating Pile Drivers	YPD
Pontoon Stowage Barges	YPK
Floating Workshops	YR
Submarine Repair and Berthing Barge	YRB
Workshops, Floating Dry Dock (Hull)	YRDH
Workshops, Floating Dry Dock (Mach.)	YRDM
Covered Lighters (Repair)	YRL
Stevedoring Barges	YS
Seaplane Wrecking Derrick	YSD
Salvage pontoons	YSP
Sludge Removal Barges	YSR
Harbor Tugs, Big	YTB
Harbor Tugs, Little	YTL
Harbor Tugs, Medium	YTM
Torpedo Testing Barges	YTT
Water Barges (Self-Propelled) ...	YW
Water Barges (Non-Self-Propelled)	YWN



Old-Time Travel Orders Covered Lot of Territory

Travel orders for sailors, marines and soldiers of Revolutionary Days had to be just as legal and correct as those of today — and that detail constituted something of a problem to the people charged with writing them.

Trouble was that, because of slow communications, the situation at the destination might have been changed for days or even weeks, with the result that the orders might be outdated before his arrival.

Only way to get around this was to write orders covering all possibilities, predicating most of the directions on many big ifs.

To wit, here's a set of travel orders dated 6 July 1770, as issued by the CO, Federal Defense of Yorktown and New York Harbor in Yonkers Docks, Bradock Barracks, Miller's Junction, R. I. Actually, it's an order to issue travel orders:

"1. Issue necessary orders sending one enlisted man on horseback, via safest and most convenient route at Government expense, to Fort Von Steuben on the Ohio River below the junction of the two great rivers at Old Fort Pitt, for the purpose of carrying secret dispatches to Major Alonzo De LaFayette, who at last official roll call, is the commandant

of Fort Von Steuben. If, upon arrival, Maj. LaFayette is either dead or resigned, the soldier will deliver the dispatch to the immediate commanding officer.

"2. The expense section of the Finance Department will supply this courier with the necessary cash to buy himself sufficient food supplies to subsist him the entire journey. If the finance department at the destination is not functioning, the enlisted man is authorized to barter with the neighboring Indians for necessary salt and other miscellaneous necessities for the return trip. Uniform buttons and musketry badges may be utilized in connection with bartering. The expedition directed is considered necessary in the military service. Government mounts and subsistence will be furnished, and if used in bartering, uniform buttons and marksman medals will be replaced by the Government upon application for same by the enlisted man concerned.

"3. Upon return to his home station, soldier will submit a written report showing the full names and ranks of commanding officer of all forts visited, so that the Department of War can be informed and bring their rosters up to date."

California's Bell Retired; On Display in Sacramento

The state of California has been presented with the ship's bell from the battleship that bears its name.

The 350-pound bronze bell, taken from *uss California* (BB 44) which is now in the Reserve Fleet on the East Coast, was given to Governor Earl Warren in a brief ceremony on the capitol grounds in Sacramento.

California was one of the battle-wagons that caught the full fury of the Japanese air attack upon Pearl Harbor 7 Dec 1941. Badly damaged

in the attack, *California* was subsequently repaired and sent out to join the fleet during the Marianas occupation.

A few months later she participated in the Battle of Leyte Gulf and was one of the famous group of "old battleships" that succeeded in "crossing the Japanese T" in the battle for Surigao Straits. She was credited with an assist in the sinking of one Jap battleship. She was later hurt by a Jap kamikaze plane.

The famed bell has been set up for public display in Memorial Grove on the capitol grounds.

Enlisted Wave College Grads May Apply for Commissions

Applications from enlisted Navy women who have college educations for commission in the line or Supply Corps are now being accepted. Also, former service women — officers and enlisted — members of Reserve components of all branches of the armed forces, and women without prior military service are eligible to apply through offices of naval officer procurement.

Enlisted Wave college graduates are invited to apply for appointment to the rank of ensign in the line or Supply Corps by BuPers Circ. Ltr. 173-49 (NDB, 15 Oct 1949). The following three paragraphs given in the circular letter govern the time element involved in submitting applications:

- Two indoctrination classes for accepted line officers are expected to be convened yearly. Applications received in BuPers between 15 May and 15 October of each year will be considered for the class convening the following January. Applications received between 15 October of one year and 15 May of the following year will be considered for the class convening the following July.
- An indoctrination class com-

Caretaker Duties Over Oil Lands Transferred

Caretaker responsibilities of the petroleum reserve lands in Wyoming have been transferred from the Navy to the U. S. Geological Survey.

As a result of the transfer, the Naval Inspector's Office at Casper, Wyo., has been closed. The Navy emphasized that transfer of the "caretaker" duties does not mean it has relinquished its legal administrative authority over the property.

The petroleum reserve lands include the oil field at Teapot Dome. These fields have not been worked since they were returned to Navy administration in 1927.

mencing in January 1950 is now scheduled for selected Supply Corps candidates. To be considered for this class, applications had to be received in BuPers before 15 Oct 1949. Applications received after that date and now being received will be considered for later classes when the convening dates have been set.

● Applications for the above programs will be considered once only. If the candidate is notified of her rejection, a new application must be submitted if further consideration is desired. A period of one year from date of original application must elapse before a new application can be submitted.

When applications are received in the Bureau of Naval Personnel, they will be screened for completeness and compliance with the basic qualifications. The application files will be delivered to the selection board convened to select these candidates. Appointments and orders will be delivered to selected candidates via official channels. Candidates found not qualified, or not selected, will be notified in writing by the Chief of Naval Personnel.

As outlined by the circular letter, applicants must:

- Be not less than 21 nor more than 25 years of age on 1 July of the year in which appointed.
- Be a graduate of an accredited college or university. Applicants for the Supply Corps with a background in business administration are particularly desired.
- Be physically qualified in accordance with the physical requirements for original appointment in the U. S. Navy as set forth in current Bureau of Medicine and Surgery Instructions.
- Be a native born citizen of the U. S., or naturalized for a period of at least 10 years.
- Establish mental, moral and professional fitness, and aptitude for the naval service. This will be determined by interviews, investigations, and review of high school, college and employment records.
- Be unmarried at time of appointment.
- Must not be the mother of a child under 18, regardless of the legal custody of the child. She must not be the adoptive parent or personal custodian of a child under 18, nor the stepparent of a child under 18 if the child lives within her household for more than 30 days per year.
- She must be entitled to an honorable discharge.

Applications from enlisted women on active duty should be forwarded

Land-Based Test Mast Will Duplicate Ship's Motion

It used to be that a sailor on shore duty could be fairly safe from motion-sickness, if he stayed out of vehicles and carnival "rides." It isn't that way any more, though — or won't be very long.

At the New York Naval Shipyard the Navy is building a 75-foot land-based mast that will be able to go through all the motions of a ship's

mast in any kind of weather at sea. Its base will be made of concrete, planted firmly in the ground. But the rest of the device will be waved around — violently, gently or otherwise — by machinery.

Purpose of the gyrating mast will be to test instruments or mechanisms designed for shipboard use. Previously, the best way to do that was to send the instruments to sea on a ship and look for bad weather. That cost a lot of money, and was slow. Everyone thinks the new mast will do the job more quickly, easily and cheaply.

The mast has platforms at every 10-foot point and one at the very top. The 40-foot platform has a handrail and the access ladder is caged above the 20-foot mark. The mast will be able to swing through an 80-degree arc as well as to duplicate any other motion of a ship at sea.



to the Bureau of Naval Personnel (Attn: Pers-366) via the CO. Applications will consist of the following documents:

- Application for Commission (NavPers 953A)—two copies. These may be obtained from any naval district printing and publications office. Photos may be omitted if already on file in BuPers.

- Educational transcripts—one copy from each high school and college attended, if not already on file in BuPers.

- Report of Medical Examination (Standard Form 88)—two copies, (Form 89) attached to original.

Candidates will be required to take the Officer Qualification Test. Tests and instructions will be issued by BuPers after applications are received.

Women selected for appointment to the line will be ordered to the General Line School, Newport, R. I., in January and July, for indoctrination. The course will be five months in length. Following their indoctrination course, these ensigns will be ordered as junior officers to various shore activities for duty. Their types of duty will consist of personnel work, public relations, training, publications, intelligence, communications, logistics, operations or any similar type of duty where there are authorized billets for military personnel.

Women selected for appointment in the Supply Corps will be ordered to the Navy Supply Corps School at Bayonne, N. J., for indoctrination and supply training.

Requests for separation from the Regular Navy for the reason of marriage will not be approved until the women have completed one year of active service.

The Bureau has established a policy for rotation of duty between districts and commands within the continental U. S. and between selected overseas bases. Women may express preference for duty, but all assignments, including overseas, will be based upon the needs of the service.

The Bureau expects that there will be opportunities in the future for enlisted women who are unable to meet the present educational requirements, to qualify for appointment.



"... and what makes you think you have fungus, chief?"

World's Strongest Radio Will Be Built by Navy

The Navy is about to build what will be the world's most powerful radio station in an isolated valley in the Pacific northwest.

Ground is already being broken for the new transmitting station which will be built near Arlington, Snohomish County, Washington, and will develop more than 1,000,000 watts.

With its powerful new station, the Navy expects to be able to send out a low frequency radio signal that will come in strongly on the receiver of a ship in the farthest reaches of the Pacific Ocean.

Usually, radio waves run into trouble in the North Pacific where their propagation is disturbed by frequent magnetic storms and other difficulties. As a result, transmission to this area often has been erratic and unreliable. Now, Navy experts hope, by using lower frequencies and greater power, the new transmitter will be able to maintain constant contact with ships in the far north.

The antenna set-up for the giant new transmitter will resemble a dream out of H. G. Wells more than a practical project in radio transmission. Huge wire cables will be strung from 200-foot towers atop 2,500-foot mountains on either side of the valley. Like so many wire clotheslines, the great antennas will span the intervening mile and a half.

Vertical downleads will drop 900 feet from the center-point of each span to the floor of the valley where they will be securely anchored to withstand high winds and icing. A feeder line will run from the end of the downleads to the transmitter itself.

The transmitter building, which will be a modified T-shaped struc-

ture, will be built of reinforced concrete and will be completely functional. Its construction, involving an elaborate grounding system and the use of copper shielding because of the intensive field of radio energy to be developed, will require from 15 to 18 months. The rear rectangle part of the building will house the station's two dual helix rooms.

Land at the site is being cleared, roads constructed, the creek channel at the center of the valley diverted, and substation and transmission lines erected. Contractor's bids for construction of the building have been opened in Seattle. The transmitter alone is expected to cost \$2,500,000.

Because the site is isolated from populated places, the project also provides for the construction of married officer's and enlisted men's quarters and for a recreation building, in addition to a supplemental shop and facilities buildings.

WHAT'S IN A NAME



Dreadnought

Dreadnought, meaning fearless, is a term applied to a single caliber big-gun battleship. It came into popular usage just after the turn of the century when the British built a battleship christened *HMS Dreadnought* having armament of ten 12-inch guns and twenty-four 12-pound quick fire guns for protection against torpedo boats.

Dreadnought was the first battleship of the type characterized by a main armament of big guns all of the same caliber. Since then any battleship having its main armament entirely of big guns all of one caliber has been called a dreadnought.

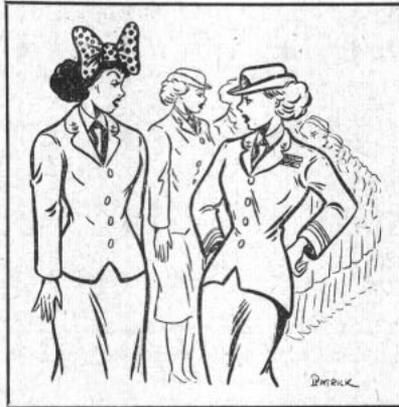
Since *Dreadnought* was built, the caliber of the heaviest guns has increased from 12-inch to 14, 15, and more, and the displacement from 18,000 tons upwards.

3-Man Commission Named To Investigate Ways to Improve Military Housing

Investigating ways to correct unsatisfactory or inadequate military housing, a three-man commission of civilian experts in the field will have a full report prepared sometime this Spring as a guide for the Department of Defense.

A memorandum from the Secretary of Defense to the chairman of the group pointed out that, "With the relatively small amount of family housing existing at installations of the military departments, by far the major hurdle has been to secure reasonably adequate housing, either government-owned public quarters or at a rental which the individual family can afford."

Heading the commission as chair-



"But the plan of the day stated ribbons."

man is Bertram E. Giesecke, member of an architectural-engineering firm, Austin, Texas. The other two members are Frank E. McKinney, president of a financial company, Indianapolis, Ind., and Clarence H. Low, director of several real estate and business firms, New York City.

To be reported on are the following points:

- Review of current laws governing family housing at government expense, including consideration of housing for both military and civilian personnel, and an inquiry into the need of supplying housing to personnel not entitled under present law.

- An examination of standards for family housing, including sizes, materials, designs and types. Such standards are needed in preparing and estimating the cost of construction programs, in determining rentals, and in planning for the disposal of substandard facilities.

- Review of the rules, procedures and practices of the military departments relating to family housing. This will include recommendations to eliminate serious inequalities and to achieve such reasonable uniformity as may be necessary to improve efficiency and morale.

- Review of policies regarding charges for housing, including the adequacy of quarters for which full rental allowances are now withheld, including an estimate of the extent to which temporary expedients should be permitted to continue in use.

- Determination of the extent to which appropriated funds are required and the extent to which other means may be employed.

- A study of the means of providing suitable quarters for limited periods of time.

A-Bomb Blasts Injured No One Thanks to Careful Planning And Painstaking Precautions

Of the thousands of men who had a part in the atom bomb blasts at Bikini, three and one-half years ago, not a one has experienced any physical ill effects, the Navy has announced.

Behind this 100 per cent perfect record lies the most careful planning and the most painstaking precautions. To begin with, all personnel had been removed to a safe distance before the bombs went off. Observers and anyone else within ready seeing distance of the blast were equipped with special polaroid goggles for eye protection. Others in areas where it was thought a visible flash would be seen were instructed to turn their faces away or otherwise protect their eyes. Men carried specimens of unexposed film in their shirt pockets to reveal if they had been subjected to any appreciable radiation.

Boarding parties which examined the scorched and twisted ships were preceded by men carrying Geiger counters. Computations based upon Geiger readings showed how long the parties could remain and which areas should be especially avoided. Crews which later "cleaned" some of the radioactive ships were similarly protected, and guarded also by protective clothing and the most scientific safeguards in the way of washing and cleaning.

Many have wondered what radiation sickness is like — aside from any injury resulting from the bomb blast itself. In fact, some weird ideas have grown up concerning what radiation can do to the human body — and most of these are false. Radiation sickness is not entirely new to the medical world; it was well known long before Hiroshima.

Radiation sickness was first observed soon after the introduction of the X-ray machine. As the X-ray and radium became more and more widely used to treat certain ailments, the characteristics of radiation sickness became better known. Then, the many cases of radiation sickness after the bomb blasts at Hiroshima and Nagasaki provided much more evidence as to the nature and results of the ailment.

In the most severe cases of radia-

HOW DID IT START



Sailor's Friday

To the old time sailor Friday was a day of bad luck and definitely not a day to undertake anything as important as a sea voyage.

Some authorities claim the sailor's Friday superstition like so many others was founded in religious beliefs. The early Christian clergy was supposed to have bidden sailors: "Out of respect for the day of universal redemption, to await the morrow's sun."

Regardless of the origin, there was many a ship that did not sail on Friday even though it may well have been to its advantage commercially to have done so.

One story which epitomizes Friday's ill omen constantly pops up among the sea legends. The ship's keel, so it goes, was laid on Friday. She was launched on Friday, and was christened Friday. She was commanded by Captain Friday. She sailed on Friday. And she was lost on Friday.

tion sickness, the victim succumbs within a few hours. During those few hours, he is extremely weak and in a state of severe shock. His senses are dulled and he may have a fever. Scientists are still studying causes of early death following exposure to powerful radiation.

Persons severely exposed but not as severely as those just described, are also likely to present varying degrees of shock—even within the first few hours. Other symptoms likely to appear on the first day are lack of appetite, nausea and vomiting, fever, and extreme weakness. Sensations are dulled, and the patient is more likely to be indifferent to his surroundings than agitated. A few hours after exposure, the number of white blood corpuscles falls off.

Diarrhea may set in on the second day. This becomes worse as time goes by, if the victim survives beyond the second day. Spontaneous bleeding may become a serious problem late in the first week, along with ulceration of the tonsils and certain other parts of the body. There may not be any skin injury, and unless the victim has been otherwise injured, he may not feel much pain.

In individuals who survive the first week, the first symptoms aren't likely to be so severe or to appear so early. Shock is less pronounced, but the other symptoms come on—though more slowly. Various kinds of hemorrhages may occur. Resistance to disease and infection becomes increasingly feeble. Where burns or other injuries have damaged the skin, healing may be slow and heavy scar tissue may form. Patients who survive the first week are likely to be very anemic.

The more severe the illness, the longer recovery is likely to take. Husky persons are no more resistant to radiation illness than are the less robust. Changes in the intestinal tract may cause a severe state of malnutrition, even though the food intake is normal.

Those who show practically no signs or symptoms of radiation injury during the first two weeks probably won't become ill at all. Those who survive the first six weeks may recover normal health with the exception of a small percentage developing blood disorders due to the effect



New Spray Disinfects Interiors of Big Planes

Bedbugs, lice and fleas that manage to sneak aboard a Navy airplane for a free trip to the U. S. won't have a chance soon.

A new automatic insecticide spray which will effectively disinfect the interiors of all long-distance transport planes is in the testing stage and will in time be placed aboard all Navy transport aircraft currently in service.

The new system, which is able to reach into the most remote corners of an airplane, will mean certain death to these bedbugs, lice and fleas (the so-called "health pests") as well as to their cousins, the "agricultural pests."

The new insecticide system—called the "Snow-White system"—after two of its developers—has been developed under the supervision of the Navy's Bureau of Aeronautics at the Naval Air Station, Jacksonville, Florida, in cooperation with the Navy's Bureau of Medicine and Surgery, Department of Agriculture and the Public Health Service.

The system is basically very simple. From a central tank of insecticide tucked well back in the fuselage, feed lines run out like the jointed legs of a spider to such out-of-the-way places as the wing

spaces, engine nacelles and wheel wells.

To completely disinsect his plane, a pilot has merely to push a button on his control panel and death-dealing insect spray shoots out in all directions throughout the plane, effectively spraying every nook and cranny.

Today on most Navy transport planes, a crewman must walk around the inside of the plane prior to take-off time, letting fly with the spray from an aerosol bomb. Navy experience with this system indicates that not only can the man not reach all parts of the plane but that also he may neglect some of the sections that he can reach.

The new equipment would eliminate all that. A heavy dosage of insecticide sufficient to kill the most hardy crawling insect would be sprayed about the plane before passengers came aboard. Then, when the passengers are in their seats, another lighter spray dosage would be shot into the plane to destroy any of the little devils that may have entered during loading.

Best of all, the Navy says, the new spray smells hardly at all and will not cause any eyes to smart or noses to burn.

of the radiation on the blood-forming organs of the body. Sterility may occur, however, from exposure to radiation wherein there are few or practically no symptoms.

Geneticists minimize the possibility of strangely formed offspring being born to parents who have been exposed to atomic radiation. They say that abnormalities in children of such parents more often consist of "obscure physiological weaknesses." Radiation sickness may cause sterility, but it won't directly cause impotence.

Sterility is often temporary. Impotence, if occurring, will be caused by general poor health resulting from radiation, and disappears with the return of good health.

While ALL HANDS is not a medical journal, these facts concerning atomic radiation are included because of the widespread interest and many mistaken ideas the subject has caused. Also, these are the things that didn't happen to the 36,000 sailors who were present at Bikini during Operation Crossroads.

List of Ships to Be Put in Mothballs

Here are the names of the ships that will be put in mothballs in the next few months in line with a reduction in funds available for the operating forces afloat.

The name and number of the ship is listed at the left; the port where the ship is to be berthed when it goes into the reserve fleet is listed at the right.

Aircraft carriers

uss *Rendova* (CE 114) Tacoma, Wash.
 uss *Siboney* (CVE 112) Philadelphia, Pa.
 uss *Bairoko* (CVE 115) Alameda, Calif.
 uss *Kearsarge* (CV 33) Undetermined

uss *Leyte* (CV 32) Undetermined
 Cruisers

uss *Pasadena* (CL 65) Bremerton, Wash.
 uss *Springfield* (CL 66) San Francisco, Calif.
 uss *Fargo* (CL 85) Bayonne, N. J.
 uss *Spokane* (CLAA120) Bayonne, N. J.
 uss *Juneau* (CLAA 119) Bayonne, N. J.
 uss *Macon* (CA 182) Philadelphia, Pa.

Submarines

uss *Capitaine* (SS 336) Mare Isl., Calif.
 uss *Blower* (SS 325) Undetermined
 uss *Raton* (SS 270) New London, Ct.
 uss *Bumper* (SS 333) Undetermined
 uss *Finback* (SS 230) New London, Ct.

uss *Carp* (SS 338) Mare Isl., Calif.
 uss *Grouper* (SS 214) New London, Ct.
 uss *Barbero* (SSA 317) Mare Isl., Calif.
 uss *Sea Lion* (SSP 315) New London, Ct.

Destroyers

uss *Alfred A. Cunningham* (DD 752) San Diego, Calif.
 uss *Blue* (DD 744) San Diego, Calif.
 uss *Harry E. Hubbard* (DD 748) San Diego, Calif.
 uss *Frank E. Evans* (DD 754) San Diego, Calif.
 uss *Putnam* (DD 757) Charleston, S. C.
 uss *Henley* (DD 762) Charleston, S. C.
 uss *Willard Keith* (DD 775) Charleston, S. C.
 uss *James C. Owens* (DD 776) Charleston, S. C.
 uss *Waldron* (DD 699) Charleston, S. C.
 uss *Haynsworth* (DD 700) Charleston, S. C.
 uss *Douglas H. Fox* (DD 779) Charleston, S. C.
 uss *Stormes* (DD 780) Charleston, S. C.
 uss *Buck* (DD 761) San Diego, Calif.
 uss *John W. Thomason* (DD 760) San Diego, Calif.

Destroyer Escorts

uss *William T. Powell* (DE 213) 4th Naval Dist. (for Naval Reserve training)

Patrol vessels

uss PCE 886 Columbia River, Ore.
 uss PCE 896 Columbia River, Ore.
 uss PCE 895 Transfer to naval district for Reserve training
 uss PCE 899 Transfer to naval district for Reserve training
 uss PCE 900 Transfer to naval district for Reserve training
 uss PCE 902 Transfer to naval district for Reserve training
 uss PCE 903 Transfer to naval district for Reserve training
 uss PCE 904 Transfer to naval district for Reserve training
 uss PCS 1444 Columbia River, Ore.
 uss PCS 1448 Columbia River, Ore.
 uss PCC 1169 Columbia River, Ore.
 uss PCC 1244 Columbia River, Ore.
 uss PCC 582 Green Cove Spring, Fla.
 uss LSIL 989 Columbia River, Ore.
 uss LSIL 1090 Columbia River, Ore.
 uss LSIL 1092 Columbia River, Ore.
 uss LSM 341 Columbia River, Ore.
 uss LST 855 Columbia River, Ore.
 uss LST 528 Green Cove Spring, Fla.
 uss LSU 1246 Undetermined
 uss *Comstock* (LSD 19) San Diego, Calif.
 uss *Adirondack* (AGC 15) Philadelphia, Pa.

Cargo vessels

uss *Kerstin* (AF 34) Transfer to Maritime Commission
 uss *Tingles* (AG 144) San Francisco, Calif.
 uss *Pollux* (AKS 4) San Francisco, Calif.



Lucky Navy Duck Whistles with a Spanish Accent

Down in San Juan there's a lucky Navy duck named Oscar. The reason he's lucky is because he's still drawing the breath of life while most of his friends have gone the way of all ducks — the way of the holiday dinner. Aside from his outstanding luck, Oscar has some other outstanding characteristics — for instance, his bravery in the face of canines and his timidity in the face of toads.

Let's begin at the beginning.

One night there was a Navy Relief charity carnival at the Naval Station, San Juan, P. R. Somebody had struck on the idea of having a group of ducks swimming in a tank. For a suitable sum, spectators could get some loops to toss. Should a sharp-shooting contestant ring the neck of a duck with one of his loops, the duck would be his.

One of the ducks was Oscar, and one of the ring-throwers was a GM2 named A. H. Spinks. One of Spinks' hoops settled over the neck of Oscar, who protested vehemently. He shouldn't have, though. If he had but known it, that was the beginning of a beautiful friendship.

Oscar was tethered to a tree in the shade of the barracks. Both of his wings were clipped to cut down his aeronautical ambitions, although the precaution was unnecessary. Oscar didn't — and doesn't — have any ambitions. Nowadays, he isn't even tied. He does little traveling except to chase dogs away from his chow in the daytime and to flee from hop-toads in the night-time.

A funny thing about Oscar was discovered during one of his canine battles: He can't quack. He can only whistle. That failing isn't necessarily a hang-over from his mad night at the carnival. Oscar thinks he was born that way. Although whistling isn't the commonest means of self-expression in ducks and although Oscar whistles in Spanish, his ability hasn't been of any commercial value thus far.

Except for his hatred for dogs and his fear of toads, Oscar seems to be practically emotionless — and thought-less. "After all," the men in the barracks say, soothingly, "what can you expect of a guy who never had anybody to teach him anything except a bunch of dumb ducks?"

1 AKL (not named) Columbia River, Ore.

Small seaplane tenders
uss *Gardiners Bay* Alameda, Calif. (AVP 39)
uss *Floyds Bay* Alameda, Calif. (AVP 40)

Small coastal transports
uss APC 86 Green Cove Spring, Fla.
uss APC 88 Green Cove Spring, Fla.
uss APC 91 Green Cove Spring, Fla.
uss APC 94 Green Cove Spring, Fla.

Oilers
uss *Mattaponi* (AO 41) San Diego, Calif.
uss *Tappahannock* (AO 43) San Diego, Calif.
uss *Merrimack* (AO 37) Orange, Tex.
uss *Neches* (AO 47) San Diego, Calif.

Gasoline tankers
uss *Genesee* (AOG 8) Mare Isl., Calif.
uss *Tombigbee* (AOG 11) Mare Isl., Calif.

Miscellaneous
uss *President Adams* (APA 19) San Francisco, Calif.
uss *Winslow* (AG 127) Charleston, S. C.
uss *Repose* (AH 16) San Francisco, Calif.
uss *Callao* (IX 205) New London, Ct.

Tallyho's Visit Occasions Submariner's Holiday

American submarine sailors had a chance to trade shop talk with their British counterparts when HMS *Tallyho* paid a visit to New London, Conn.

U. S. submariners, invited to come aboard the visiting British submarine, were surprised to find that the British conception of the German-developed snorkel, or breathing device, lay flat on the sub's deck when it was not in use. On U. S. subs, the snorkel slips down into the interior of the sub like a big periscope.

Tallyho is slightly smaller than most U. S. subs, the New London sailors found. But despite the fact that she has less displacement and carries fewer men, *Tallyho* packs a healthy wallop.

Eleven torpedo tubes are installed in her thick skin, five of them external, six internal. She can carry 17 torpedoes at a time and can stay out on a war patrol for as long as 42 days, the British tars said.

Britain's submarines are usually smaller than U. S. subs for a very good reason. British subs may be called upon to operate in shallow coastal waters whereas U. S. subs are built with an eye to operations at deeper levels.

Stewards Have Acquired New Uniforms

Stewards first, second and third class are now petty officers first, second and third class. As a result of their change in status, stewards are now required to wear the same uniform as prescribed for other petty officers of commensurate ratings. This change took place 1 Jan 1950.

A new BuPers-BuSandA Joint Letter (NDB 15 Nov 1949) authorizes a special allowance of \$100 for each steward first, second and third class who was serving on active duty as such on 28 Oct 1949 to cover the cost of purchasing the required uniforms. The same directive cancelled — as of 28 Oct 1949 — the \$250 clothing allowance previously paid to enlisted men upon advancement to steward third class.

The restriction to the effect that stewards first class are not eligible for the \$250 cash clothing allowance upon advancement to chief petty officer has been removed, effective from 28 Oct 1949. However, stewards first class who receive the special \$100 clothing allowance and who are advanced to CPO within a period of nine months are not entitled to receive the regular \$250 allowance.

Also changed is the quarterly maintenance allowance for stewards. Previously stewards were entitled to a quarterly allowance of \$20. However,

effective from 28 Oct 1949 stewards first, second and third class will receive a quarterly maintenance allowance of \$12. It should be noted that a steward first, second or third class who received the \$100 special clothing allowance on 28 Oct 1949 will not be eligible to draw his next quarterly maintenance allowance until 1 Oct 1950.

Enlisted personnel advanced to the rating of steward third class prior to 31 Dec 1949 were not required to purchase chief petty officer type uniforms and will continue to wear the same uniform worn previous to advancement.

Upon receiving the special \$100 clothing allowance stewards first, second and third class are required to purchase from small stores the following items: 1 watch cap; 1 blue cap; 3 white hats; 4 white steward's jackets; 1 jersey; 1 dress blue jumper; 2 undress blue jumpers 6 white undress jumpers; 1 neckerchief; 1 overcoat (peacoat); 1 pr. black shoes (high or low); 2 pr. blue trousers; 6 pair white trousers and insignia as necessary.

Other necessary items of clothing which are the same for all enlisted men should already be in the possession of stewards first, second and third class.

Flier's Wife Gets Commission in Another Service

It's not every day in the week that you come home to find that your wife has just received her commission.

When First Lieutenant Guy O. Badger, USMC, came in the front door of his house near El Toro Marine air base, El Toro, Cal., he found a letter waiting on the table.

"Now that's odd," the Marine lieutenant thought, "the address on this thing is 'Second Lieutenant J. T. Badger, USAFR.'"

"Hey, that's mine," came his wife's voice. Then he realized.

Mrs. Guy O. Badger was a flier too — in the wartime Army Air Force as a Wasp. She had been checked out on several types of fighter craft and had logged no less than 1,000 hours in the wild blue yonder.

"Okay, dear," he said, handing

over the letter containing his wife's Commission in the Air Force Reserve.

There will be no interservice complications, however, Marine Lieutenant Badger states firmly. He outranks the Air Force's lieutenant.



Here's a Complete List of Training Courses Now Available

Every sailor knows that before he can be advanced in rating, he must pass a Navy Training Course.

This is a requirement which must be fulfilled before any enlisted men can be advanced to a higher rate than the one he now holds. He must complete (and pass) one of these courses if there is one available for him.

During World War II, a section in the Bureau of Personnel was given the tremendous task of bringing the Navy Training Courses up to date with the wartime developments in the fleet.

Soon, the now-familiar, bright blue, hip-pocket-size training course books

put out by this section became a common sight around the fleet. Well over 120 of these new courses have been written and distributed since.

In time, there will be a Navy Training Course for every rate in the Navy rating structure. However, the complete revamping of the enlisted and warrant rating structure in April 1948 (ALL HANDS, March 1948, p. 50-58) meant that many of the existing training manuals would have to be revised and many more written from scratch to cover new ratings which were established.

BuPers is constantly doing just that. Training courses are continually be-

ing rewritten to keep pace with developments in the fleet. For ALL HANDS readers, here is a complete list of the courses now available to enlisted men of the Regular Navy as well as to sailors in the Naval Reserve:

Don't think, however, that by completing the course that is listed here for your rate you have necessarily done all you have to do. In many cases, you may have to dig information you will need for the rate out of other training courses or from other books.

These, then, are the courses now available:

General Training Courses		
Recruit Guide		NavPers 16049
General Training Course for Non-Rated Men		NavPers 10601
General Training Course for Petty Officers Part I		NavPers 10602A
General Training Course for Petty Officers, 3 and 2		NavPers 10603
General Training Course for Petty Officer, 1 and Chief		NavPers 10602
Your Navy		NavPers 10600
Administration of Navy Training Courses		NavPers 10050
The Bluejackets Manual		
Basic Training Courses		
Use of Blueprints		NavPers 10621
Blueprint Reading and Layout Work		NavPers 10305
Fundamentals of Electricity		NavPers 10311
Electricity		NavPers 10622
Hand Tools		NavPers 10306
Use of Tools		NavPers 10623
Basic Machines		NavPers 10624
Handbook for Survival in the Water		NavPers 16046
Mathematics, Vol. 1		NavPers 10069
Mathematics, Vol. 2		NavPers 10070
Deck Group		
Seaman	- SN -	NavPers 10120
Boatswain's Mate 3 and 2	- BM -	NavPers 10121
Boatswain's Mate 1 and Chief	- BM -	NavPers 10122
Cargo Handling	- BM -	NavPers 10124
Net and Boom Defenses	- BM -	NavPers 10142
Quartermaster 3 and 2	- QM -	NavPers 10023
Quartermaster 1 and Chief	- QM -	NavPers 10021
Manual for Buglers, U. S. Navy	- QM -	NavPers 10137
Introduction to Communications	- QM -	NavPers 10129
Visual Communication Topics	- QM -	NavPers 10173
Sonarman 3 and 2	- SO -	NavPers 10125
Sonarman 1 and Chief, Vol. 1	- SO -	NavPers 10123A
Sonarman 1 and Chief, Vol. 2	- SO -	NavPers 10123B
Radarman 3 and 2	- RD -	NavPers 10146
Ordnance Group		
Torpedoman's Mate 3 and 2	- TM -	NavPers 10017
Torpedoman's Mate (E) 3 and 2	- TM -	NavPers 10053
Torpedoman's Mate 1 and Chief	- TM -	NavPers 10157
Mineman 3 and 2	- MN -	NavPers 10063
Gunner's Mate, Vol. 3	- GM -	NavPers 10158
Gunner's Mate 3	- GM -	NavPers 10013
Gunner's Mate 2, Vol. 1	- GM -	NavPers 10011A
Gunner's Mate 2, Vol. 2	- GM -	NavPers 10011B
Gunner's Mate 1 and Chief	- GM -	NavPers 10009
Instrument 3 and 2	- IM -	NavPers 10193
Fire Controlman 3, Vol. 1	- FC -	NavPers 10163
Fire Controlman 3, Vol. 2	- FC -	NavPers 10164
Fire Controlman 2, Vol. 1	- FC -	NavPers 10035A
Fire Controlman 2, Vol. 2	- FC -	NavPers 10035B
Fire Controlman 2, Vol. 3	- FC -	NavPers 10035C
Fire Controlman 1 and Chief	- FC -	NavPers 10033
Electricity for Fire Controlman and Fire Control Technicians, Vol. 1	- FC, FT -	NavPers 10041A
Electricity for Fire Controlman and Fire Control Technicians, Vol. 2	- FC, FT -	NavPers 10041B
Electronics Group		
Electronics Technician's Mate 3	- ET -	NavPers 10145
Electronics Technician's Mate 2, Vol. 1	- ET -	NavPers 10143A
Precision Equipment Group		
Instrumentman 3 and 2	- IM -	NavPers 10193
Administrative and Clerical Group		
Navy Mail	- TE -	NavPers 10431
Radioman 3	- RM -	NavPers 10111
Radioman 2	- RM -	NavPers 10109
Radioman 1 and Chief	- RM -	NavPers 10107
Introduction to Radio Equipment	- RM -	NavPers 10172
Yeoman 3	- YN -	NavPers 10405
Yeoman 2	- YN -	NavPers 10403
Yeoman 1 and Chief	- YN -	NavPers 10401
Teleman	- TE -	NavPers 10220
Typewriting Manual	- YN -	NavPers 10609
Shorthand Textbook	- YN -	NavPers 10612
Shorthand Workbook	- YN -	NavPers 10613
Advanced Shorthand	- YN -	NavPers 10614
Gregg 3,000 Navy Terms	- YN -	NavPers 10617
Storekeeper 3 and 2	- SK -	NavPers 10269
Storekeeper 1 and Chief	- SK -	NavPers 10407
Workbook for Basic Supply and Basic Disbursing	- SK -	NavPers 10271
Workbook for General Storekeeping, Vol. 1	- SK -	NavPers 10272
Workbook for General Storekeeping, Vol. 2	- SK -	NavPers 10273
Disbursing Clerk 3 and 2	- DK -	NavPers 10274

Workbook for Disbursing Afloat	- DK -	NavPers 10276		
Commissaryman 3 and 2	- CS -	NavPers 10279		
Commissaryman 1 and Chief	- CS -	NavPers 10280		
Baker's Handbook	- CS -	NavPers 10284		
Ship's Serviceman 3 and 2	- SH -	NavPers 10286		
Navy Editor's Manual	- JO -	NavPers 10293		
Miscellaneous Group				
Printer 3 and 2	- PI -	NavPers 10423		
Photography, Vol. 1	- PH -	NavPers 10371		
Photography, Vol. 2	- PH -	NavPers 10372		
Engineering and Hull Group				
Fireman	- FN -	NavPers 10520		
Machinist's Mate 2	- MM -	NavPers 10203		
Machinist's Mate 1 and Chief	- MM -	NavPers 10201		
Water Tender 2	- BT -	NavPers 10211		
Water Tender 1 and Chief	- BT -	NavPers 10209		
Motor Machinist's Mate 3 and 2, Vol. 1	- EN -	NavPers 10208A		
Motor Machinist's Mate 3 and 2, Vol. 2	- EN -	NavPers 10208B		
Electrician's Mate 3	- EM -	NavPers 10548		
Electrician's Mate 2	- EM -	NavPers 10103		
Electrician's Mate 1 and Chief	- EM -	NavPers 10101		
Gyro Compasses	- IC -	NavPers 10606		
Metalsmith 3 and 2	- ME -	NavPers 10565		
Metalsmith 1 and Chief	- ME -	NavPers 10566		
Damage Controlman 3 and 2	- DC -	NavPers 10571		
Pipe Fitter 3 and 2	- FP -	NavPers 10592		
Construction Group				
Driver 1 and Chief	- CD -	NavPers 10641		
Driver 3 and 2	- CD -	NavPers 10640		
Mechanic 3 and 2	- CM -	NavPers 10644		
Steelworker 3 and 2	- SW -	NavPers 10653		
Utilities Man 3 and 2	- UT -	NavPers 10656		
Builder 3 and 2	- BU -	NavPers 10648		
Medical Group				
Hospital Apprentice 1 and Pharmacist's Mate 3	- HN -	NavPers 10419		
Hospital Apprentice 1 and Pharmacist's Mate 3	- HM -	NavPers 10419		
Pharmacist's Mate 2	- HM -	NavPers 10417		
Pharmacist's Mate 1	- HM -	NavPers 10415		
Pharmacist's Mate Chief	- HM -	NavPers 10413		
Dental Group				
Study Guide for Dentalman	- DN -	NavPers 10675		
Study Guide for Dental Technician 3	- DT -	NavPers 10676		
Study Guide for Dental Technician 2	- DT -	NavPers 10677		
Study Guide for Dental Technician 1 and Chief	- DT -	NavPers 10678		
Steward Group				
Steward's Mates	- TN -	NavPers 10511		
Stewards and Cooks 3 and 2	- SD -	NavPers 10513		
Cooks and Stewards	- SD -	NavPers 10509		
Aviation Group				
Enlisted Men's Guide to Aviation Ratings		NavPers 10301		
Educational Officer's Guide to Aviation Ratings		NavPers 10302		
Introduction to Airplanes		NavPers 10303		
Aircraft Radio Equipment		NavPers 10312		
Aircraft Communications		NavPers 10313		
Advanced Work in Aircraft Radio		NavPers 10314		
Aircraft Electrical Systems		NavPers 10315		
Advanced Work in Aircraft Electricity		NavPers 10316		
Aircraft Materials		NavPers 10330		
Aircraft Welding		NavPers 10322		
Aircraft Metal Work		NavPers 10323		
Airplane Structures		NavPers 10331		
Aircraft Hydraulic Equipment		NavPers 10332		
Aircraft Instruments		NavPers 10333		
Aircraft Engines		NavPers 10334		
Aircraft Fuel Systems		NavPers 10335		
Aircraft Propellers		NavPers 10336		
Aircraft Armament		NavPers 10341		
Aircraft Fire Control		NavPers 10342		
Aircraft Munitions		NavPers 10343		
Aircraft Turrets		NavPers 10344		
Parachute Rigger, Vol. 1		NavPers 10356		
Parachute Rigger, Vol. 2		NavPers 10357		
Aerology, Vol. 1		NavPers 10361		
Aerology, Vol. 2		NavPers 10362		
Photography, Vol. 1		NavPers 10371		
Photography, Vol. 2		NavPers 10372		
Transport Airmen		NavPers 10391		
Aviation Supply		NavPers 10394		
Flight Engineering		NavPers 10395		
Aircraft Survival Equipment		NavPers 10352		

Marine Transport Squadron Ends Tour with MATS

Marine Transport Squadron 352 is now itself again, after flying more than 25,000 hours as part of the Military Air Transport Service.

The 15 RFDs and crews and maintenance personnel which comprise Marine Transport Squadron 352 were transferred to operational control of the Pacific Division of MATS in 1948. This was done to help fill the gap in MATS created by use of Navy planes in the Berlin Airlift.

The squadron's tour of duty with MATS ended with one of its planes landing at Hickam Air Force Base, Hawaii, at the termination of a flight from Fairfield-Suisun Air Force Base, Calif. In all, Marine Transport Squad-

ron 352 performed approximately 25 million ton-miles of passenger, mail and cargo flying while operating with MATS.

After release from operational control of MATS, the squadron was slated for transfer from Barber's Point, Hawaii, to the Marine Corps Air Station, El Toro, Calif.

Medical Bulletins Merged Into Armed Forces Journal

Unification took another step with merging of the U. S. Naval Medical Bulletin and the Bulletin of the U. S. Army Medical Department. The new publication, to be shared also by the Air Force, will be known as U. S. Armed Forces Medical Journal and its supplement, the Medical Tech-

nicians Bulletin of the U. S. Armed Forces.

All three branches of the U. S. Armed Services will have members on the editorial staff. The bulletin will have a naval officer as its first editor-in-chief. The publication will be devoted to improving the technical proficiency of enlisted medical personnel. It will be issued every second month.

QUIZ ANSWERS

Quiz Aweigh is on page 39

- (c) AM-1 Mauler.
- (c) Dive flaps.
- (b) Secretary of the Navy.
- (a) Under Secretary of the Navy.
- (a) Battleship Missouri (BB 63).
- (c) Stern.

Crew of USS LST 601 Enjoys 6-Months in Mediterranean But Glad to Return Home

Six months in the Mediterranean! Some of the sailors and Marines aboard USS LST 601 were as pleased with the prospect as any tourist, while others — a small minority — would just as soon have stayed home. But as LST 601 nosed eastward into the Atlantic, there were few aboard who were not a little bit excited.

Here is an abbreviated story of the six-month trip, in the words of one of LST 601's complement:

With the exception of four days of bad weather, the 17-day passage to the Mediterranean was enjoyable. Weekends and an occasional "rope yarn Sunday" broke the monotony of the ship's routine. At the smokers the leather pushers did much to keep up the friendly rivalry between the sailors and the Marines. The pranksters were busy, and no one was able to account for the presence of an individual on the bow one morning dressed in sou'wester and hip boots, holding a boat hook. The OOD finally sent for the man and was soon informed that the mysterious sentry had been standing a "mail buoy watch"!

At last we reached the entrance to the Mediterranean, and anchored.

The town of Gibraltar with its winding streets, thousands of steps, and many gift shops seems to cling to the side of its protecting rock. A two hours' climb to the old Moorish castle presents a commanding view of Gibraltar, the middle ground and the Spanish towns of La Linea and Algeciras.

Again we weighed anchor, and



"Oh, you sailors are all alike."



"I thought you meant movie stars."

made a run down the African coast.

Now we had a chance to clean ship, organize some softball teams and see some sights. Each weekend recreation parties were formed, and we visited Rabat, Fez, Volubilis, Moulay Indriss, Meknes, Casablanca and Tangier. Some of these cities were very interesting. Rabat, for instance, is the home of the Sultan of Morocco, who is said to have 50 wives. Fez is the ancient capitol of Morocco, while Volubilis is an ancient garrison town of the Roman Empire, complete with forums, gardens and temples.

The trip to Fez was a highlight for the 30 enlisted men and two officers who made it. They stayed at the Palais Jamai, a fine French resort hotel which was formerly the Sultan's summer palace. The old palace had been kept exactly as it was when the sultan lived there, down to the last harem buzzer. But when some of the men tried a sly poke at the buzzer, they learned for sure that the harem doesn't live there any more.

LST 601 stopped briefly in Gibraltar again, then at last entered the Mediterranean. We made a one-day stopover in Valietta, Malta, where early liberty enabled the crew to see the sights and purchase some of the famous Maltese lace. An overnight trip from Malta brought us to Augusta Bay, Sicily, where we stayed a few days before going up the coast past towering, snow-capped Mt. Etna, to Messina.

Located on the narrow straits between Italy and Sicily, Messina is an interesting city. It has one of the most beautiful and inspiring cathedral

towers in all Europe. The wonderful mechanism within the tower animates huge bronze figures which enact scenes from the life of Christ each noon for the throngs gathered in the square below.

Leaving Messina, the 601 headed for Argostoli Bay, where she joined other Fleet units for three days of combined operations off Gozo Island. Following operations, we were detached and proceeded to Corfu, Greece, where we spent nine days. In Corfu we were host to 500 orphans of the Achilleion — or Boys Town, as we would call it. The children, orphaned by the Greek war, are billeted in the once-beautiful summer palace of the old German Kaiser.

The Greek army provided six trucks to haul the children to the quay, where the ship's three boats were kept busy most of the afternoon hauling the youngsters out to the ship. Many of the youngsters saw the first movie of their lives that afternoon at a special comic show on the tank deck. Afterward the children presented a show on the deck for the ship's company. This show included songs and some traditional Greek dances. After the show the youngest member of the party, a blonde headed little girl of six, presented a huge bouquet of flowers to the ship's company.

After Messina, the ship sailed for San Remo, Italy. We went through the narrow straits between Italy and Sicily — past the volcanic island, Stromboli, glowing ominously against the night sky, and past the isle of Monte Cristo, the home of Dumas' legendary Count of Monte Cristo. Next, we spent three days in St. Tropez and San Maxime before joining the other heavy units of Admiral Sherman's Sixth Task Fleet in Golfo Juan, at the French Riviera.

When liberty call sounded at 1300, as it did during our entire two weeks on the Riviera, everyone who rated liberty or could get a standby was ready on the quarterdeck. Many tours were arranged while we were there.

Finally we got our orders to return to the U. S. We weighed anchor and pointed the LST into the setting sun. As one of the men on watch remarked, "We sure had a good European cruise, but still there's no place like the good old U. S.!"

Navy's EMs May Compete For Appointments to Coast Guard Cadetship

On 20-21 Feb 1950, the annual competitive examination for appointments to cadetship in the U. S. Coast Guard will be conducted. Qualified enlisted men of the Navy or Naval Reserve are eligible to compete.

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

Appointments to cadetship are based on the standing of a candidate on the eligibility list. The eligibility list is made up of those who successfully passed the examinations in all subjects. The appointments are tendered in the order of relative standing, and only the candidates standing highest on the list are assured of appointment.

The number of appointments is determined solely by the needs of the service. The standing of a candidate is determined by averaging his grades in mathematics, English, science, social studies and aptitude tests together with his adaptability grade. The adaptability grade is assigned by the selection board on the basis of the personal interview report, the applicant's educational and leadership background, and the records submitted with his application.

This information was published to the naval service in BuPers Circ. Ltr. 171-49 (NDB, 15 Oct 1949). Included in the circular letter are the following basic requirements for qualification:

- Be not less than 17 years of age nor more than 22 years of age on 1 July 1950.
- Be at least a high school graduate.
- Be unmarried.
- Have the following credits, either in high school or college: algebra—2; plane geometry—1; English—3; physics—1; other optional credits—8.

JANUARY 1950

Navy's Son Navy Joins Naval Reserve

In the Baltimore recruiting station a Naval Reserve lieutenant (junior grade) walked in to execute an acceptance and oath of office for that rank.

"Name?" asked the yeoman.

"Banbard," said the j.g., "Navy Francis X. Banbard, Jr."

"Pardon me? Was that Francis X. Banbard, Jr.?"

"No," said the officer. "My first name is 'Navy.'"

Furthermore, he went on to explain, he wasn't the first in the family to have that name.

Seems that way back when, Grandfather Banbard had wanted to join the Navy. He made it all right—by running away from home in his very tender teens.

When Great Grandfather Banbard heard the boy was in the service, he burned the mail routes to the Navy Department with scorching correspondence. Grandfather

Banbard was released and returned home to face his pappy's ire.

But the old Navy spirit wasn't dead, and the boy still looked forward to a hitch or two. However, there entered into the picture a girl, then marriage, then a family. Duty in the sea service was now out of the question.

Perhaps as a sublimation of a suppressed desire, Grandfather Banbard when the time came gave his new son the first name of "Navy." When the boy grew up and married, his son received the name of "Navy, Jr."

Unlike Grandfather, however, both junior and senior saw active naval service. The father is a retired commander on active duty in the Medical Corps.

Whether the name will go in in the Banbards is a matter of circumstance. As yet, junior's only child is a girl.

- Be at least five feet, six inches, in height, have vision of 20/20 uncorrected in each eye and be otherwise in excellent physical condition.

Descriptive literature concerning the academy and application forms will be forwarded upon individual request. Requests for this literature should be addressed to Commandant, U. S. Coast Guard, Washington 25, D. C. This address is also the one to which completed applications are to be sent via official channels.

After applications are completed and submitted with supporting papers, applicants will be notified through their COs of their acceptance or rejection as candidates for appointment. Completed applications must be postmarked not later than 15 Jan 1950.

The examinations mentioned here will be given only in the continental limits of the U. S. and in Ketchikan, Alaska; Honolulu, T. H., and San Juan, P. R., and only on 20-21 Feb 1950. Only those enlisted men whose units or stations are in those areas at those times will, as a rule, be eligible. COs are authorized, however, to grant leave requests at their discretion so that candidates can take the examination. In order to be eligible, candidates must be nominated by the

Commandant, U. S. Coast Guard, to participate in the examination.

No waivers of any requirements will be granted.

Any enlisted man of the Navy or Naval Reserve who qualifies and is accepted for appointment as a cadet in the Coast Guard will be discharged from the Navy if he so requests in writing.

Marines Land on Crete During Fleet Exercises

The scene was the eastern Mediterranean and the time was fairly recently. The actors were a reinforced battalion of U. S. Marines. Before the drama was over, they had landed — and you know the rest.

Nobody was mad at anybody. It was just part of the fleet exercises conducted in the Aegean Sea and eastern Mediterranean by ships and men of the Sixth Task Fleet. The amphibious landing on Crete was made by Marine Corps detachments from the aircraft carrier *uss Leyte* (CV 32) and the cruisers *uss Des Moines* (CA 134) and *uss Columbus* (CA 74).

Later, there was an intermission to give personnel recreation at various Mediterranean ports.

Reserve Training Afloat Plan Revised

The Navy has put into motion a plan to reorganize its afloat training program for Naval Reservists to provide 10,000 more billets on cruise ships to meet the increased demand for cruise duty.

At the same time that the additional billets are being made available to Reservists, however, the number of ships in use as Reserve training ships will be reduced by one-third.

This apparent contradiction is solved by the reorganization plan which calls for the 107 ships which will remain on active duty to be placed in a year-round operating status by augmenting their crews with personnel transferred from the vessels to be inactivated. The better manned ships will then be able to increase their cruise schedules sufficiently to provide the additional training billets.

Thus, the ships remaining on Reserve training duty will be able to increase the number of cruises they make per year. Destroyers and destroyer escorts which have averaged six or seven cruises will now make 10 trips; smaller ships such as submarines and patrol craft which have previously undertaken two trips will make four.

The "reorganization-inactivation" plan, which is being put into effect gradually, also calls for cruising entire Organized Reserve divisions as units, and the planning of firm cruising schedules a year in advance.

At present, members of Reserve divisions are individually assigned to training cruise billets. The advance

Precision Marching Unit Called Ceremonial Guard

The Seaman Guard Unit of the Receiving Station, Washington, D. C., — the precision marching unit that represents the Navy at official ceremonies and functions in the nation's capital — has changed its name. Henceforth the unit will be known as the "U. S. Navy Ceremonial Guard."

Recognizable by their snow-white leggings and duty belts, this marching unit has been in existence since 1933. With its change in title, the Guard regains the name it originally was given when formed. In 1935 the name of the unit was changed to Seaman Guard.

planning of year-round cruise schedules is expected to help Reservists obtain military leave from their employers.

Destroyers and destroyer escorts on Reserve duty will be assigned home ports for maintenance and upkeep and when ordered out for cruises will proceed to ports closest to the Reserve divisions to be embarked. This is expected to mean a considerable savings in transportation costs for personnel who have previously been ordered to ports where the ships were docked.

Also, the fact that the Reserve training ships are to be ready to go at all times will mean a savings in time, effort and money. In the past, these ships frequently were not able to get underway until sufficient key Reserve personnel reported aboard to round out the crew.

A total of 2,800 Naval Reserve officers and 33,000 enlisted men were given two weeks' training duty in the Reserve training ships during 1949. Under the new plan, a minimum of 4,300 officers and 42,000 enlisted men can be trained afloat each year.

Sixty-five ships in all will be inactivated under the two-pronged reorganization-inactivation program. A total of 172 ships are now in the Reserve afloat training program. By June 1950, this number will have been cut to the required 107.

Most of the 65 vessels to be inactivated are smaller ships such as

minesweepers, amphibious vessels such as LSIs, LCTs and LSSs and patrol craft such as PCs, PCSs and SCs. The bulk of these ships will be inactivated by February.

The vessels which are to be retained include destroyers, destroyer escorts, submarines and larger patrol craft. These ships are not in commission but are in an "in-service" status and are assigned to various naval districts.

Seven continental naval districts and the Potomac River Naval Command are affected by the cutback in available Reserve training ships. Only the three West Coast districts (11th, 12th and 13th) are left with the same number of ships available to train their Reservists.

The overall result of its reorganization program, the Navy feels, will be an increase of 30 per cent in the number of Reserve sailors who will get two weeks' active duty at sea and a projected decrease in expenditures for the program of \$2,000,000.

30 B-17s Are Transferred To Navy for Spare Parts

Thirty Boeing B-17 Flying Fortresses were transferred to the Navy for use as spare parts when found to be in excess to Air Force requirements.

The two Navy squadrons receiving the former Air Force planes are squadrons VX-4 and VP-51 — both engaged in research and development of "airborne early warning" equipment. The first mentioned — VX-4 — is an experimental squadron based at Patuxent River, Md. The other is based at NAS Miramar, Calif. — an operational squadron, of which part is engaged in Pacific weather reconnaissance.

Primary responsibility for a coordinated program of research and development of AEW electronic equipment now rests on the Navy. Such equipment consists of instruments and devices to be borne aloft by U. S. planes to detect the distant approach of hostile aircraft. While development of such devices is largely a responsibility of the Navy, the Air Force retains primary responsibility for actual air defense.

The planes transferred to the Navy were formerly used by the Strategic Air Command as reconnaissance aircraft.

Over 150 Naval Personnel Win Air Medal for Airlift

More than 150 naval persons as well as a number of civilians have been awarded the Air Medal for meritorious service in the Berlin Airlift.

These medals are being awarded by the Air Force for meritorious actions during Operation Vittles. Presentation of the awards, along with an appropriate certificate and citation, was continuing at the time this was written. Several recipients have been presented Oak Leaf clusters in lieu of second or subsequent awards of the Air Medal itself.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 106 - Authorizes continuation of advances in pay to military personnel until regulations applicable to all services are formulated.

No. 107 - Advises allotment officers of reduction in aviation premiums.

No. 108 - Pertains to status and concurrent change of uniform for stewards and gives provisions governing clothing allowances.

No. 109 - Refers to flag and general officers in clarifying the applicability of Articles 1248 and 1249, Navy Regs.

No. 110 - Announces line selection board to recommend officers for promotion to lieutenant and gives pertinent instructions for eligible candidates.

No. 111 - Directs that transportation requests be marked with the letters "PCS" or "TDY". PCS will denote "permanent change of station" and TDY will denote "temporary additional duty" on duty orders where no permanent change of duty is mentioned.

BuPers Circular Letters

No. 182 - Announces promotion of

officers of the Regular Navy and Naval Reserve on active duty.

No. 183 - Announces plans for All-Navy boxing championship in 1950.

No. 184 - Lists change of name of an organization listed as "subversive."

No. 185 - Outlines instructions for disposition of obsolete training films.

No. 186 - Standardizes various administrative procedures for naval officers in Air Force categories.

No. 187 - Lists and announces availability of training publications for the enlisted training structure.

No. 188 - Describes new certificate of service, Department of Defense Form No. 217 (Navy).

No. 189 - Gives schedule for Naval War College courses to commence 10 Aug 1950.

No. 190 - Lists presidential approval of officers recommended for promotion to grades contained therein.

No. 191 - Concerns monthly report of subsistence and quarters allowances inside continental U. S.

No. 192 - Contains initial distribution in warrant pay grades of commissioned warrant officers on active duty on 1 Oct 1949.

No. 193 - Modifies instructions for assignment and distribution of enlisted personnel to Military Sea Transportation Service.

No. 194 - Outlines evaluation procedure for determining the caliber of Navy musicians with a view to establishing standards and policies for the selection and assignment of future band leaders.

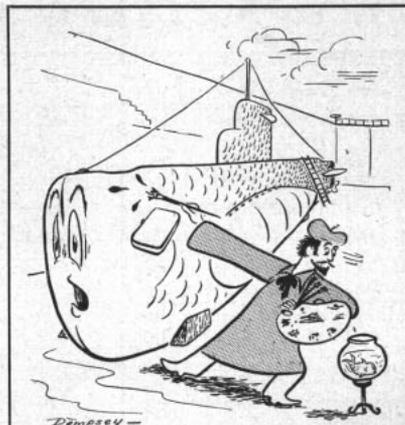
No. 195 - Concerns violations of Navy motion picture rules with reference to attendance, advertisements and damage to prints.

No. 196 - Gives detailed instructions for the administration of Department of Defense Form No. 214 which concerns a report of separation from the armed forces of the United States.

No. 197 - Advises discontinuance of allocations for off-duty courses for naval personnel at accredited colleges, universities and junior colleges.

No. 198 - Adds further information to Alnav 89-49 (NDB, 15 Sept) in procedures for discharge.

No. 199 - Applies to Armed Forces personnel eligible for the Delaware State Veterans' Bonus.



'Miki' Maneuvers Colorful For Certain Submarines

We've all seen goldfish flashing the sunlight off their scales of bright yellow, but certainly nobody ever thought that color would adorn the Navy's mechanical whales - our submarines. It did, though.

This happened in "Operation Miki," joint Pacific maneuvers. Serving with the Western Task Force were the submarines *uss Perch* (SSP 313), *uss Cusk* (SSG 348), *uss Carbonero* (SS 337) and *uss Barbero* (SSA 317). A dozen other subs were designated as "aggressor submarines" and there was considerable danger of confusing friends and "enemies." Bright yellow paint was the answer. Applied upon the periscope structure and other high portions of the submarines of the Western Task Force, it provided a means of quick identification. Matching stripes were painted on the hulls forward and aft of the conning towers.

3 MarCor Selection Boards To Consider Top Officers

January and February 1950 mark the convening of three Marine Corps selection boards for promotion of officers to the rank of lieutenant colonel through major general.

Boards are convening or will convene as follows: To select officers for promotion to major general, 5 January; to brigadier general, 12 January; and to the ranks of colonel and lieutenant colonel, 2 February. The boards are meeting or will meet at U. S. Marine Corps Headquarters, Washington, D. C.



"Oh . . . and a box of fish food, please."

BOOKS: HISTORY AND FICTION HEAD JANUARY'S LIST

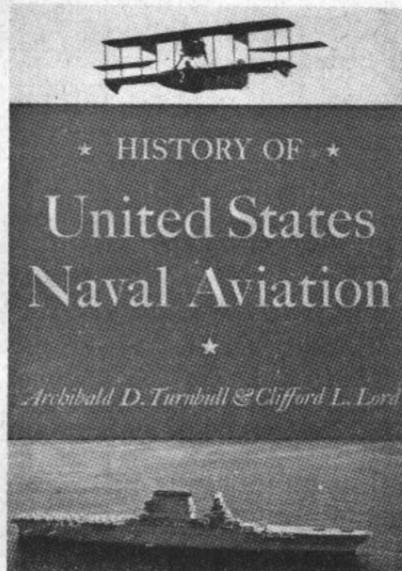
• *The King's Cavalier*, by Samuel Shellabarger; Little, Brown and Company.

Francis the First was reigning in France, and the smiling mountebank, de Norville, was leading the Duke of Bourbon's rebellion against the crown. Power behind the throne was in the hands of a woman — the king's Regent mother. And another woman, the king's mistress — a beautiful Englishwoman — was secretly pledged to assist the rebels. . . .

Here is plot and counter-plot; spying and counter-spying. Here is all the sweep of powerful personalities and events that whirled over France in the troubled days 400 years ago. Literally made to order for the lover of modern-day historical novels.

• *History of United States Naval Aviation*, by Archibald D. Turnbull and Clifford L. Lord; Yale University Press.

This is the fascinating story of the Navy and its airplanes from the days of shaky kite-like flying machines up to the sky-filled days of World War II. We meet immediately here some of the earliest figures in naval aviation—CAPT Washington Irving Chambers, LT Theodore G. Ellyson, LT John H.



COURAGE and stubborn enterprise against men and machines make this history exciting reading.

Towers, Naval Constructors Holden C. Richardson and Jerome C. Nunsaker, Jr., and others. We see them struggling for official recognition of aviation, debating the relative merits of planes and ships, and wrestling their powered box kites into the air for short, perilous hops.

Shortly thereafter, the reader finds the Navy spending its first million dollars for aviation, and Congress authorizing extra pay for fliers. World War I develops and aviation moves ahead. The postwar period is shown, with bombing tests being made on stationary, unmanned warships — and the Navy fighting for continued existence of its air arm, if not of itself.

The book advances through between-war technical developments, new uses for aircraft, first use of aviation in fleet exercises and on into World War II when naval aviation met its first real test, and triumphed. Almost a tenth of the book's 330 pages are filled with pictures — many of which are of great interest — general interest as well as historical.

• *Modern Arms and Free Men*, by Vannevar Bush; Simon and Schuster.

Here is a new book that is attracting a lot of attention and comment. For those who haven't read other reviews of *Modern Arms and Free Men*, let it be said right now that the book is well worth reading. (Those who have read other reviews will already know it.)

Its author is a scientist of renown — formerly dean of engineering at Massachusetts Institute of Technology and for many years president of the Carnegie Institute of Washington. During World War II he was director of the Office of Research and Development. During that time and for some time previous to the war years he was, as he says, ". . . in a position to see what science has done and can still do in the art of warfare."

In his book, Dr. Bush takes a calm and scientific look at warfare and the means of waging war as they stand today — or as they stood when he produced his manuscript a few months ago. While some may consider several of his statements as being open to argument, they are

after all the considered opinions of an extremely intelligent man who knows almost all there is to know about developments in military attack and defense.

He has something lucid and apparently well considered and true to say about the future of each branch of the armed forces as well as about that of their principle weapons. Certainly no one will dispute his statement that, "we need a Navy intent on the full accomplishment of its main mission, and not . . . arguing on the defensive in regard to its importance as compared with any other service."

• *Battle Report — Victory in the Pacific*, by Captain Walter Karig, USNR, Lieutenant Commander Russell L. Harris, USNR, and Lieutenant Commander Frank A. Manson, USN; Rinehart and Company, Incorporated.

This is the fifth and last of the *Battle Report* series written under the direction and leadership of Captain Karig.

Volume V begins late in the war. The central Pacific had become an "American Lake," but some of the Pacific war's bitterest fighting lay ahead. The Japanese had yet to use their most desperate weapon — Kamikaze attacks — and the Philippines were yet to be retaken.

Battle Report — Victory in the Pacific takes us forward from that point to the unconditional surrender of Japan at the dawn of the atomic age. We see the vicious fighting for the western Pacific islands, the opening air raids on Japan and the later shelling of Japanese mainland installations by U. S. warships. We see the terrific typhoon of 17 Dec 1944 when three U. S. destroyers were lost and some larger ships were damaged.

We see the war's close — beginning when the cruiser *Indianapolis* sailed from San Francisco with a mysterious wooden box stowed below decks. We fly with the atom-bombers over Hiroshima and Nagasaki — and see the lonely *Indianapolis* torpedoed by a die-hard Japanese submarine on her way home. . . .

It's a good book and part of a good series, not as detailed as Samuel Eliot Morison's, but perhaps better suited to some readers for that reason.

These are some of the books chosen and purchased by BuPers in recent weeks for the Navy's far-flung libraries.

WITNESSES
Geo. W. Richardson
Jas. W. Richardson

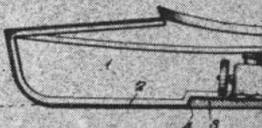
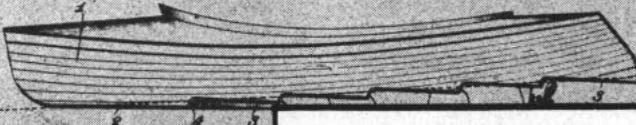
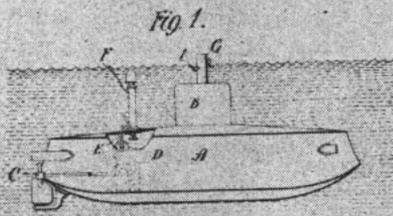
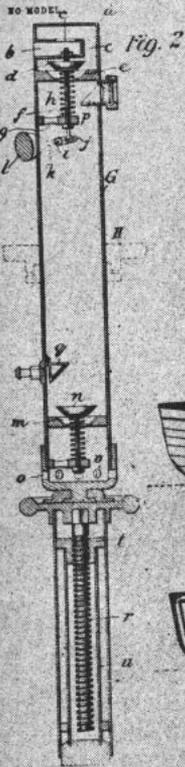
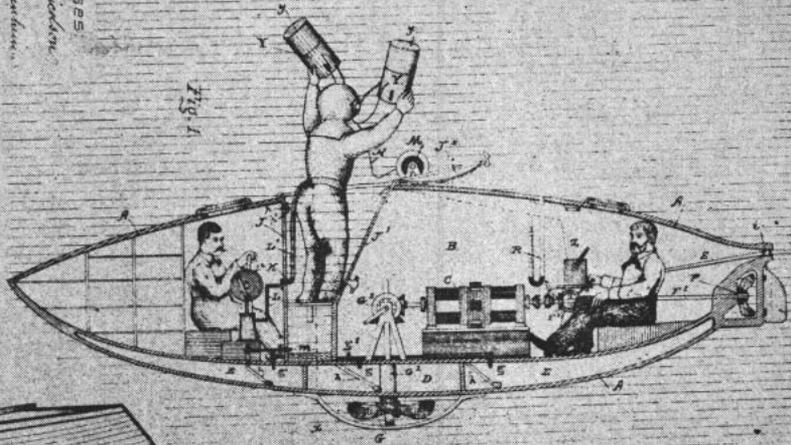


Fig. 4.



"The Navy of 1950"

In 1900 a senator and former SecNav wrote an article for the *Cosmopolitan Illustrated Monthly Magazine* on the prospects of the Navy of 1950, here reprinted with permission of *Cosmopolitan Magazine*.

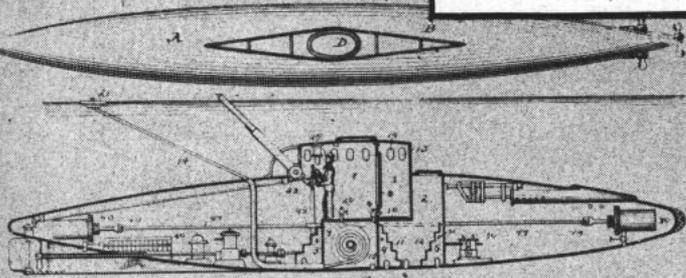


Fig. 1.

A. KLINGER.
TORPEDO AND MEANS FOR PROPELLING SAME
Approved Aug. 18, 1903.

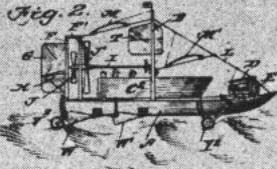
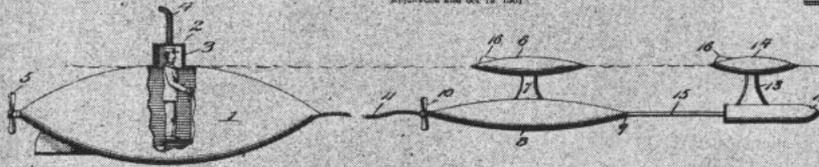


Fig. 3.

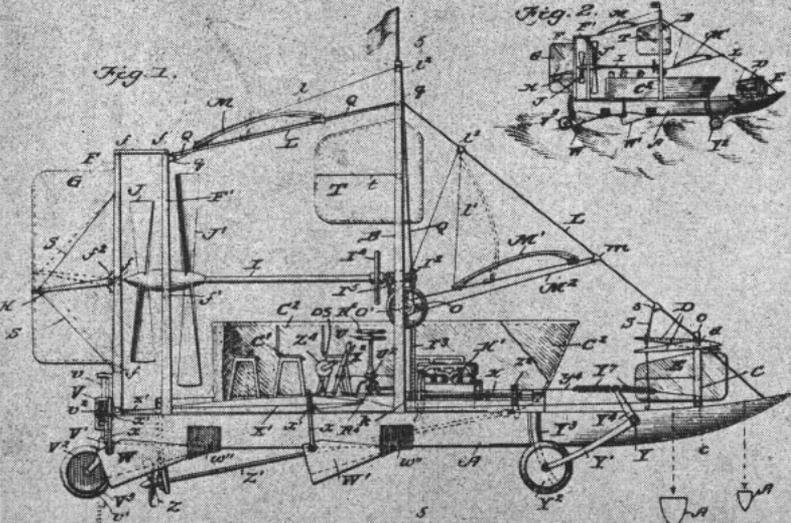


Fig. 4.

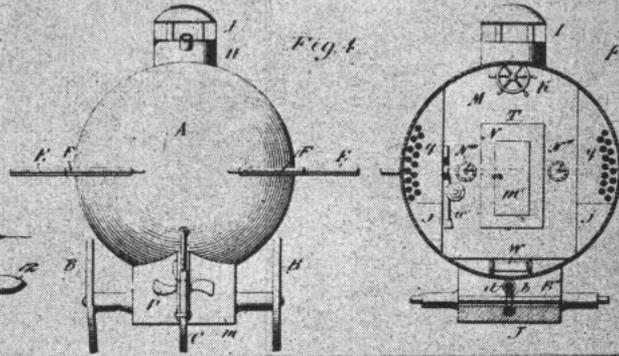
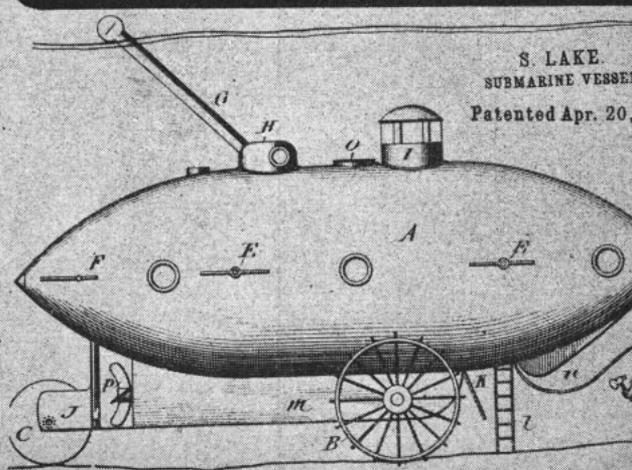


Fig. 5.

ALL HANDS BOOK SUPPLEMENT



S. LAKE.
SUBMARINE VESSEL
Patented Apr. 20, 1903.

How Close Could You Come

Editor's Note: Suppose you were to sit down and attempt to predict what the Navy will be like 50 years from now — in the year 2000 A.D. How close could you come?

Will it be a Navy of true submarines and radar-brain missiles, of atom-powered rockets, man-killing bacteria and bombardment rays? Or, since these possibilities are known to exist today, might they not be outmoded by 2000, their place taken by new modes of warfare as yet undiscovered?

Such were the similar problems confronting the man who wrote what is now reprinted here. Only one thing is different: William E. Chandler wrote this account in the year 1900, crystal gazing half a century into the future toward your Navy — the Navy of 1950.

He was well qualified to do so, if any man was, having served as Secretary of the Navy from 1882 to 1885 and as U. S. Senator from New Hampshire from 1887 to 1901. During his Secretariat, the Navy began taking its modern form. Steel replaced wood, steam replaced sail, and breech-loading guns appeared on all new construction.

America had just graduated into the ranks of Great Powers of the world, after a short (three months) war with Spain won largely by the successes of U. S. sea power.

Demobilization affected the size of the Navy but little. The Naval Militia went back to civil life, a few auxiliary cruisers and yachts were returned to their owners, revenue cutters went back to the Treasury Department — and that was about all. At the turn of the century there were about 2,000 officers and 16,832 men in the Navy, and 211 officers and 6,000 men in the Marine Corps.

The "coastal Navy" of prewar days gave way to the cry of a "Navy second only to Britain's," and it was shortly to assume its role as a real first line of defense. The era of the big all-steel battleship, heavily armed and heavily armored, was just dawning.

Ships of the "Regular Navy" — fighting vessels — totalled 215, of which 15 were battleships. Five more battleships were building in 1900, making a total of 20 slated for active service.

"New construction," reported the Bureau of Construction and Repair, "attained the largest dimensions in the rebuilding of the Navy, comprising as it did the construction of eight battleships, four monitors, one cruiser, one sailing vessel, 16 torpedo-boat destroyers, 22 torpedo boats, and one submarine torpedo boat." The total was 53 vessels, cost of which (without armor and armament) was \$33,400,986.

The submarine torpedo boat *Plunger* attracted little attention, for the little undersea craft had been launched in 1897 and was still only 85 per cent complete three years later, owing to "difficulties encountered with the electrical apparatus which the contractors have not as yet succeeded in remedying. . . ." And craft that flew through the air had little substance other than in the dreams of wild visionaries.

The heart and backbone of fleet organization was the battleship — like the new *Kearsarge*, which could do 17

knots on trial, and *Missouri*, the 16,000-ton monster. A new trend in battleship armament was shaping up under the Bureau of Ordnance: "The development of the 12-inch gun has been so great that its adoption for recent vessels, rather than the 13-inch gun on the older vessels, became a logical sequence. . . . The penetrating power of the new 12-inch gun at 3,000 yards will be 17.92 inches of Harveyed nickel-steel armor as against 15.91 inches for the 13-inch gun. . . . The new 12-inch gun will readily perforate any armor afloat or likely to be put afloat."

Coal was still the main fuel, shovelled into roaring furnaces by the real Black Gang. While the U. S. was moving fast to establish coal depots on its newly won bases, the Bureau of Equipment made the melancholy note that there was "almost a coal panic in the markets of the world," jumping one third in price to \$2.50 a ton. The Navy could scarcely afford it.

Perhaps it was this that prompted the Chief of the Bureau of Steam Engineering to report: "I have continued the experiments with liquid fuel, which were interrupted during the war. The Bureau will shortly be able to decide the prospective efficiency of fuel oil."

Steam furnished not only the propulsive power but also ran the winches and auxiliary motors, for electricity was still an infant on shipboard. "In some quarters the fact that electric motors are extensively used on shore," said the Navy, "has led to the belief that they would be equally successful on board ship."

Actually, electric outfits of the day were huge, weighty, delicate, costly, and generally untrustworthy. Dynamos suitable for Navy use were not being manufactured and on shipboard, it was found, "the motors are necessarily placed where the heat is excessive, causing the wires to sag."

In the British Navy, the naval example for all the world, electricity operated only incandescent lights, searchlights and signal apparatus. But the Inspector of Electrical Appliances added that electricity to work turrets, ammo hoists, guns and other gear should be practicable shortly.

As for electrically operated communications gear, a board made a favorable report after a series of trials in New York Bay and at sea that "the Marconi wireless holds great promise, the only serious defect found being what is commonly known as interference."

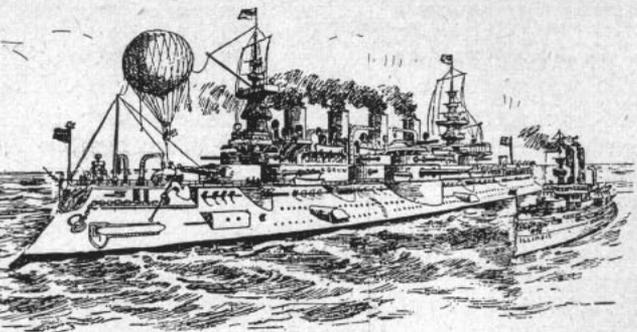
Overseas, Marines and naval personnel were fighting the Boxer Rebellion in Peking and other Chinese cities, quelling disturbances in the Philippines, and using to good effect the new automatic 6-millimeter Colt machine gun while reconnoitering against hostile natives in Samoa.

It seemed there were hardly enough Marines to go around. "Owing to the difficulties of the Marines in Alaska since the discovery of the gold fields there, bringing many unruly characters there," wrote the Commandant, "the strength of the post will have to be increased."

Marines on occupation assignments arrived to take over Wake, Guam, Tutuila, Cavite, and an area to be known as Naval Station Hawaii.

These were the clues, the world 50 years ago of former SecNav William Chandler as he sat down to write about the prospects of the Navy of 1950. . . .

"The Navy of 1950"



THE TWENTIETH century is destined to witness some very important new departures in the art of naval warfare, and the most notable of these may be the disappearance of armored ships. My notion is that fifty years hence the armor-clad fighting-vessel will be as completely out of date as is the armored fighting-man today. Soldiers are no longer protected in battle by suits of mail, because they prefer to take their chances of being wounded or killed rather than carry the weight and suffer the incidental impediment to their activity. To the war-ships of the future the same idea will be considered as applying, and, in order to inflict the utmost possible damage upon the enemy, they will accept great risks fearlessly, relying for safety upon rapidity of movement, skill in maneuvering, and, above all, a dexterity in a sea-fight which shall accomplish the destruction of the adversary before the latter can succeed in striking a deadly blow.

The typical war-ship of the twentieth century—of fifty years hence, let us say—will be exceedingly swift and readily dirigible, so as to maneuver with ease. It will carry a great many guns of moderate caliber, the very large ship-cannon of to-day being dispensed with, and all of them will be of the rapid-fire kind, while the shells will be loaded with high explosives capable of enormous destruction.

It is obvious that, if the war-ship of the future is to have great speed, its motive-power must be proportionate. Engines will doubtless be improved very much, but my belief is that some far more efficient substitute will be found for steam as a propelling agent. What that substitute will be nobody can say, though electricity seems more likely than anything else. In the present state of the electrical art that force is not available for such use, inasmuch as storage batteries would weigh too much; but later discovery may do away with the necessity of employing accumulators, introducing some new and easy method of producing and applying electric energy.

It does not seem too much to expect that the cruiser of the twentieth century, with her improved machinery and new motive-power, will have a steaming radius twice as great as that of the best vessel of her type to-day. In other words, she will be able to travel twice as far without a fresh supply of fuel. Our fastest naval greyhound, *Minneapolis*, has a steaming radius of about nine thousand miles, and, on the basis suggested, the swiftest fighting-craft of fifty years hence (not including torpedo-boats) could make a voyage of eighteen thousand miles, at a stretch, without entering a port. This ship of the future will possess an astonishing activity, traversing immense distances at a high rate of speed, and with a small consumption of fuel. A very notable point about our war-ships of the present day is their low fuel-consumption

on long voyages; but this has always implied slow going, the coal-consumption running up with a startling multiple when speed is increased.

If my theory is correct, the armored ship of the twentieth century will be regarded, like the mail-clad fighting-man, as a relic of the past, and the war-vessel will take its chances in conflict, just as the soldier does to-day. Perhaps the war-ship may retain a light protective coat, very strong for its thickness, but the enormously heavy plates now in use will be dispensed with, simply for the reason that they interfere too much with the activity and service-ability of the dirigible floating platform which carries the guns. Our new battle-ship, *Kearsarge*, carries no less than twenty-seven hundred tons of armor—a weight so gigantic as to render her clumsy and sluggish.

Already our own Navy Department has come to realize that armor has been over-done, and the thickness of the steel plates is to be much reduced in the newly ordered war-ships. This, unquestionably, is a step in the right direction. One trouble about the modern battle-ship is that in a sea-way she finds difficulty in fighting her guns, because she rocks so much, and it has been asserted by experts that a cruiser like *Brooklyn*, having a higher free-board and therefore a more stable gun-platform, could stand off at long range in rough weather and "knock-out" the most powerful battle-ship, which would be as helpless under such circumstances as a cow attacked by a tiger-cat. It is not sufficient to be formidable merely in defense; readiness to attack, which in a war-vessel implies nimbleness, is at least equally important.

2

Not being myself an expert in such matters, technically speaking, I am obliged to confine myself to generalities. To attempt a discussion of the relative merits of the battle-ship and the armored cruiser, for example, would be to venture outside of my knowledge and into a field with which I have not a proper scientific acquaintance. On the other hand, I do not hesitate to venture the prediction that fifty years from now there will be no such great differentiation in types of fighting-ships as we behold at present.

At one extreme we have the battle-ship, and at the other the unprotected greyhound cruiser with small offensive power and no defensive equipment except her heels—in other words, her ability to run in case of danger. If I am not mistaken, the sea-fighters of the future will be, in the main, of one type—with light armor, if any; swift, nimble of movement, and with tremendous destructive power.

Already there is a marked tendency to increase the number of guns and make them of somewhat smaller caliber, the great ship-cannon mounted in the turrets of

"The Navy of 1950"

Indiana and other battle-ships of ours to-day being too slow of fire and too clumsy to handle. When high explosives are used in shells, as will soon be the case, projectiles of moderate size will carry them in adequate quantities, and the best results will be obtained by concentrating the fire of many guns. It goes without saying that the weapons employed, whatever their size, will all be of the quick-fire type, so as to throw literally a storm of bursting projectiles at the enemy.

The loss of life in a twentieth century naval battle will be very great, the means of destruction used being so tremendous. We may expect now and then to see a vessel wiped out with a single well-aimed shot, all on board perishing, because in such a conflict there will be no time to pick up the survivors. On the other hand, much will be gained for safety by making the ships fireproof—a change which has already been adopted in the plans for all of our newly ordered fighting-craft. War-ships in the future will be non-combustible from stem to stern. Wood has to be utilized for some purposes on board, though the furniture may be of metal, but there is no difficulty in rendering it absolutely proof against fire by a mineralizing process which has been adopted by the government for this purpose.

Necessarily, the enemy's vessels would be as vulnerable as our own, for lack of armor—a remark which recalls to my mind an incident that occurred when I was Secretary of the Navy. We had begun the new navy by contracting for *Chicago*, *Boston*, *Atlanta* and *Dolphin*, and our next program was a very modest one calling for the construction of only four additional ships. More were wanted, but it was thought that four were as many as we could hope to get.

In those days the importance of sea-power was not recognized in this country as it is now, and many people in Congress could always be counted on to oppose any measure for the increase of our maritime forces. A Democratic senator from the East, in particular, was against furnishing money for a Republican Secretary to spend on war-vessels, and it was in vain that he was urged to con-

sent to it. Looking for a pretext for opposition, he found one that was rather ingenious. He came into the room of the Senate Naval Committee one morning and said:

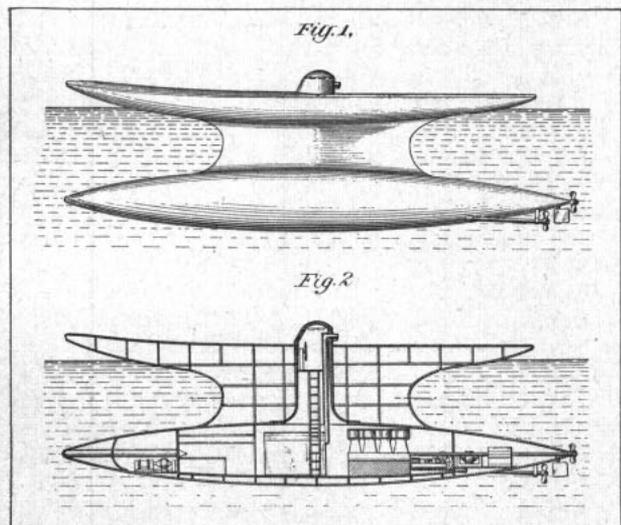
"Mr. Chairman, I've been thinking this business over, and I don't see that we need any more ships — at all events, not just now. Here is this new stuff called dynamite, which is so powerful that a small projectile loaded with it may destroy and blow to atoms the biggest war-vessel in the world. There is no use in putting a great sum of money into a craft that can be smashed with a single shot. So I think that, instead of going any further, the subject of dynamite ought to receive careful investigation."

Evidently it did not occur to the Senator to consider that dynamite, in a fight on the seas, could not be thrown at us except from a ship, which necessarily would be as vulnerable to attack by high explosives as our own vessels. But the remarks quoted are interesting to-day, as illustrating the development of ideas on the subject of naval warfare within the last eighteen years. The money for the four ships I wanted was not given to me, but to Secretary of the Navy Whitney afterward.

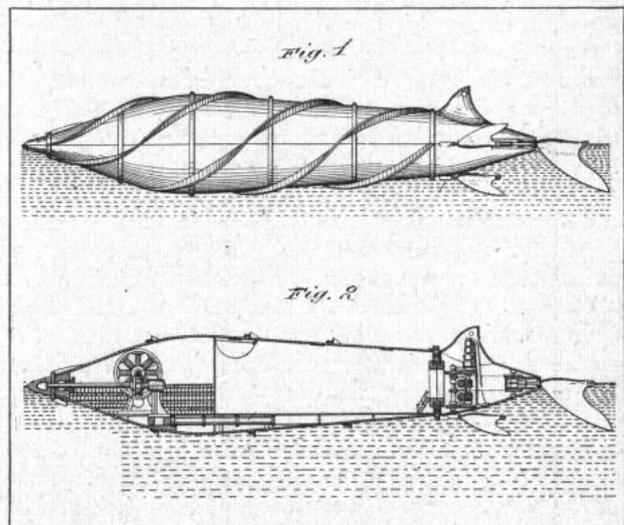
According to my notion, it will be thought fifty years hence that six million dollars is too large a sum to risk in a single war-ship, and that it is better to build two or three of less size for the same money. I am strongly inclined to think that, under twentieth-century conditions, two or three comparatively small fighting-vessels, powerfully armed and very speedy, may do much more execution and accomplish more effective, results than one huge floating fortress.

3

The use of the torpedo in naval warfare will be greatly developed in the course of the next fifty years. Of the employment of torpedo-boats I have always been a strong advocate, but the lessons of recent history point to the conclusion that small craft of this kind are too vulnerable to be of much practical service, unless for scouting duty or to steal upon an unsuspecting foe at night. This latter move, indeed, is rendered almost impracticable by the detective searchlight. Probably the torpedo-boat of the future will be of considerable size, and will carry a fair battery of rapid-fire guns, so as to be able to put up some



HYBRID torpedo boat had one hull underwater.



UNIQUE submarine corkscrewed itself through water.

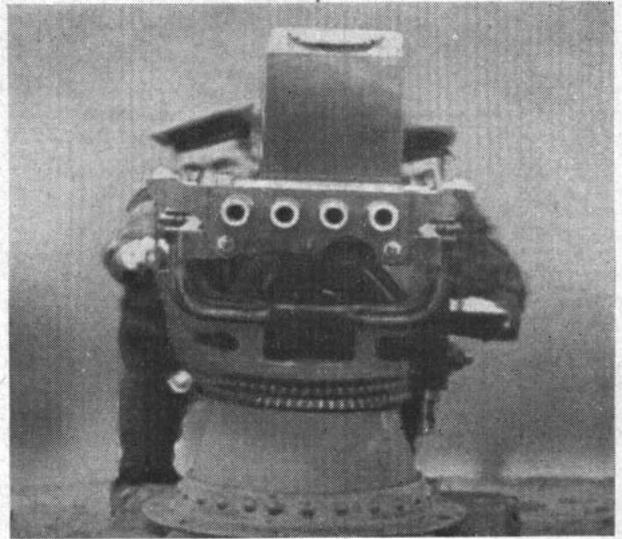
sort of fight, while seeking a chance to deliver its more deadly and destructive missile.

I am inclined to think that the pneumatic gun will be dispensed with. Its range is very short and its trajectory so high as to make accuracy of aim difficult. Besides, what will be the use of it when ordinary guns throw high explosives? As for the range of ship-cannon, it is not likely to be increased; for there is no object in throwing a shell ten or fifteen miles when a ship is concealed by the curvature of the earth at seven miles. Furthermore, war-vessels would not begin an action until within two miles of each other.

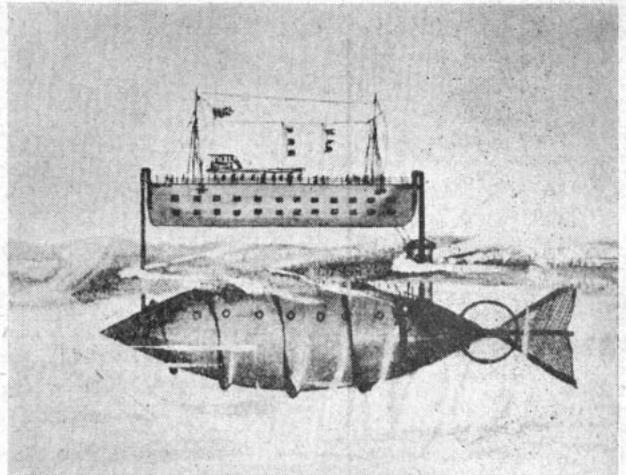
One important new departure will be the adoption of some sort of paint for ships' bottoms which will prevent them from fouling. This is a matter of utmost importance, inasmuch as a foul bottom cuts down a ship's speed and greatly increases her consumption of fuel.

The submarine boat, in my opinion, has a great future before it. In harbors, it can hardly be operated with safety, owing to obstructions—particularly torpedoes in war-time. It needs a clear field, and its most effective work will be done outside the mouths of harbors, perhaps running out on the surface of the water—for the sake of clear vision—and then diving to attack the enemy. It may be that, some time in the future, war-ships will carry submarine boats for torpedo service at sea. The question is chiefly one of weight, for if such a boat can be made light enough, there is no reason why it should not be carried on the deck of a large man-o'-war, just as enormously heavy steam-launches are a part of the equipment of a modern battle-ship.

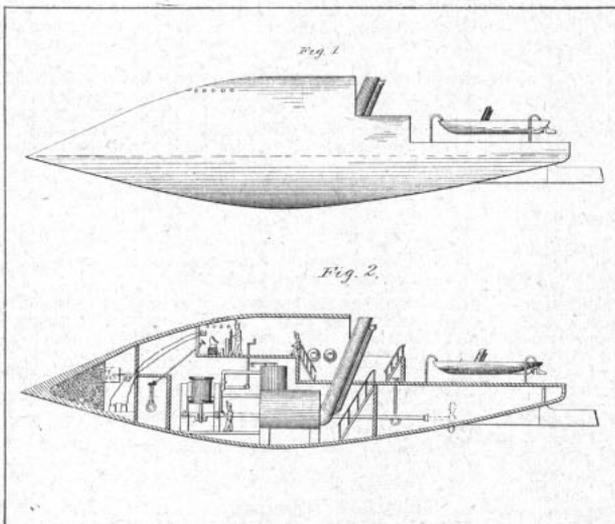
The increase of our navy depends wholly upon a determination to develop our merchant marine. If the latter is revived, our fighting force on the seas must be increased proportionately, and before the end of the twentieth century we are likely to find ourselves only second in rank among the nations of the world in respect to seapower, Great Britain still holding the first place. But commerce must come before a larger navy, for, lacking the pugnacity of Germany, France and Russia, we are not likely to build up a great fighting force on the ocean merely with a view to making ourselves formidable in a martial sense. Our first duty now is to revive our carrying trade in ships suitable for naval service in time of war.



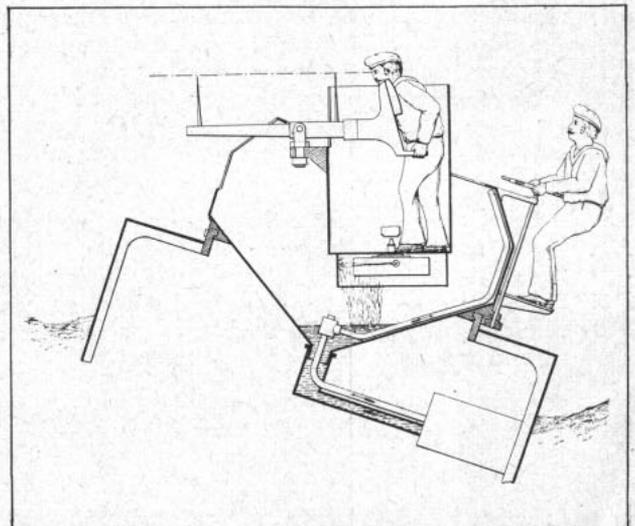
NORDENFELT four-barrel, rapid-fire one-pounder—Increased use of such weapons by Navy was predicted.



TWO-HULLED vessel invented by a Russian in 1889 was half submarine. Fish-shaped rudders were for steering.



SELF-DESTRUCTIVE vessel had a potent warhead.

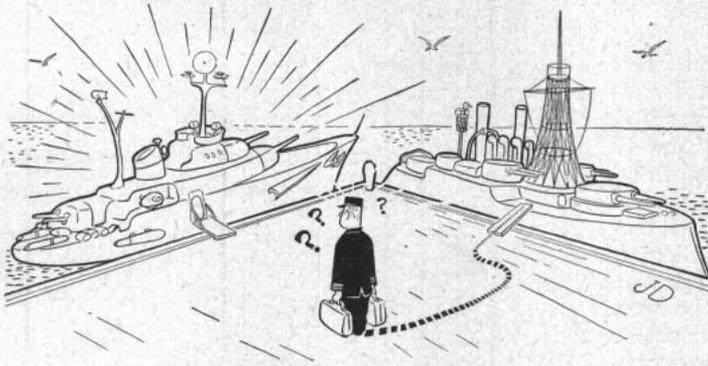


APPARATUS was to provide a steady gun platform.

TAFFRAIL TALK

USS *McClelland* (DE 750) was a whole new nautical world to one Naval Reserve commander taking his first cruise in 26 years. Vice president of an Alabama bank in civilian life, Commander William O. Baldwin, USNR, who had resigned from the Regular Navy in 1923, made a "cruise report" of his impressions:

"No seaman recruit of the Naval Reserve proved to be half so "recruitish" on *McClelland* as I. The night I went aboard, I noticed two horizontal red lights on a tug tied up alongside. It mystified me but I had too much pride to ask what the lights



were. I reasoned that the Rules of the Road had been altered in the 26 years since I had dealt with them, but I found that I was reasonably well posted on that score . . .

"I had never seen sonar or radar, nor any part of the CIC installation. I had never seen a ship that had no chains.

"Being on a diesel electric craft made me realize my age. Oil was in its hey-day and turbines were just being perfected when I left the service and several of the ships to which I had been attached were coal burners with reciprocating engines!"

Each month several ALL HANDS readers send to the magazine words and pictures about a new Enlisted Men's Club that has been built at their station.

We want to receive these contributions to the magazine and use the stories and pictures whenever we can. But to be newsworthy and interesting to ALL HANDS readers, these pix should have people in them — people relaxed and doing things that come natural — rather than being obviously posed.

So you photographers, ask a few sailors and their dates to pose (but naturally) for you when you take the shots of your brand-new club.

Out on the west coast they're telling a story about two USS *Valley Forge* yeomen renting a private plane and landing on a highway on Maui Island, Hawaii. They had run out of gas, so they set their craft down on the road, walked to an airport to purchase five gallons of gas, filled 'er up and took off again. Police cleared the way.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

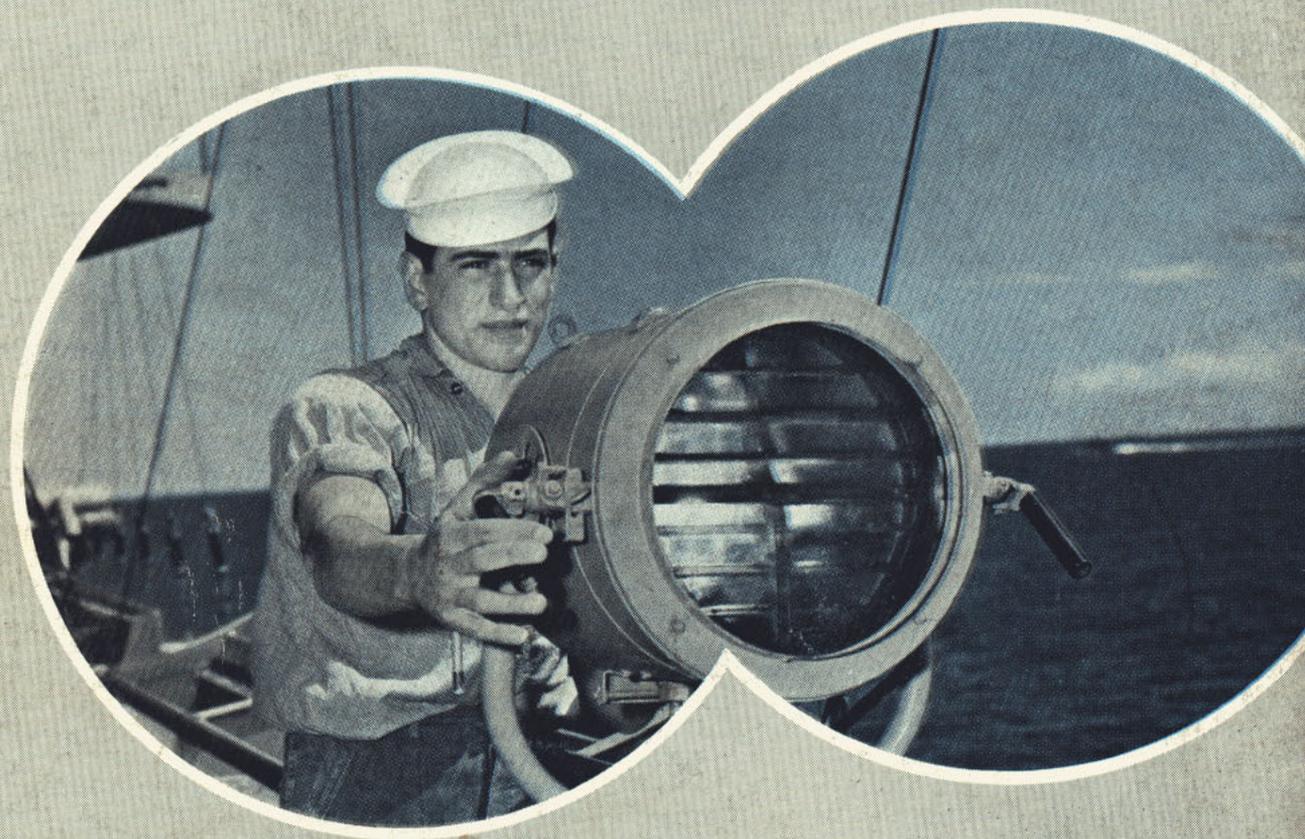
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: The guppy-type submarine USS *Remora* (SS 487) displays 4.0 seamanship as a taut line and good conning bring the boat into her berth. →

**HAPPY
BERTHDAY**



A MESSAGE FOR YOU.....



BEING A NAVY MAN MEANS.....

TRAINING .. ADVENTURE.....

STEADY PAY .. RETIREMENT.....