

ALL HANDS ⁶

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



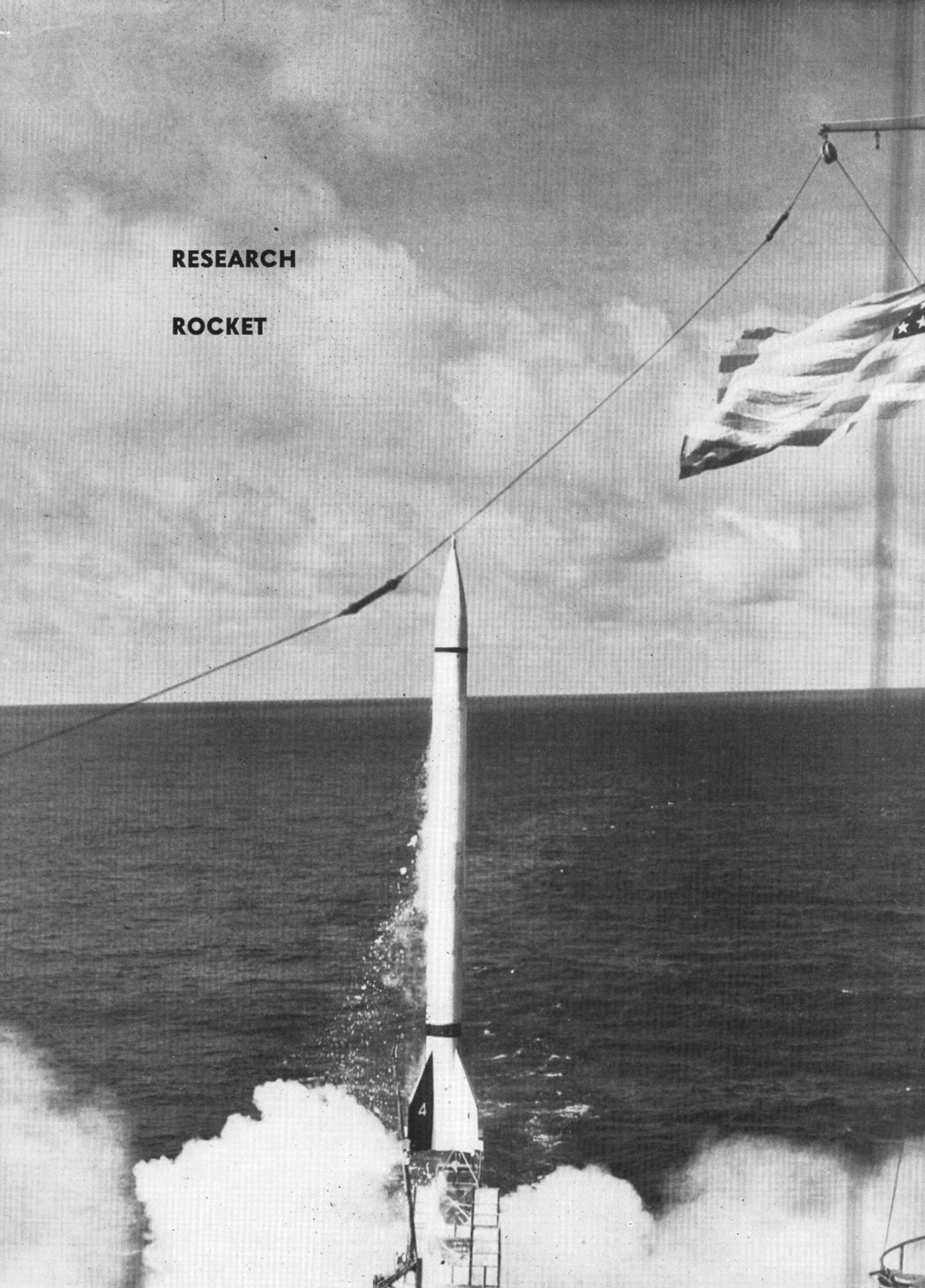
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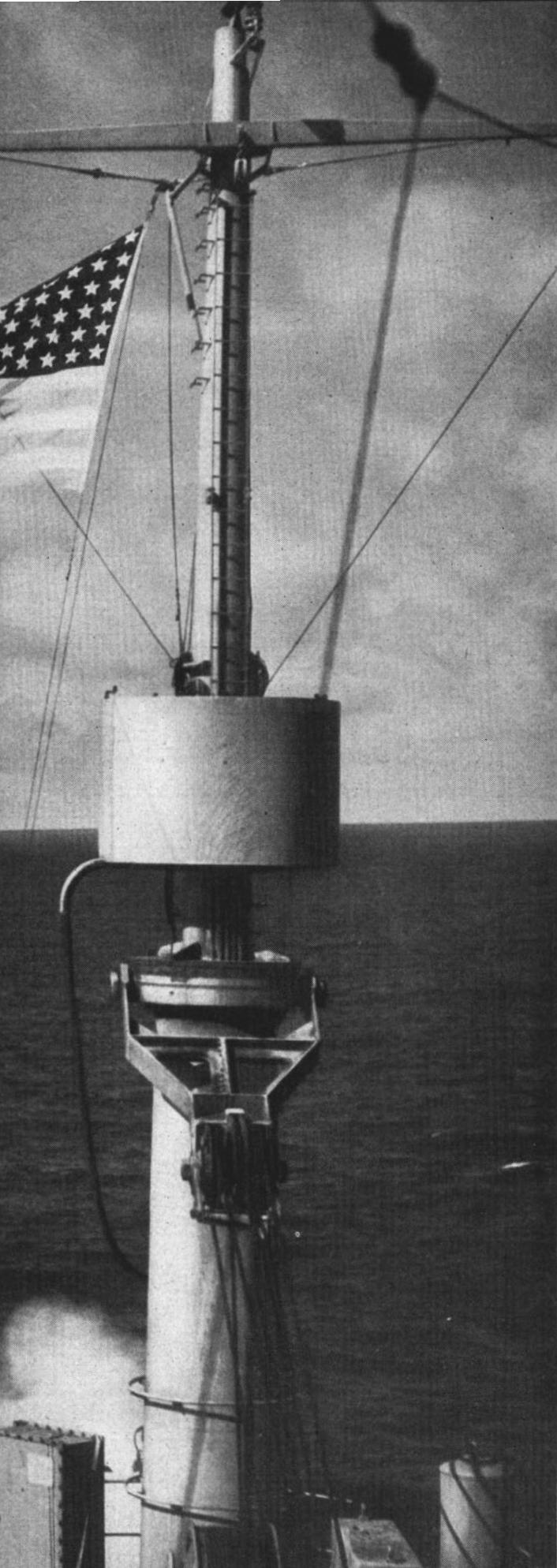
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JULY 1950

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JULY 1950

Navpers-O

NUMBER 401

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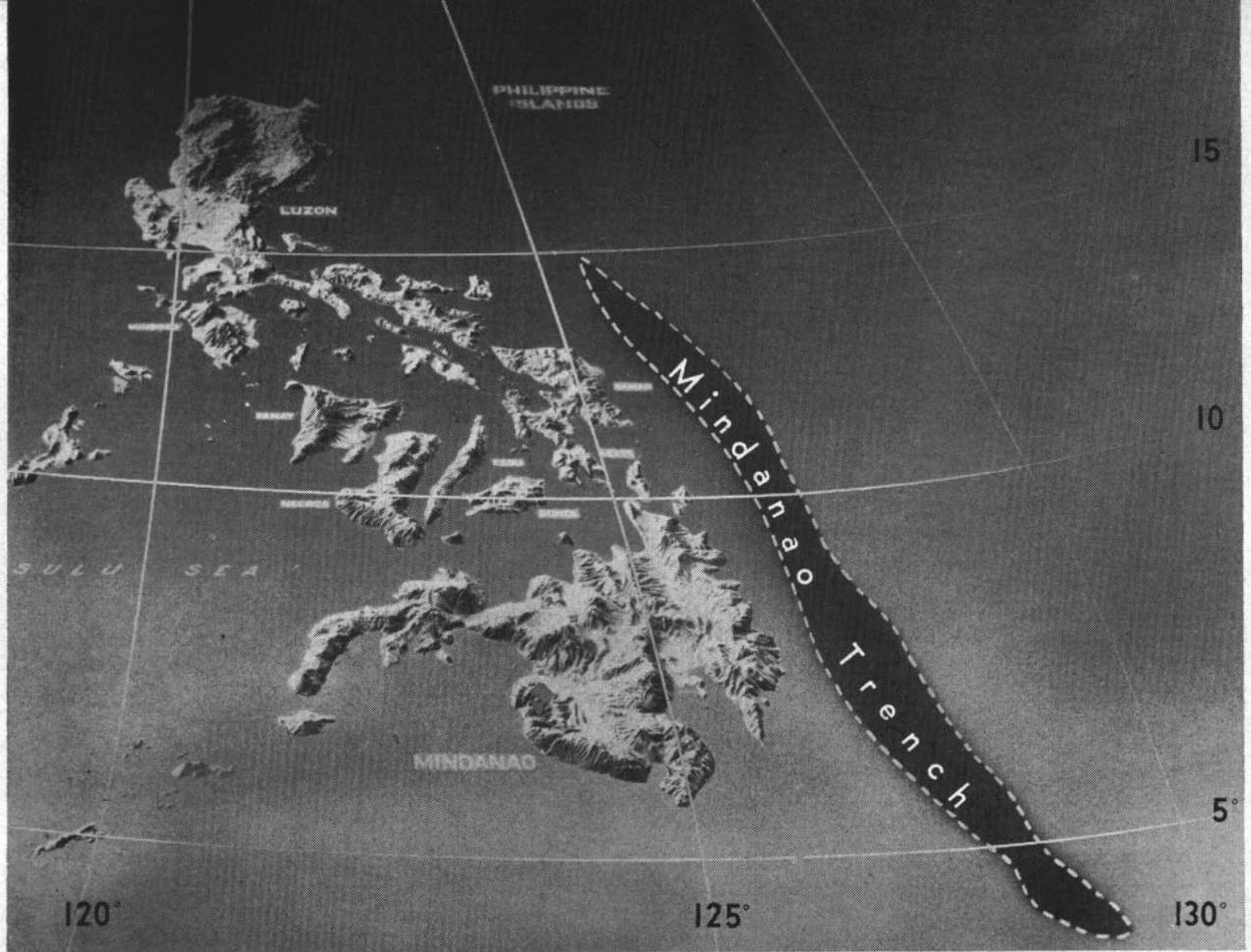
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● FRONT COVER: Main batteries of three destroyers of DesDiv 182 get new coat of paint in preparation for visits to ports on the east coast. Left to right: J. J. Gyles, SN, *uss Furse* (DDR 882); P. M. Pickett, SN, *uss Newman K. Perry* (DDR 883), and F. Milewski, SN, *uss Charles P. Cecil* (DDR 835).

● AT LEFT: Clouds of smoke and vapor accompany the launching of the 46-foot Viking research rocket as the 11,000-pound missile left the deck of *uss Norton Sound*, at a point on the equator in mid-Pacific.

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



MINDANAO TRENCH—Somewhere in its 600-mile length man will probably find the deepest water in the world.

Ships Seek Deepest of the Deeps

SOMEWHERE beneath the surface of the sea is the deepest water in the world, and one way for your ship to win immortal fame in these days of peace is to drop by and find it sometime.

Far less is known about the nether regions of the sea than is known about the atmosphere. Part of the reason is that air yields up its secrets more easily, by admitting easy passage to radar, radio, infra-red, sound and other forms of energy that must pass through to make measurements. Only sound energy penetrates the sea with much effect.

Another part of the reason is that man, being a curious individual with a flair for seeing with his own eyes, has run into a wall of frustration in trying to get himself into a position, physically, where he can do just that. The deeper he goes, the greater the barriers become—freezing cold, absolute darkness, terrific pressures as high as seven tons per square inch.

But, if man could walk around on the floor of the sea, he would find the

great underwater canyons, mountains and plateaus that make up a new hidden world. He would find great forests of sea-weed, some nearly as tall as a giant redwood tree. He would find mountain ranges in the water that dwarf the Rockies, and a huge gash in the face of the earth that's four times the size of Grand Canyon.

The gash is Mindanao Trench east of the Philippines, stretching 600 miles from south of Mindanao to north of Samar, and as much as 50 miles wide. Its third dimension—depth—is more important. How deep does it run, at its deepest point? Is the deepest water in the world lying in Mindanao Trench . . . or in the Japan Trench? That's what the Navy's Hydrographic Office would like to know, and deep-sea soundings by naval vessels will have to provide the answer.

If Mindanao Trench is the largest of the world's sea canyons, it's still only 100 miles longer than the Japan Trench, and is less than one third the

length of the great chain of trenches that together string out along some 2,000 miles of ocean floor and through 30 degrees of latitude. This chain of four trenches starts at the north, near Japan, and winds through the Bonins, past the Marianas, and ends among the Western Carolines near Palau. All four have depths greater than 4000 fathoms.

Hydrographers know where the trenches lie, but other features are more puzzling—such as how deep they run, why they're generally curved in shape, why they lie close in to islands, or why they happened to form on the convex side of the adjacent island group. It's seemingly inconsistent that in the vicinity of the Bonins Trench great mountains of volcanic ash push themselves out of the water, belch and sputter for a time, then sink beneath the surface. It's also inconsistent that 15 miles from the highest point on Yap Island is a depth of 4122 fathoms in the Western Carolines Trench.

Why the sudden interest in chart-

ing the ocean depths? Why, other than for purely casual interest, should the Navy concern itself over depths greater than 100 fathoms? The answer lies in the search for perhaps the easiest method of navigation — by use of sea bottom features.

“Modern electronic sounding and ranging features,” says a new Hydrographic Office publication, “makes the profile of the floor of the sea the most universally accessible of the aids of navigation. With the availability of accurate charts, piloting by the prominent features of the bottom may become as common as coastal piloting.”

If an airplane can get a position fix from Mount Whitney and a nearby peak, or from the juncture of two rivers like the Wisconsin and the Mississippi, so can a surface vessel obtain a fix from distinguishable peaks, canyons and other natural markers in the sea. Or better yet, so can a submarine of the future deep-diving, long range type that will best use its full capabilities by not being forced to return to the surface for navigation by loran or star sights.

The Navy is enlisting the aid of every ship that travels everywhere in its effort to work out contour charts of the ocean bottom.

Hundreds of thousands of soundings are necessary to meet this program, and of these, soundings of the great deeps are a small — but highly interesting — part of the whole.

Where to look for the world's deepest water is a relatively simple problem, hydrographers say. They would be very much surprised if it were found in any but two places — Mindanao Trench or Japan Trench.

It was in Mindanao Trench that the German cruiser *Emden* found a record depth of 5900 fathoms in 1927, and until recently this was believed to be the world's deepest. But *USS Cape Johnson* made recordings in 1944 that disproved the accuracy of *Emden's* sounding, then returned the following year to find a new record deep. Instead of 5900 fathoms as reported by *Emden*, the greatest reliably recorded depth today is 5741 fathoms in the Cape Johnson Deep. Whatever way you look at it, however, both figures round off to the very considerable approximate of six miles, straight down.

Because the work has been largely a spare time affair throughout, both as to *Cape Johnson's* initial discovery and checking of the figures since, the first announcement of the new sound-

ing comes at this time, five years later, in a technical report to the American Geophysical Union. The report is published simultaneously with this article.

Cape Johnson's work ties in with the soundings of three other vessels in the search for the world's deepest water in the Mindanao Trench. To start from the beginning, first there was the German oceanographic survey vessel *Planet* which in 1912 found a maximum depth of 5352 fathoms in what was then believed to be the deepest part of the trench. This single sounding took six hours in all, while her personnel reeled out miles of piano wire, and was considered one of the most important oceanographic discoveries of the day.

Fifteen years later the cruiser *Emden*, fitted out with better gear — the then new audible frequency echo sounder — appeared in the same vicinity and made several recording runs. At 9° 40' N. and 126° 50' E. she made her deepest sounding of 5900 fathoms, which at first was accepted

Navy Offers Immortal Fame To the Ship Discovering The World's Deepest Water

without reservation as the world's deepest.

But in 1930 the Dutch vessel *HRMS Willebrord Snellius* aroused scientific skepticism with the announcement that, with the same gear as *Emden* had used, the greatest depth was only 5555 fathoms over practically the same ocean bottom. As a matter of fact, *Snellius's* figures agreed more closely with the piano wire sounding made by *Planet*.

Still, most hydrographers were reluctant to discredit *Emden's* work until further data were available, and the dilemma remained unsolved until 1944 when *Cape Johnson* found herself on a wartime mission in the area.

Commanding the Navy transport was a geology professor turned skipper in wartime, and he was naturally interested in the soundings of Mindanao Trench. Taking temporary time out from the war to run a few traverses, Commander H. H. Hess, USNR, retraced the area where *Emden* had recorded 5900 fathoms. Soundings were made with *Cape Johnson's*

new high frequency echo sounder, the directional type which most U. S. naval vessels have today.

Her deepest sounding in the area was 5532 fathoms, checking closely with *Planet's* 5352 and *Snellius's* 5555 — but disagreeing sharply with *Emden's* 5900.

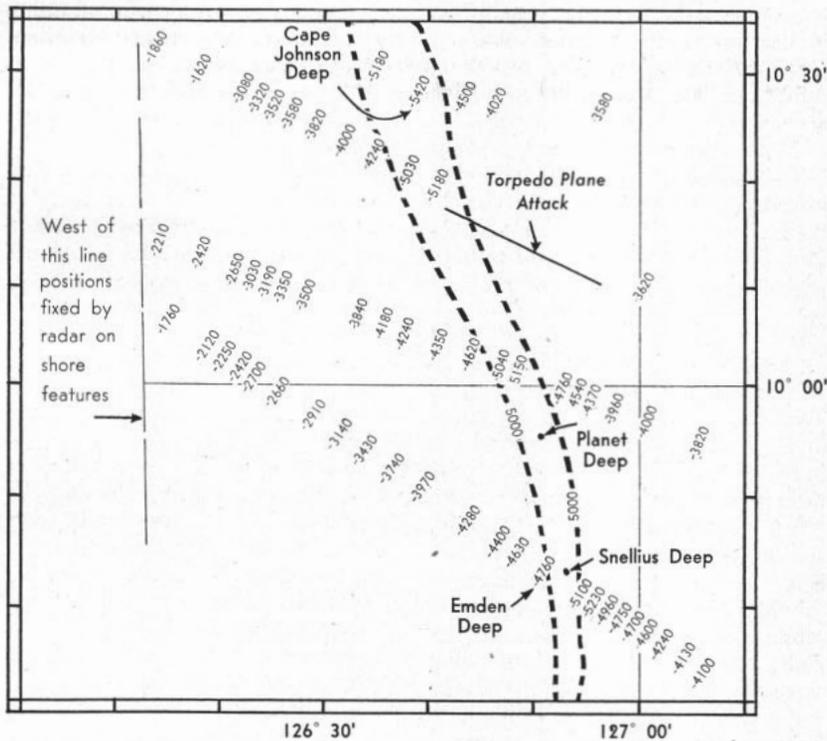
Here was sufficient proof that *Emden* was wrong. What had been hailed as “the world's deepest deep” was not so deep after all. And, in fact, with this evidence it was apparent that a deeper record had been found in the Japan Trench — 5673 fathoms, which previously had been considered the second deepest.

According to the joint report published by Commander Hess and Mr. M. W. Buell, Jr., hydrographic engineer at the Navy Hydrographic Office, the reason for *Emden's* mistake is that their soundings were not directly vertical from the ship. “It is quite evident from the study of *Emden's* sounding traverses,” it states, “that many of their soundings are spurious values — reflections from points far to one side and not directly below the ship. This is a common occurrence in non-directional echo sounding over rugged topography.” *Cape Johnson's* directional sounder eliminated many of the errors.

Cape Johnson had no more time to spare, and she returned reluctantly to her wartime duties. But on 14 July 1945 she was back again over Mindanao Trench — only this time she was farther north. Forty-five miles from the *Emden* Deep, she made a sounding of 5420 fathoms, which, when corrected, amounted to a true depth of 5741 fathoms.

The time was approximately midnight, at the location of 10° 27' N. and 126° 36' E., and the report of the event notes that “the sounding was taken by R. K. Pritchard, QM1, USNR, an experienced and reliable operator of the echo sounder. Pritchard had been taking soundings for more than a year.”

So, until another deeper recording is made, the Cape Johnson Deep of 5741 fathoms stands as the world's greatest. Actually, there's good reason to believe Mindanao Trench or Japan Trench has deeper places. Commander Hess himself believes *Cape Johnson* could have found deeper water on one traverse, but she was suddenly called back to wartime pursuits. On one recording run the Navy transport made soundings of 4000, 4240, 5030 and 5180 — with



SOUNDINGS by *Cape Johnson* show figures uncorrected for speed of sound in water. True mark for Cape Johnson Deep, 5420 here, is 5741 fathoms.

the deepest part of the trench still to come — when she was forced to break off. *Cape Johnson's* personnel turned their attention to the skies, where a Japanese torpedo bomber was making a run on the ship.

Survival being a stronger instinct than desire for acknowledgment, even on *Cape Johnson*, the crew went to general quarters. They're still speculating about what might have turned up.

As it was, *Cape Johnson* returned to the war in a hurry, and never went back to the same area. The last sounding, 5180 fathoms uncorrected, was at approximately 10° 18' N. and 126° 40' E., just in case your ship has an interested skipper and a good echo sounder operator. During the war thousands of American ships had passed through the general area, on their way to Leyte and other Philippine Islands, but only *Cape Johnson* attempted to "feel out" the underlying trench with sound impulses.

Other than these indications, why are the Navy's hydrographers so willing to believe there are greater depths in Mindanao Trench? In the first place, the number of traverses run across it with the high frequency

echo sounder, today's best equipment, is a total of only four.

These four, made by *Cape Johnson*, are all that's available for a trench 600 miles long. To be at all sufficient, hydrographers say, the sounding traverses across a deep canyon like the Mindanao Trench should be not more than five miles apart.

Another reason is that only one ship has made soundings along the entire trench, and that was *Willebrord Snellius*, using the non-directional gear that's subject to error. While all Navy H.O. charts confidently list depths along contour lines for the trench, hydrographers are less sure than it would appear about the true figures. Even one of the latest charts, H.O. 5485, has at least one deep-sea contour depth now known to be wrong.

Another chart shows a deep of 5771 fathoms in the Japan Trench, a mistake by *uss Ramapo* (AO 12) similar to the spurious values recorded by the cruiser *Emden*. The figure is wrong, but therein lies the tale of the discovery of the *Ramapo* Deep. . . .

Few ships have made so important a contribution to hydrographic

knowledge as has the venerable oiler *Ramapo*. Now decommissioned and stricken from the list of naval vessels, *Ramapo* was skippered by a series of captains who either were interested in oceanic soundings before they arrived on board, or they became absorbed in the work of previous skippers and continued it.

For a tanker assigned to the typically unglorious and unglamorous task of plodding to and fro across the reaches of the Pacific, *Ramapo* made quite a name for herself in her 11 years of spare-time soundings.

Beginning in 1929, the oiler made 65 trips across the North Pacific, between West Coast ports and Navy stations to the westward. While the floor of the North Pacific was but little known in 1929, *Ramapo* by 1940 had provided depth readings for great areas of unrecorded expanses. For the multitude of graphs and charts she shipped to the Hydrographic Office, she earned in return the grateful acknowledgment of Navy hydrographers for being the only non-survey vessel to contribute deep-sea soundings on such a large scale.

One of the oiler's skippers even mapped the bottom of the North Pacific in relief contours, and today most of the figures on H.O. charts were furnished by the oiler. It was a good start on an immense task.

The Japan Trench was a special delight to the oiler's free-lance pursuits, and at various times she succeeded in moving up and down the entire length of the 500-mile trench. Maximum deep recorded by *Ramapo*, using the old non-directional type of sounding gear, was 5673 fathoms, second only today to the *Cape Johnson* Deep of 5741 fathoms.

Even with the non-directional gear, *Ramapo's* soundings of the Japan Trench seem to bear out well under the scrutiny of scientists, except for the previously mentioned spurious value of 5771 fathoms. This they figure to be definitely wrong.

Like the Mindanao Trench, however, Japan Trench has never been sounded adequately enough to persuade Navy hydrographers that deeper depths are not to be found there. *Ramapo* is the only ship to reliably sound the Japan Trench, except for some possible work by the Japanese, which, if it were reliable, has never come to the attention of the Hydrographic Office of the U. S. Navy.

Third highest ranking record depth

was the one found in 1899 off Guam by *uss Nero*, a piano wire recording of 5629 fathoms made while trying to find the best path for the laying of the Pacific cable. Unlike the other two trenches, however, the Marianas Trench is considered by the Navy's hydrographers to have little possibility of depths greater than 5629 fathoms. That figure has been checked many times.

If there is a deeper record depth yet to be found, now is a time highly suitable for some vessel to make that discovery, for these reasons:

- Practically all Navy vessels have excellent sounding equipment not available for deep-sea work until recently. The directional, high frequency echo gear has been furnished to nearly all warships, from carriers to destroyer escorts, and to the larger auxiliary ships.

- Further, the Navy encourages skippers to go out of their way, with-in reason, to make soundings in so-called "holiday areas" where depth soundings are inadequate on present charts.

Numerous regulations back this point. "When practical," says Pacific Fleet Letter 55L-47, "explore any unusual bottom feature, such as canyons, peaks and ridges discovered in connection with sounding operations." A similar message for Atlantic Fleet vessels is found in Atlantic Fleet Letter 16L-48.

Navy Regs, 1948, points out in Article 0755 that, "When in waters where soundings or other data are sparsely shown on charts, the commanding officer shall, when practicable, run lines of sounding over the area. All data obtained, including

the original computations, the soundings taken, the traverses made, the charts constructed, and other pertinent information, shall be forwarded direct to the Hydrographic Office."

Above and beyond these directives, a sort of special spur is being provided this year by the Hydrographic Office. Publication of new sounding procedures is being made on the backs of every issue of pilot charts for each ocean during the current year. "Sonic Soundings," as the information is entitled, appeared on the first pilot chart in May 1950, and will continue on other pilot charts throughout the year. In this manner, all Navy and Merchant Marine ships will receive several copies.

At present some 50,000 miles of ocean bottom are being recorded and sent to the Navy Hydrographic Office in Suitland, Md., each month by naval and merchant marine vessels. This is not enough for hydrographers culling through the material for usable information. At one time since the end of the war, they point out, Hydrographic was receiving as high as 175,000 miles per month, and they feel now that some ships either are not taking continuous soundings while underway or are not sending in their charts and sounding tracks.

On the brighter side is the work being done by personnel really interested in deep-sea soundings. Hydrographers point to two storeships as an example of what can be done.

One of them, *uss Alstede* (AF 48), sent in a sounding run of many hundreds of miles of previously inadequately charted areas, starting at Wake and continuing in a westerly direction. The other, *uss Kerstin* (AF

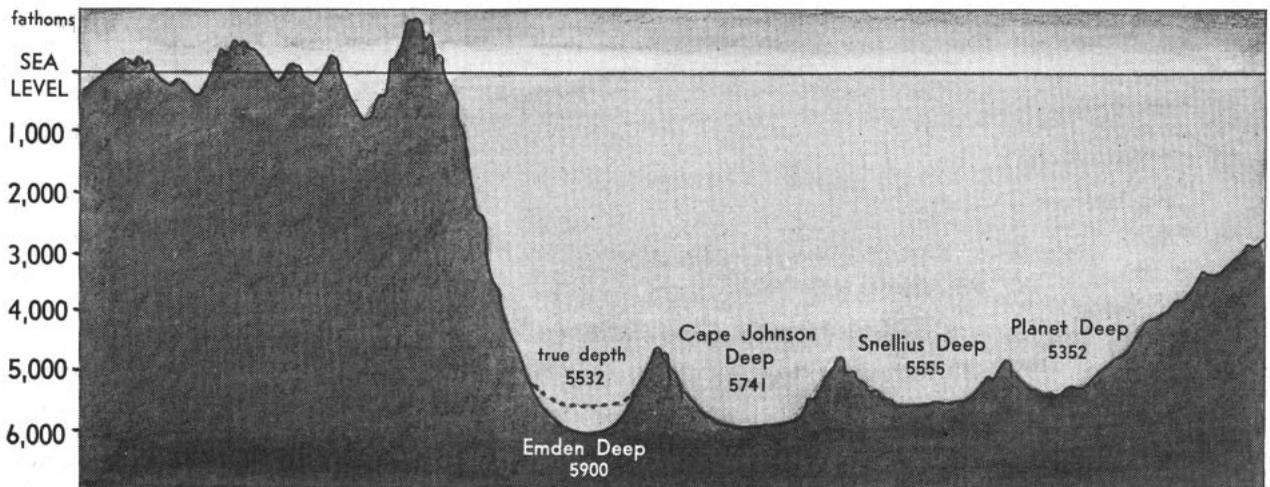
34), traversed the Marianas Trench in a spot never sounded before, recording a depth of 4122 fathoms. Many other ships also have contributed noteworthy information in the past few years, largely the product of work by skippers, navigators and quartermasters.

Under the best conditions, the high frequency sounding gear can record depths up to 6000 fathoms and possibly higher, but from 4000 and deeper, the operator must take the recording of the time interval by earphone. The automatic recorder will not register above 4000 fathoms, but the manual of operation for the echo sounder will provide the information necessary. Further information and guidance, if needed, may be had by writing to The Hydrographer, U. S. Navy Hydrographic Office, Suitland, Md.

To sound the deepest of the deeps, the operator must turn off the gear after one impulse and wait for its return, or he can send out a single impulse first and then three "marker" impulses in succession to distinguish the one that counts.

When the time interval reaches 15 seconds, the ship is in the neighborhood of whatever fame a recording of 6000 fathoms may bring — which could be considerable. Not that any such depth is there to be found, however. No one really knows.

Whatever may be found by the Navy's free-lance survey ships, there's always more to look for on those long trips underway. Hydrographers like to point out that five-sevenths of the face of the earth is sea, and that's a lot of space to know by three-dimensional standards. 🚩 🚩 🚩



DEPTHS of some of the world's deepest deeps are shown by graph. Broken line indicates corrected *Emden Deep*.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **FLEET COMPETITION** — The Navy will announce this year's winners of the fleet battle competition some time around 1 August. Winners of the Marjorie Sterrett Award will be announced at the same time. Annual competition for these awards is conducted from 1 July to 1 July.

Annually, about 15 July, each type commander recommends up to 10 per cent of his units for the battle efficiency pennant. These nominations go to the Chief of Naval Operations via fleet commanders. In most cases, the Chief of Naval Operations concurs with these recommendations and approves them. From among the winners, CNO selects one unit from the Atlantic Fleet and one from the Pacific Fleet for the Marjorie Sterrett Award. A different type vessel is selected each year. This year, selection will be made from vessels administered under the submarine type commanders.

In line with the postwar policy, the battle efficiency pennant will be awarded for overall ship performance. The earlier custom of giving awards to individual departments aboard ship was abandoned in the interest of greater unity and coordina-

tion. The battle efficiency award includes a certain amount of prize money for enlisted men. Ships and aircraft squadrons winning the pennant will be authorized to display it. Enlisted men who receive prize money will be eligible to wear the "E" on their jumper sleeves. The Marjorie Sterrett Award includes a sum of money which is administered, much as is the welfare fund, for the entertainment and welfare of the crew.

Winning units will be announced by dispatch. For names of the 65 ships and 13 aircraft squadrons which won the battle efficiency pennant in 1949, see ALL HANDS, September 1949 (p. 52).

• **GEOGRAPHICAL LOCATION** — Officers being detached from shipboard should check to make certain that the geographical location of their ship is specified in the detachment endorsement on their orders.

Unless the location is in the endorsement, disbursing officers will have difficulty processing travel claims, and the unnecessary work caused by the omission results in delay and inconvenience to the de-

tached officer as well as the person handling the disbursement.

Many cases of omission have been noted in the past, although BuPers Circ. Ltr. 55-49 (AS&SL, January-June 1949) specifically points out that the vessel's geographical location when in a continental port should be placed in the date line of all reporting and detachment endorsements.

Besides being used in computing travel claims, the geographical location is necessary for computing travel time and delay to count as leave, and to reduce the delay in submitting forms for the officer's leave record.

• **DECORATIONS** — Additional recommendations may now be made for the award of certain decorations earned by sailors and Marines during World War II.

Congress has granted an extension of time for the awarding of the following medals: Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star Medal and Navy and Marine Corps Medal.

Recommendations are based on extraordinary duty performed during the period 7 Dec 1941 to 2 Sept 1945. The extended deadline for submission of these recommendations is 3 May 1951.

Recommendations shall be submitted in accordance with Bureau of Naval Personnel Manual, Art. C-8101. The new deadline was announced in Alnav 50-50 (NDB, 30 May 1950).

Retiring Chief Leaves Behind Long List of Useful Inventions

Although Carl H. Jolly, ADC, USN, has retired after 30 years of active service, it's not likely the Navy will soon forget him. The veteran CPO left behind him several inventions and innovations that will be in use for many years.

During his service career, Jolly established himself as a prolific inventor, and several of his products are now standard Navy equipment. Many of his labor and time-saving devices were designed in his spare time. Most of his inventions he gladly turned over to the Navy, which paid him the standard rate — one dollar.

As early as 1928 Jolly came up with his first invention. It was a tail hook with a pilot's release and re-

tracting mechanism for carrier planes, designed to speed up the interval of aircraft landings. In 1933 he invented the first fully automatic aircraft turret with the now conventional pistol grip control.

The Secretary of the Navy gave Chief Jolly full credit for the invention of the Tiny Tim Rocket Launcher.

Some of Jolly's other inventions: a crash dolly, an emergency arresting device for carrier planes, the

first cockpit remote-arming device which makes possible arming of bombs in flight by the pilot, a bomb fuse, an anti-mine sweeping device, and collapsible wheel chocks.

To Chief Jolly, "retiring" doesn't mean settling down on a chicken ranch, or leisurely spending the rest of his life hunting and fishing. Having completed one career, he is now energetically getting started on another. Jolly intends to establish a novelty advertising business in Ventura County, Calif., where he will design, manufacture and distribute mechanical advertisement displays.

Jolly was piped over the side at Naval Air Missile Test Center, Point Muga, Calif. — Ralph M. Keeney, ALC, USN.



C. H. Jolly, ADC

• **BAQ FOR PARENTS**—Dependent parents of Navy men on sea duty must live with their son at his home port or home yard if he is to be eligible to collect increased quarters allowance (BAQ) for them.

The Career Compensation Act states that dependent parents "must actually reside in the household" of their son. In a further clarification, the Comptroller General states that this means that parents must live with the Navy man at his permanent station, i.e. his home port or home yard when he is on sea duty.

Most Navy ships return to a home port in the continental U. S. after each voyage or operation at sea. There are, however, several ships which operate from home ports overseas, for example, Plymouth, England.

"Although it may be inconvenient or impossible for some parents to accompany the member on a change of permanent station . . . the language of the statute leaves no doubt that increased quarters allowance cannot be paid unless the parent actually resides in the member's household," the Comptroller General states. (Anav 40, NDB, 30 Apr 1950).

• **TAX DEDUCTIONS**—Volunteer Naval Reservists may deduct traveling and other expenses if they are required to travel away from their principal place of business or employment and to remain away overnight in connection with attending drills.

A new ruling by the Deputy Commissioner of Internal Revenue states that all expenses for the trip — including transportation, meals and lodging — may be deducted in computing adjusted gross income. This pertains to all Volunteer Naval Reserve personnel who attend drills under competent orders, with or without pay.

The term "under competent orders" refers to Volunteer Reservists assigned as members of volunteer drilling units or associated with organized drilling units which are officially approved by district commandants or the Chief of Naval Air Training.

In the event the Reservist receives a non-taxable allowance to cover his expenses, he is entitled to a deduction only to the extent that his expenses exceed the allowance.

A previous ruling by the Bureau of Internal Revenue, dated 13 Sept 1949, provided that Organized Naval Reservists receiving pay for their

drills may deduct travel expenses in computing income taxes. The new ruling covers many additional personnel of the Volunteer Reserve, and the stipulation of having to receive pay for the drills no longer pertains.

• **PLANE TRANSPORTATION** — Many personnel going to or from overseas points on leave in the future will not be able to get transportation on a Military Air Transport Service (MATS) plane.

This is because the space available for personnel on leave (Class 4 priority) has been decreased. Thus there is no guarantee that a person with a Class 4 priority will find a seat waiting for him when the plane takes off.

As a result of this tightening up on space available for lowest priority travel via MATS, the Bureau of Naval Personnel recommends that officers and enlisted personnel contemplating travel to points outside the continental limits of the U. S. go by government surface transportation or commercial air, if available.

MATS travel *within* the U. S. has also undergone a big change. Hereafter, the only chance you will have to get a MATS "hop" within the U. S. will be to be assigned space on one of MATS's trunk-line cargo planes — all passenger flights have been cancelled.

• **PAY FOR "FROGMEN"** — Underwater demolition men who have been wondering whether they are entitled to hazardous duty pay may soon have their answer.

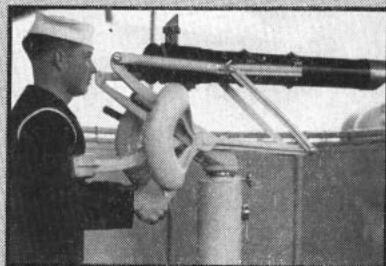
A recommendation that UDT men be included under hazardous duty pay provisions of the Career Compensation Act has been made by the Defense Department to the President.

The recommendation was included in a draft of an executive order which is in the process of being written and which will clarify all hazardous duty pay provisions under the Act. (For a complete summary of hazardous duty pay to date, see ALL HANDS, June 1950, p. 46-48.)

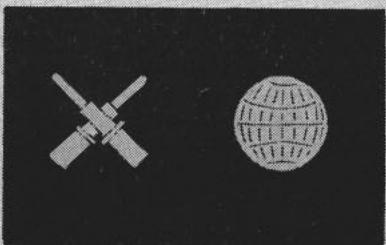
Notwithstanding the fact that there are certain Navy frogmen who now get special pay for diving duty, underwater demolition men have never been entitled to additional pay for their difficult duties.

If the executive order is signed in its present form, UDT men will get the additional pay for the first time.

QUIZ AWEIGH



1. The instrument being used by the above bluejacket is (a) theodolite (b) non-electronic emergency range-finder (c) telescope.
2. It is used (a) on the signal bridge (b) when regular rangefinders are out of action (c) to take bearings on approaching ships and identify them as friend or foe.



3. The specialty marks denote, left to right (a) GM and EN (b) FN and EM (c) GM and EM.
4. Of two chiefs wearing the specialty marks, the rate at the left is senior (a) at all times (b) if chief on left makes pay grade 7 first (c) if chief on left rates gold stripes and other does not.



5. Newest version of famous Navy long-range patrol bomber this is the P2V-4 (a) Poseidon (b) Neptune (c) Privateer.
6. This plane's primary function is (a) as bomber flying from heavy carriers (b) strategic bombing (c) destruction of enemy snorkel-type submarines.

ANSWERS TO QUIZ ON PAGE 53



INTERESTING Cherbourg, rich in traditions and culture of France, is a favorite liberty port with American sailors.

Cherbourg: Picturesque Liberty Port

CHERBOURG, France is a favorite liberty port for American sailors in Europe.

Should your ship pull into Cherbourg soon — moving slowly through the blue-gray mist which overhangs the city in the early morning like a dewy blanket—you will find a unique charm and a warm welcome awaiting you.

This picturesque port of Old France, which is nestled comfortably in a hollow in the hills of the Cotentin Peninsula in the northwest part of France, faces England across the English Channel to the north and the whole continent of Europe over the rolling hills to the south. It has a rough-cut Old World flavor.

Here, only a few short miles from the landing beaches where American soldiers and sailors fought their way ashore in the D-Day landings in World War II, the bluejacket on lib-

erty may now stroll leisurely through the narrow, cobblestoned streets, sample the delicious French wine or pick up a bargain in sweet-smelling perfume.

Although Cherbourg suffered some damage from bombing and from artillery fire during the war, the city has recovered much of its former character.

The intriguing sidewalk cafes have been given a new coat of paint and the proprietors hang many-colored bunting out over the street to invite you to come inside. Comely French girls pause in their housework to smile from the wide windows of their stucco houses at passers-by in the street. Small French and larger English and American cars crowd the streets, drivers honking their horns and swearing good-naturedly at each other.

Cherbourg does not have a big har-

bor by American standards but it is ample to hold huge ships like *USS Missouri* and *Queen Elizabeth* or *Queen Mary*. As a matter of fact, *Missouri*, the biggest warship in the world, and *Queen Elizabeth*, the biggest passenger ship in the world, have lain in Cherbourg's harbor at the same time.

It is an artificial harbor ringed by two great "moles" or breakwaters to protect ships from the lashing waves of the Channel which is whipped up by frequent storms.

If you should come into the harbor in a ship such as *Missouri*, or a cruiser or a carrier, the chances are that you will anchor out in the harbor just off the inner mole. Here you will be within easy reach of the city by liberty boat. Should you visit Cherbourg in a ship the size of a destroyer or smaller, you may go into a berth either at the Military Port or at the

Maritime Dock (*Quai Maritime*). The *quai* is on the outskirts of the city.

The Military Port was hard hit by Allied bombs since the Nazis had built there tremendous reinforced concrete submarine pens in which to house part of the large fleet of U-boats they used to harass shipping in the Atlantic. Only jagged remains of these once-great pens are now left and French destroyers tie up where Nazi subs used to berth.

A few blocks' walk from either the Military Port or the *Quai Maritime* will bring you to the heart of Cherbourg. Near the boat landing at the *Quai* stands the U. S. consulate. You can tell it by the big American flag that waves outside. If you have any questions, ask them here. American officials will be glad to lend a helping hand.

In your walks around Cherbourg, here are a few of the other sights that you shouldn't miss:

- *Place Napoleon* — This is a broad square facing the Cherbourg waterfront. In the center, surrounded by iron grillwork, there is an impressive statue of Napoleon astride his snorting horse, his arm pointing out to sea. Legend says that he is saying "On to England," directing his forces to invade England. Although the invasion fleet was built, Napoleon and his armies never quite made it.

- *Fort du Roule* — This is an old fort high atop a hill near town. Here the Nazis built subterranean tunnels and mounted heavy siege guns with which they tried to repel the Allied invasion. They were unsuccessful, however, and the Americans overran the fort and liberated Cherbourg. From this vantage point you can get an excellent glimpse of the city below.

- *Basilica of the Holy Trinity* — Close to the *Place Napoleon*, this is the oldest of the churches in Cherbourg. It dates back to the 6th Century (that's the 500's A.D.). Go inside and look at the bas reliefs carved into the hard stone walls of this old church.

- *Place de Gaulle* — In the daytime, this big square in the center of town is the main market place of Cherbourg, alive with farmers and farm wives from the nearby countryside selling their fresh fruit and vegetables to Cherbourg housewives. In the evening, the square undergoes a big change and becomes the social center of the city, bright with strings



COMELY MADEMOISELLE passes the time of day with sailors on liberty in Cherbourg from USS *Missouri*. Hairdresser's shop is in the background.

of colored lights and loud with provincial music and folk dances. Ice cream salesmen (*glaciers*) wind their way through the happy crowds. On one edge of *Place de Gaulle* stands the *Opera*, the scene of operas and plays.

- Curio shops — Sandwiched in along the crowded waterfront streets, these little shops sell everything from postcards to bandanas, from ash trays to artistic ornamental birds carved

from the horn of an African animal. Postcards are the best bargain in these shops.

- Sidewalk cafes — These *cafes*, as they are known, are as much a part of the local scene to a Frenchman as the corner drugstore in your hometown is to you and every other American. The French like nothing better than to sit down with a cool glass of wine at a *cafe* and while away a few minutes with friends. One of the



STREET VENDOR in Cherbourg sells two sailors from USS *Bauer* (DM 26) dishes of sherbert — the popular French equivalent of our ice cream cone.



MONUMENTS in Cherbourg include one in memory of fallen soldiers and sailors (left) and one of Napoleon.

cheapest refreshments is white wine (*vin blanc*). You should have little trouble ordering it—most waiters speak excellent English.

- Querqueville bathing beach—A few miles ride from town on a bumpy Toonerville-like trolley takes you to the beach. During the summer months, half of Cherbourg finds its way out here daily for a quick dip. If you want a swim, by all means get it here rather than at the beach you will see right off the *Place Napoleon*.

- Utah and Omaha Beach—Up the coast lie these two famous D-Day beaches, the scenes of the Normandy landings. There's not much left there now except the bright sands and a few mouldering hulks of landing craft and the row of old cargo ships used to form a breakwater. A sight-seeing bus runs out here frequently.

By the time you have walked up and down all these cobblestoned streets in Cherbourg and taken a couple trips to outlying points you will probably be thirsty and hungry. Where should you stop for a meal?

Although the food in most Cherbourg cafes is good, it's a better idea when looking for a place to eat to choose one of the larger restaurants or hotels. Here you will get a meal, cooked as only the French can cook it. There are several good restaurants and hotels between *Place Napoleon* and *Place de Gaulle*.

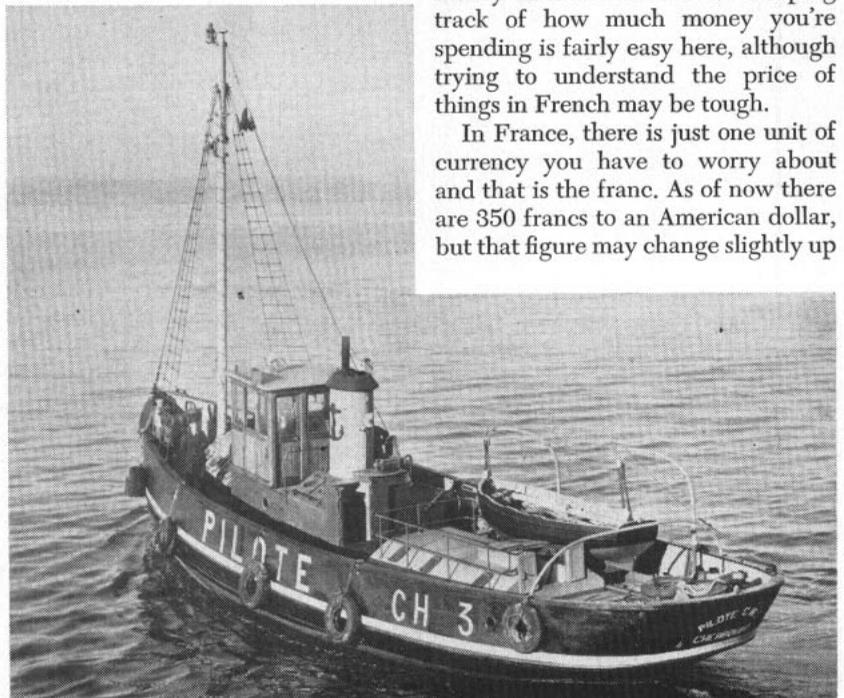
A steaming, full-course meal should cost no more than \$1.25 in our money. A tip: unless you are used to the

French coffee (which is made with chicory), you had better order red wine (*vin rouge*) or white wine (if you should have fish). The fish, incidentally, is very good. It's one of the main products of Cherbourg and fresh fish are brought to market every day. Also, try some of the famous Normandy cheese (*fromage*)—take your choice from many kinds.

In eating or drinking in Cherbourg, here's a warning to keep in mind: Never drink tap water—it is probably polluted. If you want water with your meal rather than wine, ask the waiter to bring you Vichy water (*l'eau Vichy*, sparkling water) or *Evain* or *Vittel*, purified water. It will come to your table in a bottle just like a drink.

When the waiter brings the check, you will come face to face with the money situation in France. Keeping track of how much money you're spending is fairly easy here, although trying to understand the price of things in French may be tough.

In France, there is just one unit of currency you have to worry about and that is the franc. As of now there are 350 francs to an American dollar, but that figure may change slightly up



QUAINT pilot boats meet all incoming ships and guide them into Cherbourg's two protected harbors safe from the lashing waves of the channel.

or down by the time you read this. Your disbursing officer, however, will let you know how many francs your dollar is worth before you go ashore and will change any amount of money you want into francs for you.

Francs come in many different denominations (5, 10, 20, 50, 100 and so on) so you will have little trouble making the proper change when you need it. But it won't take much shopping before you will find yourself with a wad of French francs as big as your fist.

To figure how much a thing costs in American money, take the price in francs and divide it by roughly 350. The answer will be the number of dollars it is selling for. In this way, a bottle of perfume selling for 3,500 francs is actually selling for 3,500 divided by 350, or \$10.

Perfume, incidentally, is the best bargain you can find in Cherbourg or anywhere else in France. If you come back to the States without a bottle or two of this famous perfume, your sweetheart or wife or mother will probably turn you out of the house!

Other items that you will see in the sparkling shop windows that may catch your eye — beautiful native dolls dressed in intricately woven costumes . . . bronze vases pounded to shape from old shell casings . . . rugs woven in gay colors . . . inexpensive but real badger shaving brushes . . . silk scarves for the girl friend . . . dainty lace cloth . . . provincial pottery . . . artificial flowers for dress-making . . . and perfumed soap. Many of these items you will see too in the Cherbourg branch of *Galleries Lafayette*, one of France's largest department stores.

It may not be the easiest thing in the world to get the pretty French girl behind the counter to understand what you want. As a result, shopping sometimes presents a problem. If you're smart, however, you will solve the problem by learning some conversational French before you get to Cherbourg. Ask your education officer if he doesn't have one of those little books on how to speak French in several easy lessons. It will be a big help.

A final tip for the visitor: When in Cherbourg do as the natives do. Cherbourg people are a happy people and they will welcome you if you respect their customs and join in their good times. 🇫🇷 🇫🇷 🇫🇷



PAINTING of Stephen Decatur's capture of Tripolitan gunboat is pointed out by an official at the recently opened Truxtun-Decatur Naval Museum.

Naval Museum Opens Series of Exhibits

The Truxtun-Decatur Naval Museum is now open to the public and the first of its exhibitions is on view on its walls and in its show-cases.

Subject of the present display at the new naval museum is "Commodores Thomas Truxtun and Stephen Decatur and the Navy of their Time." Arranged chronologically are 100 items telling the story of these two officers and of the Navy of the period 1775 to 1815. These items include paintings, prints, manuscripts, silver swords, uniforms and similar objects. About 1 Oct 1950, the entire exhibit will be changed. Other new exhibits will appear at intervals of three or four months.

The Truxtun-Decatur Naval Museum is located at 1610 H St. NW, Washington, D. C., in the former carriage house of Decatur House. Decatur House is the home built by Stephen Decatur for his wife and himself in 1819. The Naval Historical Foundation has leased the carriage house for a period of 50 years. The Foundation owns some exhibits which will be shown there and borrows others as required, from other museums and private collections.

Thomas Truxtun and Stephen Decatur lived during a crucial time in America's history—Truxtun from 1755 to 1822, and Decatur from 1779 to 1820. Both contributed

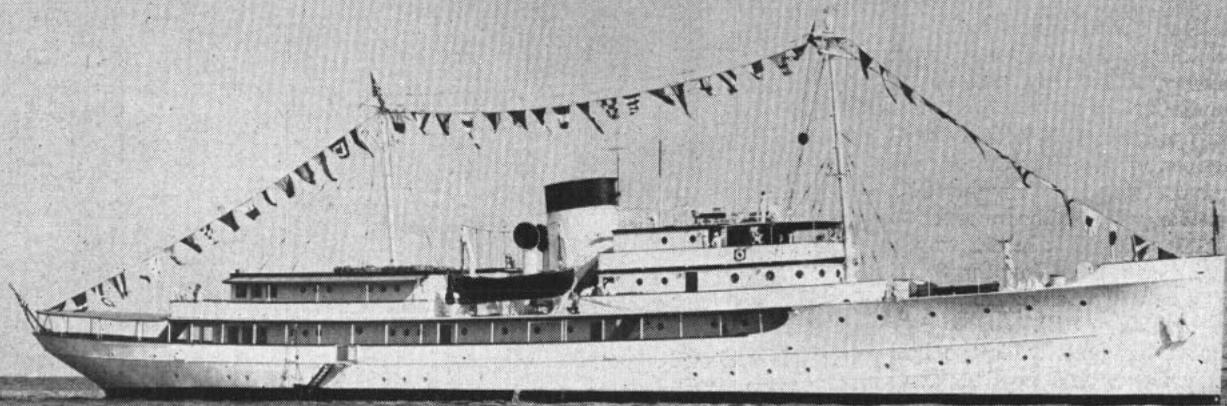
much to the young Navy and established traditions which still live. Truxtun was the technical leader, bringing organization, training and scientific tactics to the infant fighting force. Dash and inspiration in leadership was Decatur's contribution.

The Naval Historical Foundation is a private non-profit organization, with no official connection with the U. S. Navy. It was founded in 1926 to collect and preserve paintings, relics and manuscripts pertaining to the naval services and nautical history in general. The purpose behind this effort is to interest the public in U. S. sea power. Any interested person can become a member of the Foundation. An active membership carries an annual fee of \$5. Dues for "sustaining memberships" or fellowships are somewhat higher.

Coming exhibits at the museum will cover many subjects related to U. S. sea power. Some of the fields to be represented in exhibits are history of the Navy, Marine Corps and Coast Guard; shipbuilding, exploration, foreign trade, yachting, whaling and merchant shipping.

The Truxtun-Decatur Naval Museum is open from 1200 to 1730, Tuesdays to Fridays; 1030 to 1630 on Saturdays; and 1430 to 1730 on Sundays. It is closed on Mondays. There is no charge for admittance.

Presidential Yacht



GLEAMING white, a rainbow of flags from stem to stern, presidential yacht, USS *Williamsburg* lays to in full dress.

SHE WAS a small ship, as Navy ships go. Maybe 1,900 tons, with a load of fuel and supplies aboard . . . less than 255 feet in length; only 39 feet in beam. She wasn't making any speed record — 12 knots or thereabouts on the average. She was a friendly ship; no enemy aliens aboard, no secret weapons. Yet, as she moved down the Potomac River to Chesapeake Bay and down the bay to the Atlantic, Mr. and Mrs. America were informed of almost every nautical mile she covered.

It was foggy in Hampton Roads when the ship arrived at that point, the papers said. The radio commentators stated that later, off Cape Hatteras, there was a bit of a chop. Abreast of Jacksonville the sea was calm and the sun was shining when the ship sailed past that point, 10,000 news items declared.

The reason why millions followed the course of this one small and rather ordinary-looking ship with such interest is, of course, that she was no ordinary ship at all. She was the presidential yacht USS *Williamsburg* (AGC 369), and the President and his party were aboard.

Now, few people aboard *Williamsburg* consider the presidential yacht unusual duty. Nor do they think of

themselves as unusual people because of their association with the nation's most important citizen. They think of their ship as most other U. S. Navymen think of *theirs* — as a home (full-time or part-time); as a place of employment, a little different from a civilian's place of employment; as a personality with qualities of virtue and lack thereof. As for the men themselves, their distinguishing qualities were theirs before they went aboard AGC 369.

Still, to most people, including those in the Navy, *Williamsburg* is more than just another ship. And rightly so. . . .

It was back in 1931 that the vessel now named *Williamsburg* first tasted salt water. It was cold water, for the ship was built and launched in Bath, Maine. She was a private yacht at first, and named *Aras* — the name of the owner's wife, spelled backward. *Aras* traveled quite a few miles in the next 10 years, taking the owner and his family and friends on many pleas-

ant cruises in the Atlantic and the Caribbean.

In the spring of 1941, *Aras* was acquired by the Navy and converted to a gunboat. Two 3-inch 50-caliber dual purpose guns were installed, and toward the end of the year she departed for Reykjavik, Iceland. Until 17 May 1942, *Williamsburg* served as station ship there, and afterward served as a patrol vessel in convoy escort groups around Iceland. From February 1943 to July 1945, the ship was flagship of Fleet Operational Training Command, Atlantic Fleet.

Then, in November 1945, *Williamsburg* became the presidential yacht — the fifth presidential yacht in U. S. history. The end of her gunboat days brought an end, naturally enough, to her gun-carrying. Ask about armament aboard her today, and someone will point in a droll manner at the .45 automatic carried by the quartermaster of the watch.

Only one man remains in the ship's crew who was aboard in November 1945. Still, the turnover of personnel on the ship is not rapid. The executive officer points out that almost all petty officers and a very large percentage of non-rated men reenlist aboard *Williamsburg* when their enlistments expire — a far greater per-

Where a Seaman Apprentice
May Exchange a Few
Words With Harry S. Truman

centage than aboard any other ship in the Navy.

Williamsburg's first trip as a presidential yacht was to Bermuda. Other trips have taken her to Charleston, Miami, Key West, Havana, San Juan and several ports of the West Indies. During the President's stay at the "Little White House" at Key West, the ship usually serves as quarters for some of the guests, among its other duties. There, as anywhere away from Washington, *Williamsburg's* rather elaborate communication equipment serves the purpose for which it was installed — instant and sometimes constant contact with other communication centers, particularly with Navy headquarters in Washington.

Williamsburg makes many short weekend trips in the waters neighboring Washington—down the Potomac, in Chesapeake Bay, up the Delaware River. Crewmen tell of one period when the ship was away from its Naval Gun Factory pier during nine consecutive weekends. But few, if any, of the crew requested a transfer — at least among those who know good sea duty when they see it.

Still, occasionally one of the younger sailors will get itchy feet. He'll hear from a friend in the Mediterranean or in the far Pacific, and discover a yearning in his heart for wider travel. Replacements are a trifle more of a problem than in other ships. Men assigned to duty aboard *Williamsburg* must be a notch or two above run-of-the-mill.

"What we like," the executive officer says, "is a man who can go ahead and do any job you give him, or will come around and admit that he can't do it." The appearance of the ship, by the way, would indicate that each man is almost always able to do the job assigned to him.

The men have to be consistently neat, consistently "on their toes." The President may, at any time when he is aboard, stop beside a man at work and pass the time of day — and often does. A certain amount of poise and personality is of value upon such occasions. Officers, too, of course, are outstanding Navymen. *Williamsburg's* skipper, due to his war record — particularly as CO of the destroyer *uss O'Bannon* (DD 450)— is one of the most decorated officers in the Navy. This officer, Commander Donald J. MacDonald, USN, is authorized to wear the following medals: The



SMILING and healthy, President leaves yacht. Behind him is CDR MacDonald, CO. At left is RADM Robert L. Dennison, the President's naval aide.



MANNING THE RAIL, as the ship's bell tolls, hand-picked crew smartly renders the traditional honors as *USS Williamsburg* passes Mount Vernon.

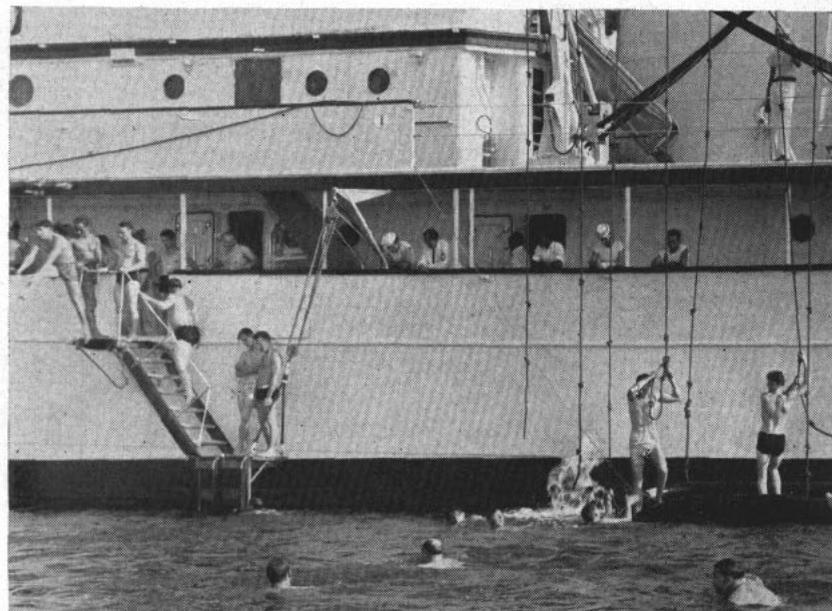


ESCORTING USS *Williamsburg* on a recent trip, USS *William C. Lawe* draws abeam to furnish close-up shots to photographers and newsmen aboard.

Navy Cross with gold star for second award, the Silver Star Medal with two gold stars for second and third awards, the Legion of Merit with gold star for second award, the Commendation Ribbon, the Presidential Unit Citation awarded to *O'Bannon*, the American Defense Service Medal, the Asiatic-Pacific Area Campaign Medal with five stars, the American Area Campaign Medal, the Euro-

pean-African-Middle Eastern Area Campaign Medal, and the World War II Victory Medal.

While the turnover in personnel is slow, *Williamsburg's* personnel officer is always on the lookout for replacements who can fill the bill. Requests can be forwarded to the Chief of Naval Personnel (Attn: Pers-B211) via the chain of command. For those who are assigned to *Williamsburg* for



SWIMMING parties for the crew often highlight *Williamsburg's* week end cruises down the Potomac. The President is a frequent and jovial spectator.

duty, the basic requirements are exemplary conduct record, careful and reliable work and much attention to duty. As in the past, one of the rewards there will be some very fine fishing. "On our last trip south," one CPO said, "we caught almost every kind of fish to be found in Florida waters. Our cooks will cook 'em, too."

Well, what of the ship itself? What sort of packet is this *Williamsburg*, aside from being about the size of a small destroyer?

Suppose you're approaching the yacht at her pier at the Naval Gun Factory, beside the Anacostia River at Washington, D. C. The first thing you would notice would be the gleaming white color of the hull. The second thing might be the sparkle of brass and chromium brightwork, and the third the rich red-brown color of varnished wood.

The ship's graceful overhanging fantail would be toward you, more than likely, so that departure can be made without the trouble of turning. If, by chance, her bow is toward you, you will see — perhaps with a twinge of disappointment — that it isn't the sweeping clipper-type bow which most yachtsmen love. It's as vertical and unglamorous as the cutwater of any freighter ever built.

The pierhead has a sign on it which instructs unauthorized persons to make themselves scarce—in politer words than that. But, shucks, you're authorized. So — up the gangplank with you, and salute the quarterdeck. You're saluted in return, and glance to right and left. Was there ever such a spotless ship — such pure and unsoiled decks, such gleaming metal? At the bulwark, further aft, a couple of seamen are engaged in the sailor's eternal fight against rust. No spot of paint touches the faultless planking or the brightwork as the brushes do their job.

Still, "spit and polish" aren't evident to a painful degree. The sailors doing the painting are in dungarees. Their attitudes and actions don't reveal any undue tension. From the quarters below come sounds of muffled merriment. It's a normally happy ship.

Seldom do the members of the ship's company as a whole get a glimpse into the guest quarters which occupy most of the area above the main deck. When they do, they see signs of comfort which, in this degree, are just about unique aboard a

ship of the U. S. Navy — blue-carpeted passageways, fine furnishings, mirrors, paintings.

Seldom as they may see it, they all know the general layout, however. There are the President's room, the First Lady's room, one of the two lounges, all on the second deck up; the dining room, the four guest rooms, the other lounge, on the main deck level. It's nice — mighty nice. Right up with what you would find in a top-flight Washington or New York hotel or aboard the *Queen Mary*. Still, it's no Arabian Nights layout, any more than the White House is. No diamond-studded doorknobs. And the air conditioning is really air *cooling*, with the conditioning otherwise left to nature.

Below decks is the usual arrangement, with some variations. Well forward are the CPO quarters, with the wardroom country just aft of them. Aft of the officers' quarters you will find the crew's quarters. Some repair shops are on this level also. Below are such things as the bosn's locker,

refrigeration spaces, the engine room.

In the engine room are two Winton diesels which are as nearly unique as anything else on the ship. For a long time, the head enlisted man in the engine room — also, incidentally, the ship's senior plank-owner — thought that they were the only ones of their kind in existence. Recently, he says, he has learned that there are a couple of others installed in a fruit boat in the Caribbean. They're eight-cylinder jobs, four cycle, which would make them some relation to any "straight eight" automobile engine. Each of the two can produce 1,100 horsepower and is 20 years old. Neither has given any cause for doubt as to its dependability.

A matter of great pride to *Williamsburg* personnel is the way they keep the ship in top shape without normally frequent trips to a shipyard. According to present schedules, she will have been out on her own for two straight years by the next time she is again touched by an outside workman. A skilled and conscientious

ship's company is the explanation. Consideration for the taxpayers is one of the reasons.

Williamsburg is run like any other Navy ship administratively. She is run very much like a destroyer, in fact. Like the skipper, some of the other officers are destroyer officers, and they find destroyer procedures well suited to the small ship. The complement, by the way, is less than half that of a destroyer. Men assigned to the ship gain experience and training which will be valuable wherever else they go during their careers.

And think of the tales they will be able to tell their grandchildren! "Yes, lad — this was back in '50. . . . We'd anchored overnight just off Piney Point. I was at the throttle of the anchor engine, heavin' in the hook just about daylight. Out of the corner of my eye I caught a half-familiar shape at my elbow. I looked around, and there was the President of the U. S. 'A good morning to you, son,' he says. . . ." — H. O. Austin, JOC, USN.

Drifting Derelict Awakens Fleeting Dreams of Prize Money

Ever think you'd like to own a 100-foot diesel powered yacht? Some members of the Navy found one a while back. They didn't have it long, though. Took it back where it came from.

Quite a few sailors were in on the yacht-finding episode. Three ships were involved — the heavy cruiser *uss Newport News* (CA 148) and the destroyers *uss George K. MacKenzie* (DD 836) and *uss Ernest G. Small* (DD 838). Lookouts on these ships, scanning the sea, four hours out of Tripoli, saw a grey yacht wallowing in the choppy sea. *MacKenzie* altered course, assembled a boarding party, and moved to the derelict's vicinity.

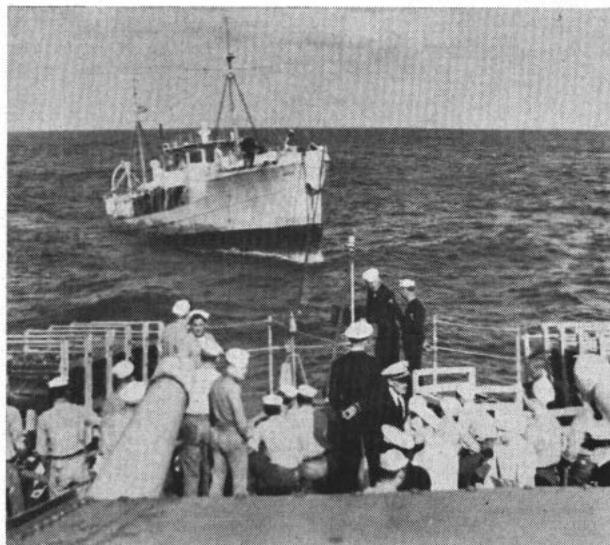
Reading the words printed on the yacht's counter, *MacKenzie* men learned that she was *Imperia*, out of Southampton. Since nobody showed up aboard the yacht, *MacKenzie's* eight-man boarding party went over in a whaleboat to have a look-see.

The boarding party found *Imperia* attractively fitted out, but unmanned. The wardroom contained large glass mirrors, fine brasswork and a waist-high marble-decked fireplace. A full set of navigational charts, signal flags and British sailing publications were found, but no people and no indication as to what people may have owned the ship. Shortly thereafter, *MacKenzie* took *Imperia* in tow and set a course for Tripoli. At the harbor's entrance, the ships were met by the American vice consul who helped clear up the mystery. It turned out that the ex-Dutch and ex-British vessel was now the property of a Greek merchant.

While being towed to Malta for overhaul, *Imperia* and her tug had encountered a gale. Things had reached the point where both tug and yacht were considered to be

in danger of swamping. Everybody had moved aboard the tug, cast loose the tow, and proceeded to a safe anchorage.

Members of the boarding party had dollar signs dancing in their minds for a little while, brought on by fleeting dreams of "prize money." These faded as *MacKenzie's* sea lawyers got into action. "No prize money" was the verdict. Not even a yacht of one's own. — William James Miller, QMC, USN.



DERELICT yacht *Imperia* is taken under tow by *George K. MacKenzie*. In Tripoli, mystery was soon cleared up.

Cooling Off Ships Too Hot to Handle

AFTER FOUR YEARS of intensive study and experiment, the Navy now has many of the answers on how to rid A-bombed ships of dangerous radioactivity.

This cleansing process is called "decontamination." Some of the following facts of life of decontamination may come as a surprise to many people:

- Even though completely drenched by radioactive water and flying spray, an A-bombed ship can be cleaned up and put back into active service.

- Radioactivity from deposited fission products of an underwater atomic burst is less dangerous than the shock wave of the burst.

- By heeding a few simple rules, personnel can work in "hot" radioactive zones in perfect safety.

There have been many scare stories going the rounds, stories which describe the horrors of radioactive contamination with vivid adjectives. You have probably read accounts that painted a lurid picture of "invisible death" stalking the radioactive decks of "ghost ships" or "leper ships."

Here's another one. "The Bikini ships were radioactive spectres, shot through with poisonous radioactive rays that can never be removed," stated an imaginative Sunday supplement.

In a recently published book on the atomic bomb tests at Bikini there appeared this over-dramatic sentence: "There were great battlewagons, apparently unhurt, their mechanisms destroyed by the mys-

terious power of the lingering deadly radiations than no man can fight!"

To be sure, radioactivity is hazardous—and it can be deadly too, like any weapon of modern war. But radioactivity has its limits. Navymen must learn what these limits are and what measures can be taken to reduce the menace of radioactivity.

Sensationalists, for example, have given the public the mistaken impression that since most of the Bikini test ships were purposely sunk after the atomic tests, these ships were "too hot to handle."

In reply, Rear Admiral William S. Parsons, USN, says, "It wasn't that

Decontamination Teams Learn to Rid A-Bombed Ships of Radioactivity

these Bikini ships were too 'hot' at all that we had to sink them. It was primarily because they were too expensive to maintain beyond their usefulness as specimens" of the effects of an atomic blast.

"Much has been made of the fact," he adds, "that many of the Bikini target ships were subsequently sunk at sea. Unjustified conclusions have been based upon this fact. Actually, disposal of these ships was based entirely upon economic considerations. The mere cost of towing them to harbor and decontaminating them would have exceeded their value as scrap."

Admiral Parsons was from 1946 to

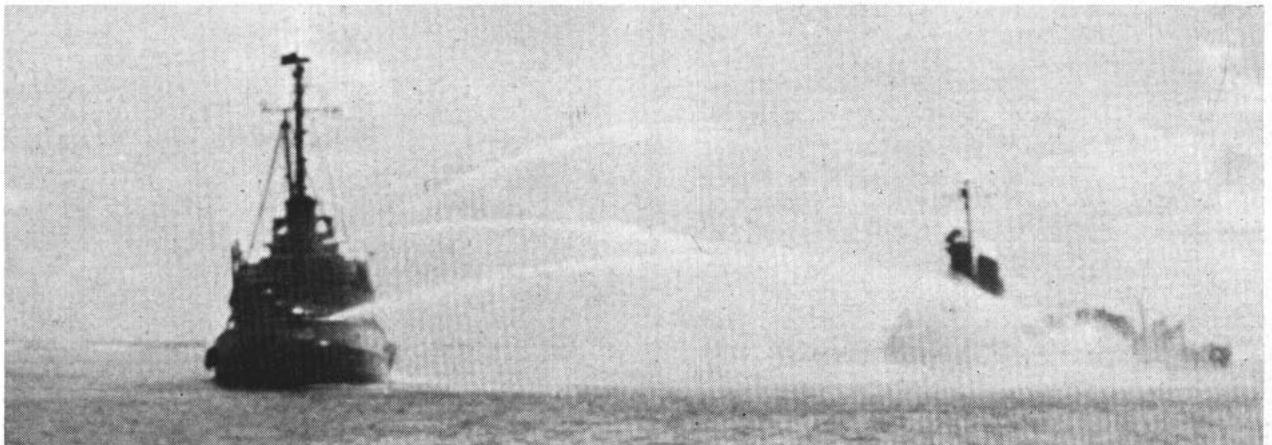
1949 the Navy's Director of Atomic Defense. It was he who actually assembled the atomic bomb that was dropped on Hiroshima, the first to be dropped in warfare. Subsequently, he was a deputy commander of "Operation Crossroads" at Bikini and played a prominent part in the later tests at Eniwetok.

Not only would it have been too expensive to tow each of the Bikini target vessels that remained afloat back to the U.S. for decontamination, but also no useful purpose would have been accomplished. Each target ship had already been declared expendable before it had sailed to join the Bikini fleet.

Battle-scarred old battlewagons like *uss New York* (BB 34) and *uss Nevada* (BB 36) had put in many years of faithful duty. The same went for veteran cruisers like the "Swayback Maru," *uss Salt Lake City* (CA 25), and *uss Pensacola* (CA 24).

But if the Navy couldn't pay the freight to bring home every old battleship and cruiser at Bikini, yet it was important to bring back a representative group of specimen ships for inspection and decontamination. This was a vital part of the evaluation of the atomic bomb as a weapon of war. To know how to deal with radiation, you must experiment with it. The ships that returned formed "Exhibit A."

To discover the best ways to decontaminate these ships, the Navy established the Naval Radiological Defense Laboratory at the San Francisco Naval Shipyard. Here the con-



TECHNIQUES initially tried at Bikini have been greatly improved by four years of atomic experimentation.

taminated ships were brought to have their "hot" decks and sides analyzed and to be partly or fully decontaminated.

In all, 17 specimen ships were towed back to the U.S. or came back under their own steam. There was one aircraft carrier, the light carrier *uss Independence* (CVL 22), two cruisers, two destroyers, five submarines and seven transports. Of these, seven ships were completely decontaminated. Two of the seven eventually were returned to active duty.

Both are submarines. They are *uss Parche* (SS 384) and *uss Dentuda* (SS 335). The two subs are now assigned as Naval Reserve training ships — hundreds of youthful Reservists now climb all over their once-radioactive structure without the slightest risk.

In addition two landing craft, LCI 549 and LCI 615, not brought back to the U.S., were also completely decontaminated and were put back on active duty at Kwajalein as courier vessels.

Five of the transports were decontaminated for the experience they provided but were later sold as scrap metal. They had been only lightly contaminated by the underwater burst. They were *uss Bladen* (APA 63), *uss Cortland* (APA 75), *uss Geneva* (APA 86), *uss Fillmore* (APA 83) and *uss Niagara* (APA 87).

Two more attack transports of the same class, *uss Gasconade* (APA 85) and *uss Crittenden* (APA 77), both heavily radioactive, were partly decontaminated for purposes of study and then sunk in fleet exercises off the West Coast.

Incidentally, more than 99 per cent of the radioactivity found on these ships resulted from the Bikini underwater explosion, Test Baker. In Test Able, the mid-air explosion, little or no radioactivity settled on the ships although the blast effect sank the Japanese cruiser *Sakawa*, as well as two destroyers and two transports, and badly damaged the *Independence* and the submarine *Skate* (SS 305).

Independence is the only Bikini target ship still contaminated that has been kept afloat. The gallant carrier of World War II fame lies at a pier at the Radiological Laboratory, a floating workshop for radiological decontamination studies.

The Navy has learned much from



BATTERED survivors of the Bikini blasts served as Atom Age workshops in which the Navy has developed successful decontamination techniques.

decontaminating these ships. For one thing, it has kicked the props out from under the "Nothing-can-be-done-about-it" school of thinking about the atomic bomb. Something *can* be done about it. Ships can be decontaminated.

As a result of the experience gained at San Francisco, a ship can now be decontaminated more cheaply and faster than was possible two years ago. Starting from scratch, scientists and engineers have accumulated a store of knowledge of contamination and how to combat it that will serve them well in the event of atomic warfare.

The lessons of today are being applied to the problems of tomorrow. For example, paint that dries to a hard, smooth finish will probably be used for topside surfaces wherever possible since it will resist contamination better than other paints. Stripable films may be used to protect instruments such as a pelorus in an ex-

posed area. Ship designs may undergo changes to give greater topside protection to personnel against air as well as underwater bursts. These are only a handful of the new ideas now being explored.

But what is contamination anyway? Can you feel it? Can you smell it? Can you hear it? Can you taste it? Can you see it? How do you know it's there?

You can't feel contamination; neither can you smell it, hear it, taste it or see it. It is these very vague qualities that cause many persons to call contamination "mysterious" or "mystic" or "invisible."

Actually, it *is* invisible. But so is electricity. You can't smell, hear, taste or see electricity either but you know it's there. How do you know it? You know it because you have delicate instruments like an ammeter or a voltmeter to tell you it's there.

It's the same with radioactivity or contamination. You know it's there because you have sensitive instru-



BOMB-SCARRED lab for radiological decontamination studies, USS *Independence* is the only contaminated Bikini ship that has been kept afloat.

ments to tell you it's there. The Navy calls these detection instruments "radiac" instruments (Radio Activity Detection, Identification and Computation).

Probably the most famous is the Geiger-Müller counter, popularly known as the Geiger counter. The Geiger counter is still one of the most useful of the radiac instruments. A

new one, the scintillation counter, is now undergoing experiments (ALL HANDS, March 1950, p. 17).

A decontamination "monitor" — the fellow who checks on radiation levels — uses his radiac instrument like an electrician uses his voltmeter or ammeter. While the electrician uses his voltmeter to tell him how much current flows in a line, a decontamination

monitor uses his radiac device to detect the concentration of radiation in the air.

The monitor knows that the human body can safely absorb only so much radiation at any one time. By taking continuous readings with his radiac device, he determines how long his working party can stay aboard a contaminated ship.

Contrary to popular opinion, a man can remain in a relatively "hot" area with complete safety — as long as he stays only a short time. Experts now say that a man could have boarded all but the "hottest" ships at Bikini within a few days after the underwater explosion — if he was properly clothed and protected by a radiac instrument.

It is up to the monitor that accompanies each decontamination team to tell his boys when they have reached their "tolerance limit" for that day i.e. when they have absorbed all the radiation they should at one exposure. When that limit is reached, he orders them from the ship.

Scientists have found out a great deal about radioactivity since Hiroshima. Today they know, for example, that radioactive residue deposited by an atomic explosion such as Test Baker does not penetrate into a metallic surface like a ship's skin. It merely lies on a smooth painted surface or adheres to an unpainted metal surface.

When an atomic bomb explodes within one or two miles from a ship and a great volume of radioactive mist and spray settles down upon the ship, it is somewhat as though the chief engineer on your ship had decided to "blow tubes" in a heavy fog with the wind blowing from astern.

You know what happens then. Particles of soot are trapped by the heavy fog and settle back down onto the decks and superstructure where they cling to the paint. When the fog lifts and the water evaporates, the soot particles remain on the surface to form a gritty covering.

It's much the same way with radioactivity. Instead of particles of soot, however, particles of radioactive matter are trapped by the great mushroom of water and spray from an underwater burst and are deposited upon the decks and superstructure like so much dirt. As a matter of fact, engineers at San Francisco refer to it as just that — "radioactive dirt."

Radioactive dirt sticks to the paint



PRIOR to entering a 'hot' area, decontamination worker draws protective gear, including hat, mask, film badge and bootees, from 'clean' issue room.

or lies about like so much ordinary soot. The big difference between the two, however, is that radioactive dirt packs a punch.

Being radioactive, these particles of dirt continually shoot off little "bullets" of energy that can go right through a man. If enough of these tiny bullets enter your body, you can become a sick sailor.

Briefly, here are the answers on staying healthy. Wear the proper clothing, including a gas mask or dust mask if you need it. And pay attention to the fellow with the radiac instrument. Get off when he tells you to. Thus protected, a worker can turn-to on the radioactivity.

Here are the answers to getting rid of the stuff. These methods, the Navy has proved, will work:

• **Wet sandblasting** — Long used to remove stubborn coatings of paint, wet sandblasting has proved to be a potent weapon for decontaminating large, smooth surfaces. It has the advantage of being standard shipyard procedure. It knocks the radioactive particles from the surface. Dry sandblasting, on the other hand, is too hazardous. Dry sandblasting stirs up clouds of radioactive dust that are extremely dangerous if inhaled.

• **Paint scraping** — This tried-and-true Navy technique, well known to every sailor who wears a deck rating, works just as well for contaminated as for ordinary paint. It's slow, back-breaking work, but it's effective. Scraping is used mainly for out-of-the-way corners and angles.

• **"Sealing-in"** — To "seal-in" radioactive particles, paint is sprayed over the surface, covering the bits of radioactivity. This does not prevent the surface from continuing to radiate, but it prevents the dirt from spreading. The surface is thus "frozen" and can be sandblasted or scraped at will.

• **Chemical solutions** — Certain chemical solutions have a double-barrelled effect. Sprayed over a contaminated surface, the chemical loosens radioactive particles gripping the surface. It also helps loosen the paint itself so that it may be more easily peeled off. Ordinary fire fighting equipment can be used to spray on the chemical.

"Hot" corners can also be tidied up with a mechanical wire brush or buffer. Shotblasting has been used with some success. Strong chemicals have been used on the exteriors of instruments. Live steam and a blowtorch



STEAMCLEANING of dangerously radioactive surfaces is one of many techniques experimented with at Naval Radiological Defense Laboratory.

have been a big help. Interior salt or fresh water lines and evaporators have been effectively flushed out with special chemical solutions.

Bothersome radioactivity tends to concentrate in certain spots. Areas of poor drainage are favorite hang-outs. So are high places on the ship's superstructure. Canvas and wood soak up radioactivity like a sponge

soaks up water. As a result, porous material such as planking or life rings must be thrown over the side.

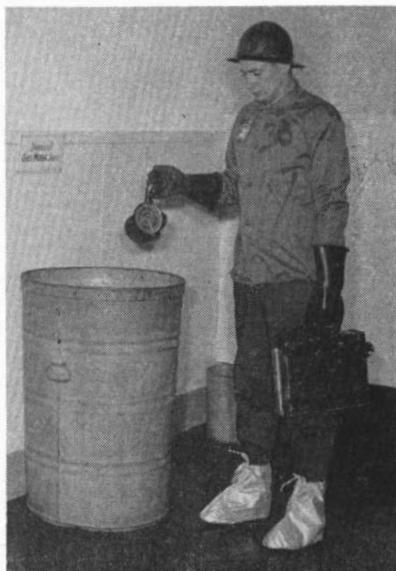
As for the ship's interior, it should be relatively free of contamination unless the ship's hull has been torn open by the burst. If contamination has reached into a compartment, the most effective measure is simply to remove everything and then go to work on the deck and bulkheads.

To see what happens to a ship when it is decontaminated, take a look at *Parche*. *Parche* had been on the surface at the time of Test Baker. Although drenched by the gigantic plume of radioactive water and spray that cascaded down upon her, *Parche* suffered little serious damage.

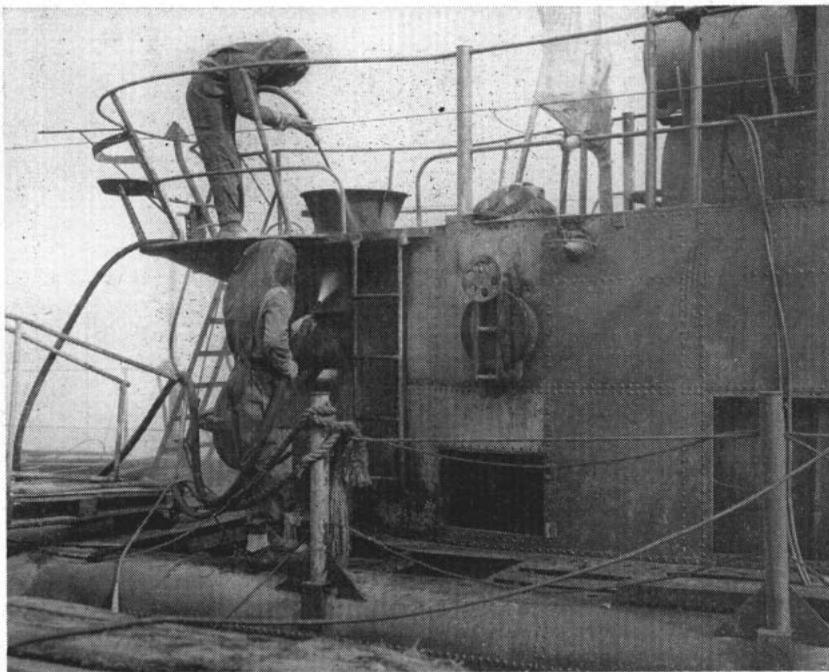
Weeks later, when she arrived at the decontamination yard at San Francisco, the level of radioactivity had decreased somewhat but personnel still had to be cautious in their work on the vessel.

Once the submarine was tied up at her San Francisco pier, the trained monitors, dressed in canvas coveralls, masks and heavy shoes, climbed over the side carrying their radiac instruments. Their job was to find out how radioactive *Parche* was.

To do it, they made a complete survey of the ship — poking their counters into every nook and cranny to test for "hot spots." These hot spots were then carefully marked on a dia-



GAS MASK is dropped in a receptacle in contaminated dressing room following exposure in 'hot area.'



PROTECTIVE clothing and careful supervision by radiac equipped monitors enable personnel to work with complete safety in highly radioactive areas.

gram of the ship. The diagram, in turn, was used by radiological engineers to lay out patterns that the decontamination teams would follow.

Before any member of a decontamination team set foot on *Parche*, however, he was given a complete briefing. He learned the location of the safe areas and of the hot spots, the routes to be followed, the time limit aboard — in short, he learned the “decontamination pattern” for the ship.

One thing to remember about radioactivity — it can be tracked about from place to place on your shoes or on your clothes. By merely walking from a contaminated area to a clean one, a man can carry enough radioactivity with him to make it necessary to scour the entire “clean” area once more. This is the reason behind the strict “patterns.”

Naturally, if radioactive dirt can be tracked about the ship, it can also be tracked about the dock area and beyond. To prevent this, the Navy has rigged up a special “decontamination center” where each worker strips down and washes and scrubs himself until he is completely free of any radioactive particles that might have clung to him.

A decontamination worker enters the “contaminated side” of the center, and takes off his special-issue clothing — coveralls, underwear, socks, shoes, protective hat, gloves and

mask. He gathers these up and puts them in a can marked “Contaminated Clothing.” The clothes will be specially laundered, checked with the ever-present radiac device, then laid out for the next day’s work.

Passing through a radiac check himself, the man walks down a passageway to the “clean side” of the center. Here he carefully takes a



RADIOACTIVE particles are knocked from surfaces by wet sandblasting — a standard shipyard operation.

shower with plenty of soap and water. He cleans his fingernails and hair, favorite hiding places for radioactive dirt. One more radiac check after his shower, then he may don his uniform and leave the base.

By taking these elaborate precautions, the Navy has made decontamination duty as safe as walking down the deck. Even at that, though, there was one man at San Francisco who blamed his falling hair on radioactivity.

The chap got so worried in fact about his hair falling out that he went to see his family doctor.

“Where do you work?” the doctor asked.

“At the yard, decontaminating ships,” the man replied.

The doctor threw up his hands and told him to consult his Navy doctor at once. He was having nothing to do with radiation sickness. By now, the poor sailor was really worried.

With furrows of concern creasing his brow, he asked the Navy doc the next morning, “Doc, do I have radiation sickness?”

The doctor assured him he had nothing of the kind — that the falling hair was merely a result of a mild case of alopecia or “falling hair” caused by a dry scalp and age, not radioactivity.

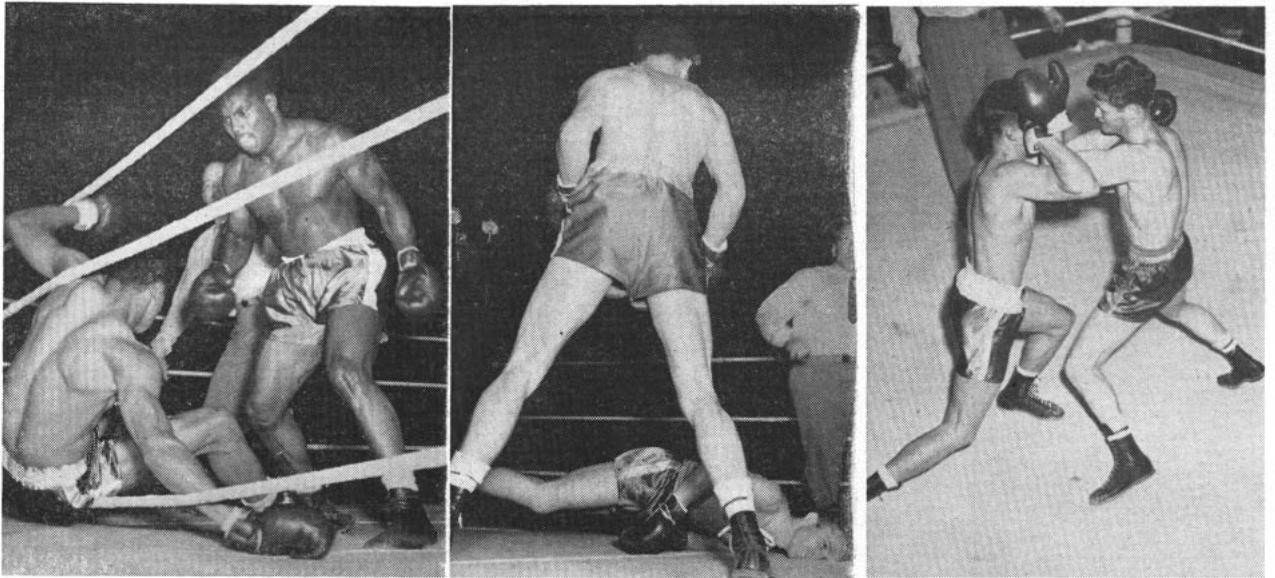
This example illustrates the newness of the whole field of decontamination. Little was known about it outside of a few scattered scientific laboratories before the use of the atomic bomb at Hiroshima and Nagasaki and the tests at Bikini and Eniwetok.

But now, with the world awakened to the potentialities of the atom, the Navy is constantly adding to the known facts about this new force and the means of effectively combatting it.

The “guinea pig” ships at San Francisco have served as important workshops of the Atomic Age. The methods devised at San Francisco to fight the radiation hazard will find uses not only to decontaminate Navy ships but also to help protect and restore our cities and factories in the event of an atomic attack.

San Francisco is only a beginning. Many questions remain to be answered in the age of the atom.

But one question has been answered, answered in a loud, clear voice that can be heard far from San Francisco: warships *can* be decontaminated. ■ ■ ■



TERRIFIC punching power of heavyweight Kirby Seals batters Al Williams to the deck (left). Right: Hook by Ken Davis upends Tommy White in featherweight go. Right: Lightweights Sam Williams and Charlie Baggett swap leather.

Slugfests Mark 1950 All-Navy Boxing Finals

Thirty-two well-muscled contestants from Navy and Marine Corps activities all over the world met once again under the bright California sun to determine the All-Navy boxing champions for 1950. Some 16,000 interested people gathered in Balboa Stadium, San Diego, to witness the event. They were not disappointed.

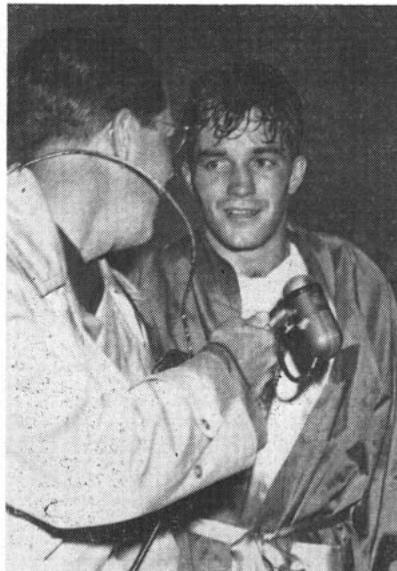
Fighters from the Pacific Fleet and Southwestern Groups garnered the lion's share of the titles at stake. Spoiling their bid for a clean sweep of the eight gold buckles signifying supremacy in Navy boxing were two brothers, Sam E. and Earl L. Williams, both ANs, USN, representing the Hawaii-Far East Group in the big tournament.

Both Williamses were 1949 All-Navy champs, but moved up a weight bracket for the '50 bouts. Sam E. outslugged Charlie Baggett, PFC, USMC, MCS Quantico, Va., representing the Middle Atlantic Group, to gain the lightweight crown. Brother Earl outpointed Abraham Haynes, SKSN, USN, NOB Adak, Alaska, a welterweight representing the Northwestern Group.

Adding further honors to the family name, Earl was the unanimous choice to receive the Captain Jack Kennedy Memorial Boxing Trophy as the outstanding fighter in the tournament. This trophy was awarded Sam E. last year and thus has remained

in the Williams family for its two years' existence.

Champions in other weight classes were Jimmie Quinn, SN, USN, USS *Dixie* (AD 14) in the flyweight; John H. Malloy, CPL, USMC, MCAS El Toro, Calif., in the bantamweight; Ken Davis, PFC, USMC, Camp Pendleton, Calif., in the featherweight; Sam "The Assassin" Williams, SA,



INTERVIEW is accorded Johnny Malloy, CPL, USMC, following his victory in roaring bantamweight scrap.

USN, USS *Dixie*, in the middleweight; Jessie Barber, PFC, USMC, Camp Pendleton, in the light-heavyweight; and Kirby Seals, SN, USN, Staff ComAir-Pac, in the heavyweight.

Quinn, Seals, and Sam "Assassin" Williams represented the Pacific Fleet Group. Malloy, Davis and Barber represented the Southwestern group. Incidentally, Sam "The Assassin" Williams is the third man of that name to become an All-Navy champ for the second year running, and the only successful repeater not to change class.

Most spectacular bout of the finals was provided by Ken Davis, a 1949 Golden Gloves winner at San Diego. Getting through the semi-finals on a bye when Buddy Grant, RD3, USN, was scratched by the medics, Davis polished off his finalist opponent, Tommy White, PFC, USMC, MCS Quantico, Va., in 32 seconds of the first round to take the featherweight title. It was one of the shortest bouts in All-Navy history. The first blow thrown in the contest was a sweeping left to the jaw by Davis, sending White to the canvas for a count of eight. Nine seconds later White was down for the full count after running into a barrage of lefts and rights.

In the flyweight division, Jimmy Quinn, the classy 1948 champ, regained his title as he outlasted How-



EXTRAORDINARY ability to puncture bullseyes with pistol shots has earned Luther W. Yocum, GMC, 171 medals, other trophies and awards.

Expert Gives Tips on Pistol Shooting

Best method of learning to shoot, according to Chief Gunner's Mate Luther W. Yocum, USN, is to practice with an empty gun.

Yocum, who entered his first competitive pistol match in 1948, and has since won 171 medals and other awards due to his ability to puncture bullseyes, explains that anyone can learn to shoot straight if they'll spend a little time practicing.

"Sailors interested in becoming good pistol shots should first concentrate on snapping in (dry firing) with an empty pistol in order to develop strength in their gun hand, learn the gun's trigger pull, and to get the feel of their weapon," says the chief. "Another essential exercise for beginners is to practice holding a four-pound weight out at arm's length until your muscles ache. Then, when you begin firing, the gun will feel as light as a feather."

Shooters, Yocum explains, are made, not born.

"First," says Yocum, "start practicing with a .22-caliber pistol with a six-inch barrel. Stay away from the .38 and .45 until you learn to handle the smaller gun. Practice slow fire at first — timed and rapid fire will come naturally later."

Yocum demonstrated his stance. "I stand with my right side toward

the target, with my arm extended directly toward the bullseye. I spread my feet about the width of my shoulders, with my weight evenly distributed. My stance is relaxed. With my left hand I take the gun and slowly place it in my right hand. I do this very deliberately and smoothly. With the .22, I grasp it lightly for slow fire, and medium firm for timed and rapid fire. Fit the gun in your hand so as to form a straight line from the front sight to your shoulder.

"Always keep your eyes on the rear sight — never look at the target or the bullseye," continued Yocum. "I keep both eyes open, but actually focus with my right eye. Line your front sight up so that it will be centered and flush with the top of the rear sight. Keep the 'light' visible on each side of the front sight even.

"Beginners are often told they should not know when the gun will fire if they are squeezing their shots off properly. However, after you have had considerable practice you will be able to tell when the gun is going to fire."

Yocum states that gripping and aiming the .38 requires the same procedure as the .22. The .45 must be gripped harder, for it takes a greater trigger pull to fire it.

ard Keyes, PFC, USMC, Camp Lejeune, N. C., in their three-round match. Quinn, a southpaw, stalked his rival waiting for openings through which he threw his wicked left.

In a hard slugging, toe-to-toe battle, Johnny Malloy trounced Bill Laverty, SN, USN, USS *Razorback* (SS 394). Malloy worked constantly on a cut over Laverty's eye, and although Laverty retaliated with stinging blows, Malloy was able to catch him as he moved in, sending the submariner to the deck for counts of eight in both the first and second.

Sam "The Assassin" Williams successfully defended his 1949 middle-weight crown by decisioning Wilibret Holloway, CS3, USN, Naval Base, Norfolk, Va. It was a slow fight as the two 154-pounders waited for openings before letting loose. However, Williams' persistence and follow-through won him the nod over his Middle Atlantic Group opponent.

While keeping his own two feet firmly planted on the canvas, Jessie Barber up-ended Eldridge Thompson, CPL, USMC, MCS Quantico, twice during their slugfest for the light-heavy crown. Thompson, using a sweeping right that appeared to start from the deck, got in more solid blows than Barber, but never followed up any advantage he might have had. In the second round a one-two right and left decked Thompson for a count of eight, and seconds later he was again down, being saved by the bell.

Solid-punching Kirby Seals, a Golden Gloves finalist at Chicago in 1950, who twice before has reached the finals of All-Navy competition only to be defeated, finally made the grade. Seals flattened Allen Williams, PFC, USMC, Guam Marines, on two different occasions and went on to outpoint the Hawaii-Far East entry to capture the heavyweight crown. Seals had his foe on the canvas for counts of nine in both the second and final rounds, only to see Williams come back each time.

For the statisticians: Navy personnel took five crowns, the Marines three. Four men named Williams appeared in the final bouts, three of them collecting All-Navy crowns. Six of the eight All-Navy champs came from three naval activities — two from NAS Barbers Point, T. H., two from Marine Barracks, Camp Pendleton, and two from USS *Dixie*. —LTJG Robert S. Jones, USNR.

Sharp Sharpshooters

A five-man team of Navy and Marine Corps personnel almost made a clean sweep of the Maryland Pistol and Revolver championships, held at Sparrows Point, Md. Firing against approximately 400 competitors from all parts of the country, the quintet won 18 of the 26 matches.

Two world records were tied by team members Captain Thurman Barrier, USMC, and Chief Machinist Offutt Pinion, USN. Captain Barrier scored 198 out of a possible 200 in the .45-caliber rapid-fire match to tie the record mark. Chief Machinist Pinion fired a 298 out of a possible 300 in the .22-caliber match, equaling the world mark. Pinion took a total of seven firsts. Captain Barrier won six first-place prizes.

Four first-place medals were won by team member Leonard Rizzolla, AF1, USN, and another first place award was added to their collection by Lieutenant Raymond L. Klassy, USN.

Captain Barrier is stationed at Marine Corps Headquarters, Washington, D. C. Lieutenant Klassy is assigned to duty at the Naval Proving Grounds, Dahlgren, Va. Chief Machinist Pinion is serving at Naval Air Station, Oceania, Va., and Rizzolla is on duty at the Naval Air Station, Anacostia, D. C. Fifth member and captain of the team is Lieutenant Chester Coons, USN, Naval Proving Grounds, Dahlgren, Va.

Navy Yawl *Saluda* Triumphs

Despite the fact the steam-and-steel ships of the modern Navy have almost completely eclipsed the wind-powered ships of earlier years, the Navy still has some sailors who know their way around a mizzen-mast.

The 89-foot Navy yawl *Saluda* (IX 87), manned by a Navy crew and skippered by Lieutenant (junior grade) Hallie P. Rice, USN, has won the New York Yacht Club Trophy for being the first vessel to cross the finish line in the annual international race. *Saluda* finished ahead of 138 other participating vessels.

The sailing race was held over a 140-mile stretch of sea in the Gulf of Santa Catalina, between Newport, Calif., and Ensenada, Mexico. The trim *Saluda* covered the distance in 22 hours, eight minutes and two seconds. Her corrected time was 22 hours, two minutes and 20 seconds.

SIDELINE STRATEGY

Every once in a while even a good baseball team plays a nightmarish game. The Quantico Marines, who perennially turn out one of the finest squads in the armed forces, will probably be wincing all year whenever Lehigh University is mentioned. A press release from Lehigh tells the story.

"After the Quantico Marines had hung a 12-8 loss on Lafayette University, Lehigh took the field against the Leathernecks in the second game of a double-header being played on Quantico's home pastures.

"The game was called by the umpires at 5:40 p.m., on account of darkness, when, after only three innings of play, Lehigh led the Marines by the unbelievable score of 32 to 2.

"In the space of one brief inning, the Lehigh batsmen scored 25 runs on 10 hits, 11 walks and five errors.

"The trouble is this astro-nomic score won't count — because the game was called before a regulation number of innings had been played, and all Lehigh students can do is brag about it.

"Ironically, Lehigh had lost all their previous games, and were trying for their first victory of the season when its big margin was crossed out by darkness."

* * *

A boatswain's mate stationed on Kwajalein is not impressed by the prize catches of Navy fishermen, which ALL HANDS

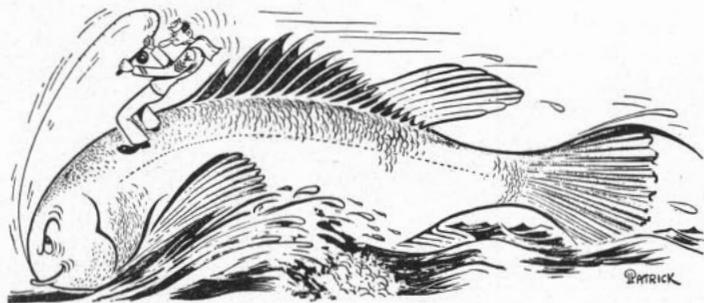
has pictured from time to time. Sherman M. Evans, BM1, USN, forwards us a picture of a "small" sea bass he hooked off the atoll. The monster weighed about 350 pounds, and was over six feet in length. "Out here, we use 'em this size for bait," says Evans, modestly. Unfortunately, the photographic quality of the picture made it unsuitable for publication.

* * *

An ingenious Marine, Jim "Slingshot" Devine, playing with a Kansas City Marine Reserve quintet, decided that if he couldn't get the ball past the opposition's big center one way, he'd try another. Devine streaked down the court with the ball, whipped a pass that bounced off the opposing center's shoulders, then sailed 30 feet in the air and dropped cleanly through the net for two points.

* * *

The athlete who, like old wine, gets better as the years roll by is almost as scarce nowadays as are triple-toed tricera-tops. Ralph E. "Scare-em" Swanson, ADC, USN, is not a man to allow spreading grey at the temples to affect his flinging arm. After 21 years on the mound for Navy teams, the veteran CPO is still going strong. Stationed at NAS San Diego, he recently chalked up a two-hit victory for his team. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Recruit Training for New Reservists

WHAT'S WRONG with this sentence?

"I went up the rear steps to catch a glimpse of the boat that had passed by on our right side."

Grammatically, and in other respects, the sentence is okay, according to Joe Doakes, a recent graduate of Hometown High School, and an excellent student in English. But that opinion dates back prior to Joe's enlistment as an Organized Reservist and before his indoctrination at a Recruit Training Command.

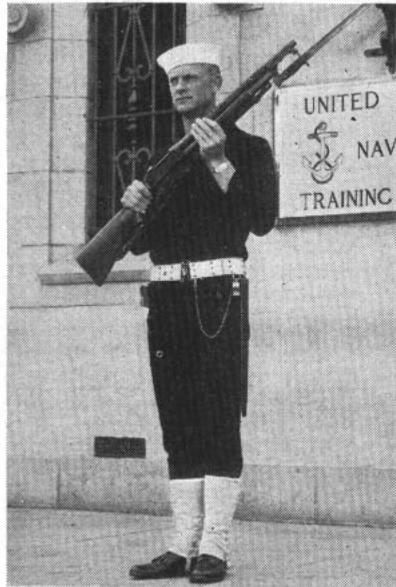
His indoctrination completed, Salty Joe's saline content rose to nearly 100 per cent, and he felt he could do justice to naval terminology.

Here's his translation of the above quote into proper sea language, with embellishments:

"I went down the port passageway to the after well deck, climbed the ladder to the poop deck, and sighted a guppy-snorkel submarine making a crash dive two points abaft the beam on our starboard side."

Joe Doakes is an imaginary person who represents a newly recruited citizen-sailor in the United States Naval Reserve. He joined an organized drilling unit in his hometown last year, and began learning the highly complicated job of becoming a sailor — on a part-time basis.

To give Joe and Organized Reservists like him some of the basic instruction required of all recruit ratings, the Naval Reserve this year has estab-



NEW TRAINING for Reserve recruits gives them a concentrated dose of essential Navy 'know-how.'

lished a course where they can get a concentrated dose of the elementary essential of Navy "know-how."

Annual recruit training for Reservists is coordinated with their regular year-round drill training. Its purpose is to polish off the rough edges of a recruit, give him a quick but accurate picture of the Navy way of life, and instill in him the feeling that he and his fellow-Reservists are a vital part of our Navy.

Open to Reserve recruits, the two-

week course in this training is the first step in a progressive program of annual instruction for enlisted personnel in organized units.

First established last year, when recruits in the 9th Naval District attended courses at NTC Great Lakes, Ill., the recruit program proved itself a great success.

As a result, Reservists from all continental naval districts, with recruit ratings in organized units (except aviation), this year have the opportunity to take this training, either at Great Lakes, or NTC San Diego, Calif.

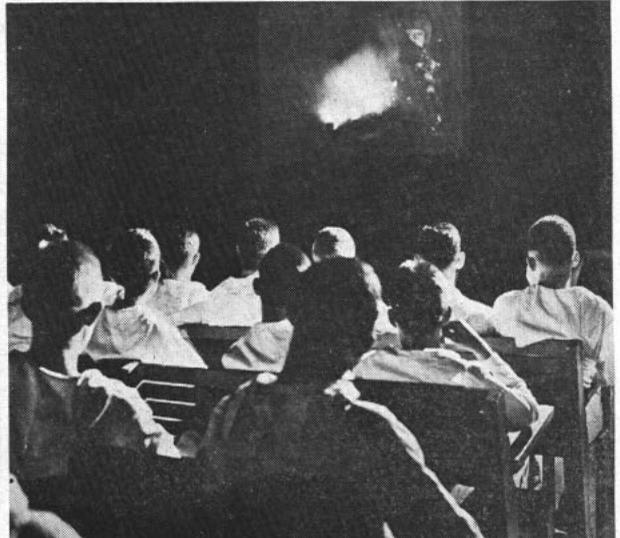
The Great Lakes center takes care of Reservists from the eastern and midwestern naval districts, while San Diego provides instruction for recruits from the three west coast naval districts and the 8th Naval District.

In the Naval Air Reserve, an air recruit training course also is in operation this summer, but is conducted for a longer period of eight weeks.

At the Recruit Training Commands of Great Lakes and San Diego, sailors will get that first high polish that takes them out of the tenderfoot stage and introduces them to the Fleet.

Joe Doakes and other TWTs — as the Two-Week Trainees are called — learn a good deal more than how to talk like a sea-going sailor at recruit camp.

You won't catch Salty Joe falling for that story about "How to smoke a



PRACTICAL aspects of classroom training become apparent when Reservist recruits get first taste of shipboard life.

hawsepipe," and you won't catch him volunteering for a game of "Squeezees."

The special two-week curriculum has been patterned after the Regular Navy recruit training course. The influx to the recruit training commands hits its peak during the summer when up to 4,000 Reserve recruits appear monthly at Great Lakes, and a lesser number make their way to San Diego.

Joe Doakes' counterpart in the Naval Air Reserve also receives extensive training as an organized air recruit. This two-month program for the air recruit includes naval phraseology, customs and traditions, uniform regulations, discipline and justice, promotions, drills and formation, seamanship and ordnance — in addition to an indoctrination in the various phases of naval aviation.

During approximately 88 hours of classroom instruction the seaman recruit, construction recruit, fireman recruit or steward recruit at Great Lakes and San Diego receives training in one big dose.

He studies ranks, ratings and insignia, uniform regulations, how to take care of his clothing and equipment, from his ditty bag to his nainsook drawers and chambray shirts and dungaree trousers. He learns ship nomenclature and naval phraseology.

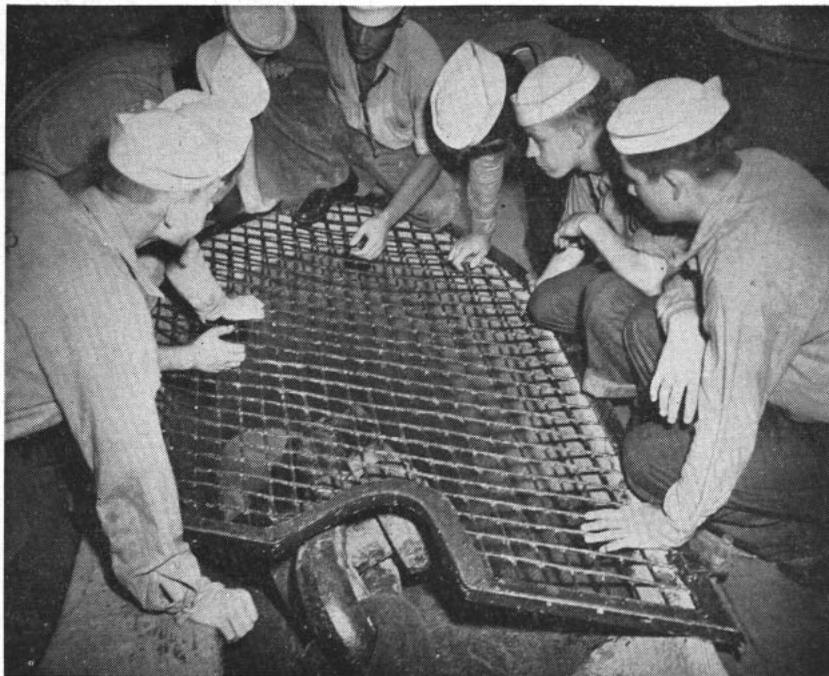
In the field of ordnance, the recruit learns to recognize and shoot the .30-caliber rifle and carbine, and the .45-caliber automatic pistol. He participates in loading drills, studies safety precautions and fires the 5-inch 38-caliber gun.

Naval customs and courtesies, history and traditions, discipline and justice, personnel classification and personal affairs — they are all included in this mighty capsule course, plus the all-important discussion of pay.

Also included in the TWT's curriculum is the subject of "marline-spike seamanship," covering the splicing, knotting and manipulation of line. Under the general subject of seamanship he studies shipboard organization and duties, daily routine ashore and afloat, general drills, safety precautions, cleaning and upkeep of equipment.

One by one, his instructors take up the subject of boat handling, deck gear, anchoring and mooring, steering and sounding, lookout duties, telephone talking and firefighting.

Halfway through the training period, an overnight cruise is scheduled for the TWTs when ships are avail-



CRUISES are scheduled for TWTs whenever ships are available. First-hand contact with naval equipment emphasizes lessons learned in the classrooms.

able. During these cruises, taken during the mid-weekend, the TWTs have normal watches, join clean up details, and see the evolution of watch phases in shipboard life.

It will take Joe Doakes and his fellow TWTs a full year to digest all that they have seen and heard at the Recruit Training Command.

Use of a mock-up ship, *uss Recruit*, at San Diego has proved an excellent method of simulating shipboard conditions ashore. Here the recruit re-

ceives instruction in seamanship and in fire fighting. He actually participates in the operation of naval equipment to familiarize himself with the many phases of the naval technological organization.

Finally, the recruit gets basic instruction in first aid, swimming and survival at sea, and his 14 days of training culminate with personnel inspections and reviews.

Intent of the two-week instruction period is *familiarization*, to support



RECREATION is not neglected even though the training course is highly intensive. Curriculum is patterned after Regular Navy recruit training course.



HISTORY and traditions of the U. S. Navy are among subjects taught recruits in an effort to make even the most lubberly slightly salty.

and augment the training conducted at NRTC's and to provide as many practical experiences in Navy living and training as is possible.

A visit to training camps at Great Lakes and San Diego is a tremendous revelation to the Reserve recruit.

These two vast Navy centers give the new enlistee a proper appreciation of the Navy's vast size and some of its technical problems.

Here's one typical comment of a Reserve recruit who has just finished his training at one of these schools, "I come from Charleston, S. C., where we have a compact Reserve training center, and train three or four different ratings. Now that I've been out here at Great Lakes, and seen what a huge outfit this Navy of ours is, I'll be able to appreciate even more the training that I receive at my hometown NRTC."

Specifically, these are the objec-

tives of the course for TWTs, as announced by the Recruit Training Commands:

- To develop in the recruit a knowledge and understanding of naval life based on actual living experience in a Regular Navy activity.
- To develop a knowledge and understanding of the Navy's customs, traditions, regulations and system of discipline, and a feeling of being a part of and belonging to the Navy.
- To develop skill and knowledge in technical subjects to the extent that limited time will permit.
- To provide training and enable recruits to achieve the "practical factors" required for advancement to apprentice rates.
- To further interest on the part of the recruit in the Navy and the Naval Reserve, and to cause him to desire to continue actively his training in the Reserve.

How do the Reserve recruits compare in this concentrated type of training?

This is what the commanding officer of the Recruit Training Command, NTC San Diego, had to say about them:

"The first two classes of TWTs compared well with the Regular recruits. They run somewhat above the average in application, enthusiasm and interest."

The CO added, "All personnel in contact with the TWT make a special effort to enhance their training during his short period aboard, and their immediate contacts, company commander and instructors, are the best that the Recruit Training Command can offer."

Seaman Recruit Doakes, having finished his boot training, has also completed his "practical factors," which are required for advancement.

Next year, as a brand-new seaman apprentice, Joe will be eligible to take the next course in the progressive program of annual Reserve training. This will be a cruise aboard a ship assigned to his district commandant for Reserve training.

Ships assigned for this purpose range from patrol craft to destroyers. In his third year as an Organized Reservist, Joe will take a cruise in a Fleet ship, at a time when he has a real basic knowledge of the Navy and is able to absorb technical knowledge readily.

Then he will be a fully indoctrinated, valuable member of the Navy's standby team, available for duty in the event of mobilization.

In future years, Reservists taking annual training will alternate between appropriate schools or other training activities ashore, and cruises in district or Fleet ships.



GRADUATION ceremony is held for recruits on completion of training course sponsored by the Naval Reserve.

LETTERS TO THE EDITOR

From USNR to USN

SIR: I reenlisted in the Inactive Naval Reserve in 1947 and was ordered to active duty at my own request as a station-keeper under appropriation Naval Reserve in July of that year. I have remained in active duty status since that date. When my enlistment expires and if I am still in an active duty status, will I be eligible for any of the following: (a) shipping over money, (b) reenlistment leave, (c) cash payment for accumulated leave? — W. S. B., YN1, USNR.

• (a) Yes, if you reenlist in the Regular Navy within 3 months from the date of release from extended active duty of one year or more in the Naval Reserve.

(b) Yes, if you reenlist in the Regular Navy under conditions specified in BuPers Circ. Ltr. 131-49 (NDB, 15 Aug 1949).

(c) Yes, providing you do not elect to carry such leave forward to your new enlistment. — Ed.

Leave Rations When AOL

SIR: If a man is awarded a warning at captain's mast for being away over leave (AOL), is he eligible for leave rations? — J.O.P., YN3, USN.

• He is eligible for leave rations for his authorized leave, but of course gets nothing for the period of time he was AOL.

BuSandA Manual (Paragraph 54391) and BuPers Manual (Article A-4318) state: "Leave rations accrue for periods of authorized leave, but do not accrue for periods of absence over leave unless such absence is excused by the commanding officer." — Ed.

No Bonus for Extension

SIR: I am currently doing a tour of shore duty for which I agreed to extend enlistment for two years. My regular four-year enlistment expires later this year, and although I shall do 20, I would prefer to execute my extension at this time rather than reenlist.

In doing this, and having been changed over to the new pay bill; (1) can I be paid \$200 for the four-year enlistment just completed? (2) If not, will I be paid \$40 for the two-year extension. (3) Or, will I get nothing until I reenlist after the extension. — G. D. C., RDC, USN.

• Pending decision of the Comptroller General, you are not entitled to either reenlistment allowance or enlistment bonus upon extension. — 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 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Changing Striker Symbol

SIR: While at NavTraCen, San Diego, Calif., I was assigned to a Class "A" yeoman school. This course of instruction lasted 14 weeks and upon completion my rate was changed to YNSA. My present rate is YNSN.

Since I do not wish to continue my Navy career in the yeoman rating, would it be possible to ship over as a SN rather than YNSN? — L.J.B., YNSN, USN.

• You can reenlist under continuous service conditions, only in the rate in which discharged. Retention of YN symbol is required unless removed or changed in accordance with BuPers Circ. Ltr. 12-50, encl. E, (NDB, 31 Jan 1950).

Paragraph 5(a) of the above directive states, "When personnel are identified as strikers for a particular rating by the authority contained in Circ. Ltr. 12-50, they shall not be advanced thereafter to other ratings. Furthermore, there shall be no change in their rate symbol except as provided for below:

"Fleet, force, type and area commander, . . . may authorize change in rate symbol in cases of personnel in pay grade E-3 where individuals are definitely found to be highly suitable and qualified for utilization in another function and where the commanding officer, has authority to effect the appropriate change of rate by article C-7213, BuPers Manual 1948. Such cases need not be referred to the Chief of Naval Personnel for approval." — Ed.

Duty with Naval Attaches

SIR: What information can you give regarding duty with U. S. Naval Attaches abroad, insofar as enlisted personnel are concerned? — J. G., SK1, USN.

• Duty requirements are for a few ADC (AP)'s, ADCs, and ALs, and a very limited number of YNs and SKs in the Offices of Naval Attaches. If you desire, you may submit a request in accordance with the provisions of BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950) for consideration for transfer to duty with a U. S. Naval Attache. — Ed.

Squadron Personnel on Shore Duty

SIR: Are general service personnel serving with aviation squadrons and classed as sea duty, credited with sea duty for pay purposes, advancement in rate and rotation of duty?

ComAirLant carries general service rates as shore duty while ComServLant lists sea duty for general service personnel in such squadrons. In your opinion, are we on shore duty or otherwise?

Upon being transferred to my present command and duty, I was led to believe that I was remaining on sea duty as that was what I requested. Any information or data you may have regarding this problem would be greatly appreciated by the general service personnel in VX-3. — W. J. M., YN3, USN.

• Duty with a shore-based fleet activity (which includes shore-based fleet air activities) for men holding a YN rating is considered shore duty for rotational purposes. See para. 1(a) (3), Part One, BuPers Circ. Ltr. 101-48, (AS&L, January-June 1948). — Ed.

Reserve Classification

SIR: Is there a classification in the radiological defense field for officers? I am a physicist and have had training in nuclear physics. I have also completed a two-weeks radiological defense course with the Navy at Treasure Island, California. My present classification in the Volunteer Naval Reserve is E(L)-T. I would be interested in requesting a change in classification if there is one for radiological defense. — E. H. C., LT, USNR.

• There is no specific classification for a radiological defense officer. Your background as stated indicates you to be qualified for duty with the Office of Naval Research. Your present classification — ELT — is appropriate for such duty. See ALL HANDS, May 1950, page 52. — Ed.

Wants Change of Rate

SIR: Is it possible to change one's rate from machinist's mate third class to pharmacist's mate third class? If so, how would I go about it? — P., USN.

• A request for assignment to a Class A Hospital Corps school and ultimate change in rate to HM3 may be submitted to BuPers via your commanding officer and BuMed. If your request is approved, the change in rate will be authorized upon successful completion of the school. Refer to Enclosure (F) to BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950). — Ed.

Reenlistment Poses Problems

SIR: I hope to join the Navy when my enlistment in the Marine Corps expires in July 1951. However, I have a few questions in mind.

(1) Would I be eligible for the same rank in the Navy as I held upon discharge from the Marine Corps?

(2) Would I have to go through "boot camp" again?

(3) At present I hold the military occupational specialty number 3000, which is basic supply clerk. Would this get me into the supply section of the Navy? — T. R. B., PFC, USMC.

• *Answers to all three of your questions depend upon rules and regulations governing enlistments at the time you apply. You will have to submit a formal written application at your nearest Regular Navy recruiting office within the U. S. continental limits after you have been discharged from the Marine Corps.*

However, based upon the picture as it stands at present, here are some facts that should help you lay your plans:

(1) Current enlistment regulations provide for the acceptance of persons in your category in the pay grade corresponding to that in which discharged, except that in no circumstance will enlistment be effected in a rate higher than pay grade E-3. Current regulations further provide that if an applicant in your category has dependents he does not

Stars on Pins and Ribbons

SIR: Can a submarine man wear stars representing successful war patrols on his Submarine Combat Pin as well as on his area campaign medals? We have a split decision among the submariners around here.

We particularly wonder if stars may be worn for the following patrols made



Submarine Combat Pin

by USS *Kingfish* (SS 234) as listed in NavPers 15,790: 12 Oct to 28 Nov 1944 (P 208, 305); 16 Dec 1943 to 26 Jan 1944 (P 208, 304); 24 Sept to 14 Nov 1943 (P 208, 303); 16 Feb to 9 Apr 1943 (P 208, 302); 25 Nov 1942 to 23 Jan 1943 (P 208, 301); and 9 Oct to 3 Nov 1942 (P 208, 300). — S. G., HMC, USN.

• *Submarine sailors may wear their stars for war patrols both on their Submarine Combat Pins and on their area campaign ribbons. The patrols mentioned above are all legitimate patrols and entitle a man who served on all of them to wear six stars on his Asiatic-Pacific Area Campaign Medal and one silver star (in lieu of five gold stars) and one gold star on his Combat Pin.* — ED.

Code Numbers and Sea Duty

SIR: With my aviation job code number, is my present duty with VR-2, NAS Alameda, California, considered sea duty or shore duty? No one seems to have a precise answer. My navy job code number is 59611-64. — C. N. P., DCC, USN.

• *Duty with a shore-based fleet activity (which includes shore-based fleet air activities) for men holding a DCC rating is considered shore duty for rotational purposes. (See para. 1(a) (2), Part One, BuPers Circ. Ltr. 36-50, NDB 15 Mar 1950).* — ED.

meet the dependency requirement for acceptance and, therefore, is not eligible for enlistment in the Navy.

(2) *Unless you are in the fourth pay grade or above by the time you are discharged, you will have to go through boot camp again if regulations remain unchanged.*

(3) *All enlistments are made for general service and no promise or assurance can be given an applicant that he will be assigned to any particular detail or duty. However, it is quite possible that your background in supplies would enable you to "strike for" the rating of storekeeper sooner or later. Much would depend upon you as an individual and upon your performance after enlistment.*

Remember that all basis for action will have to come as an answer to the formal written application that you will make after discharge from the Marine Corps. — ED.

Brothers Want Duty Together

SIR: Does the Bureau of Naval Personnel still authorize a man to be transferred to duty with his brother?

A younger brother who joined the Navy before me is now going to aviation electronics school in Memphis, Tenn. I am now serving aboard ship as an electrician fireman and desire very much to be transferred to him if possible — or would he have to be transferred to me? — L. J. C., Jr., EMFN, USN.

• *When brothers are not serving under the same administrative commander, they may submit official requests to the Bureau of Naval Personnel in accordance with the Bureau of Naval Personnel Manual, Article C-5209; and to the administrative commander when both brothers are serving under the same administrative commander.*

Approval of such requests depends upon location of the brothers and upon the needs of the service. Since your brother is undergoing instruction, he will, upon completion, be ordered to duty. It is suggested that you contact your brother and advise him to request assignment to the Pacific Fleet upon completion of school. — ED.

AOL at End of Enlistment

SIR: If a man is AOL at the expiration of enlistment, what happens to the agreement to extend enlistment which was entered in his record for assignment to specific duty? Is the agreement to extend automatically cancelled?

If the man was AOL the last day of his enlistment, and the day following his expiration of enlistment, could charges be brought against him, or would he be given a discharge and not recommended for reenlistment? Under these circumstances what type of discharge would he get? — A. P. M., SN, USN.

• *Article C-1406, Bureau of Naval Personnel Manual, states that "Commanding officers shall cancel agreements to extend enlistment prior to the effective dates . . . when a person is on unauthorized absence on date of expiration of his enlistment."*

If a man is AOL the last day of his enlistment, his enlistment is automatically extended until such time as the matter of his AOL is finally settled, regardless of whether or not he is brought to trial. In the event the commanding officer desires to discharge him, he may be so discharged (Art. C-10304, BuPers Manual).

Under the provisions of Alnav 89-49, it is possible that he would not be recommended for reenlistment, depending, of course, upon his entire service. The discharge issued would be of the character to which he would be normally entitled. — ED.

Eligible for Shore Duty

SIR: BuPers Circ. Ltr. 101-48 (AS&SL, January-June 1948) says that to be eligible for shore duty, a non-rated man must have four years' sea duty. Does "aviation rating" mean rated men in aviation or does it include all men in aviation?

In other words, is an airman eligible for shore duty once he has completed two years' continuous sea duty? We think he is, because in your October 1949 issue the top man for a specific shore duty station had two years' and nine months' sea duty. Will you tell us definitely whether he is or not? — R. F. C., AOAN, USN.

• *Yes, an airman who served two years or more of continuous sea duty is eligible for shore duty. BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950), cancels and replaces BuPers Circ. Ltr. 101-48, effective 1 May 1950.*

To be specific though, this new circular letter on shore duty for enlisted personnel says that "Shore duty for the purpose of rotation is defined as duty in the allowance of . . . Fleet shore duty; shore based fleet activities within continental U. S. (including Atlantic and Pacific Reserve Fleets) and naval personnel serving with the Fleet Marine Forces based on shore in the continental U. S. except for: (a) Aviation branch

ratings attached to shore-based fleet air activities, and Hospital Corps ratings attached to the Fleet Marine Force." This circular letter further states that enlisted men in the aviation (Group IX) ratings — AN, AA, less TD, AC — who have accumulated two years' continuous sea duty may submit requests for shore duty. — Ed.

About a Famous Destroyer

SIR: Can you tell me the correct number of battle stars earned by *uss O'Bannon* (DDE 450)? — J. M. D.

• *uss O'Bannon*, one of the most famous destroyers in the history of the U. S. Navy, earned 18 battle stars during World War II. Commissioned 26 June 1942, *O'Bannon*, manned by a largely inexperienced crew, headed for the Solomon Islands that fall, accompanied by sister ship, *uss Fletcher* (DDE 445). During the remainder of World War II — and especially during the year and one-half she prowled off Guadalcanal — *O'Bannon* was engaged in some of the most furious ship-versus-ship battles in history.

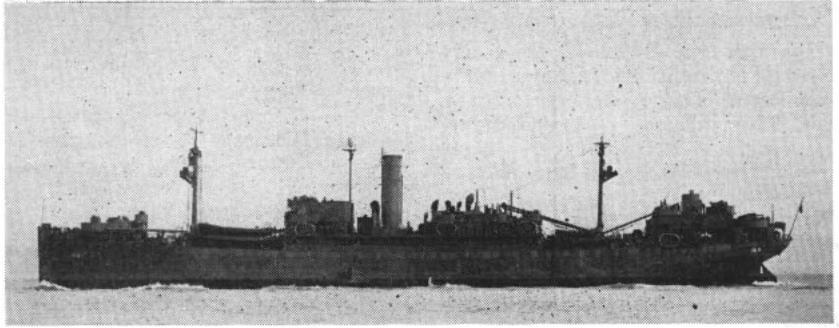
When *uss Helena* (CL 50), the fabulous fighting cruiser that was idolized by South Pacific destroyer men, went down in Kula Gulf, *O'Bannon* picked up some of *Helena's* survivors and gave such a good account of herself that she was often afterwards called the "Little *Helena*."

O'Bannon was awarded the Presidential Unit Citation and many of her crew members were decorated. At one time her second commanding officer, Commander Donald J. MacDonald, USNR, was the most decorated officer in the Navy. — Ed.

Black Hawk Odyssey

SIR: I read with interest your March 1950 book supplement entitled *Gold Star Odyssey*. The tale of the wartime wanderings of the cargo ship *uss Gold Star* (AG 12) — which, by the way, was built in Wilmington, Del. — and mention of her long sojourn in the western Pacific brought to mind the old destroyer tender *uss Black Hawk* (AD 9).

While *Black Hawk* didn't equal *Gold Star's* record of 21 consecutive years of "exile," she came close to it. In June 1922 she sailed from Newport, R. I., for Asiatic waters, via Gibraltar and the Suez Canal. For the next 20 years "the



USS *Black Hawk* (AD 9)—Saga of this old destroyer tender rivals the *Gold Star Odyssey*.

Hawk" was stationed in the Far East. In 1942 she withdrew, reluctantly, falling back with the Asiatic Fleet to the Dutch East Indies and Australia before the advancing enemy.

Even then, *Black Hawk* remained far from continental U. S. ports. After a brief overhaul at Pearl Harbor, she was sent to the Alaskan Sea Frontier. There she was based at Adak, Dutch Harbor and Kodiak for almost three years. In May 1945, after a month in the Mare Island Navy Yard, AD 9 was ordered back to the Hawaiian area and remained in the Pacific for another year. On 15 Aug 1946 the old ship was finally declared surplus and delivered to the Maritime Commission for disposal, ending her active 33-year career.

Many interesting stories are told about the *Hawk*. One of them concerns her maiden voyage in 1913 — around the horn from New York to San Pedro in 44 days, at an average speed of 11.8 knots. Another story, or group of stories, is told of occasions when Navy dependents in the Orient were brought aboard for protection from riots or other dangers ashore. — J. W. M., CAPT, USNR.

• Thank you for the interesting follow-up on the *Gold Star* story. The histories of many of the Navy's fabulous old ships are indeed stranger than fiction. — Ed.

Sub Is Ship or Boat

SIR: There's been some dispute as to whether or not a submarine is classified as a ship or a boat. Your answer will settle this once and for all. — "Puzzled," USNR.

• The submarine, officially, is a ship. By common usage, however, it is referred to as a boat. — Ed.

Not a Reenlistment

SIR: I was paid off from the U.S. Air Force 13 June 1949 and reenlisted in the Navy on 26 July 1949. Am I entitled to shipping over money? The recruiting officer says no.

If not, why don't I come under that 90-day shipping over clause? Also, would I get shipping over money under the new or old pay bill? I have reenlisted for three years in the U.S. Navy. — W. W. H., ADAN, USN.

• Your enlistment in the Navy is your first enlistment in that service and not a reenlistment within the meaning of the regulations governing entitlement to reenlistment allowance.

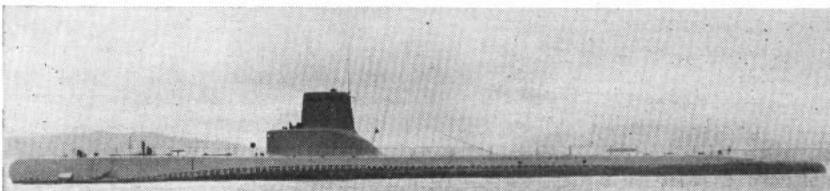
The regulations as contained in para 54207-1 BuSandA Manual are quoted: "Reenlistment allowance is payable upon enlistment or reenlistment in the Regular Navy within 3 months from the date of the last discharge under honorable conditions from: (1) the Regular Navy; (2) the Naval Reserve or inductee (USN-1) classification for enlistments in the Regular Navy entered into on or after 1 October 1944; (3) the Marine Corps, Coast Guard, or their reserve components, for enlistments in the Regular Navy entered into on or after 1 Feb 1945."

In no event would you come under the provisions of the Career Compensation Act for the purpose of paying reenlistment allowance. — Ed.

Time in Grade for CPO

SIR: Is it time in pay grade or time in rate which determines advancement to the next higher grade? For example, if a man changes his rate from AO1 to AC1, will the time he spent as AO1 be counted for purposes of advancement to chief petty officer? — A. A. McC., AO1, USN.

• Yes. Time served in pay grade is a determining factor for eligibility for advancement in rating and not time served in a specific rate. Three years service in pay grade E-6 (formerly pay grade 2) is one of the requirements for eligibility for advancement to chief petty officer, acting appointment. (See paragraph 3(a), Encl. A of BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) — Ed.



USS *REMORA* (SS 487)—By usage referred to as 'boats' submarines are officially ships.

Transportation for Retired Personnel

SIR: Is a retired CPO eligible to obtain government transportation via Navy transport from U. S. seaports to Honolulu? If so, please give the procedure one would use to obtain permission, and how much personal gear he is allowed to take. — J. E. P., CSC, USN (Ret).

• A retired CPO, like other retired naval personnel, is eligible to apply for transportation in naval transports for himself and for his dependents if they are to accompany him.

The procedure consists of writing a letter of request to the proper authority, who in your case would be: Chief of Naval Personnel (Attn: Pers-B31). Personnel traveling without dependents between U. S. coastal ports may be granted transportation by the commandant of the district concerned without reference to BuPers. All requests for passage from an overseas area to the U. S. or between overseas areas should be submitted to the appropriate area commander.

There is no hard and fast rule concerning the amount of luggage a retired person can take aboard a naval transport. In general, one should try not to go much beyond 150 pounds per person.

Transportation is granted on a "space

Wearing Parachutist Insignia

SIR: Are Navy parachute riggers authorized to wear parachute insignia? If so, what type is worn and where? Also, can it be worn with the uniform? — R. L. T., PR3, USNR-W.

• No, parachute riggers are not authorized to wear parachutist insignia. That insignia is reserved for parachutists who participate in regular jumps as defined in Article C-7604, Bureau of Naval Personnel Manual. — Ed.

available" basis, at subsistence rates. Transportation is on a one-way basis, only. It is limited to not more than one trip per year. However, when passage is granted to or from an overseas area with intent of returning, the return passage may be granted within the same year. BuPers cautions personnel concerned that the granting of passage from the U. S. to an overseas area doesn't obligate the Navy to grant return passage. Granting of return passage by the area commander depends on availability of space after persons having a higher priority have been accommodated. — Ed.

No Shore Patrolman Rating

SIR: I'd like to obtain some information concerning the establishment of a shore patrolman rate or concerning personnel being assigned permanently to such duty. I have heard much "scuttlebutt" about this and have heard the same thing from friends, through letters. — K. W. P., AD3, USN.

• The Bureau of Naval Personnel has no plans for establishing a general service rating of shore patrolman or for assigning personnel to permanent duty of that kind. To establish a general service rating of shore patrolman is impractical because the job content and work load would be insufficient to support the rating in comparison with other general service ratings. In addition, the policy of assigning various general service ratings to shore patrol duties provides better rotation between sea and shore for personnel in ratings for which few shore billets exist.

In general, the present shore patrol organization provides for the permanent shore patrol, the ship shore patrol, and the temporary shore patrol. Assignment of enlisted personnel to duty as members of the permanent shore patrol is controlled by the commandant of the naval district or river command in which the patrol is located. These assignments are made from personnel regularly assigned to these commands for duty.

There is an exclusive emergency service rating of shore patrolman, however, which will be activated in time of national emergency. You can read about this in the Manual of Qualifications for Advancement in Rating, NavPers 18068, page V-77. — Ed.

'Disciplinary Status' Clarified

SIR: I would like the phrase "disciplinary status" clarified. A man receives a summary court-martial, is tried, found guilty, and the court-martial is published. His sentence is to lose pay at the rate of \$50 per month for a period of two months. One week later the man involved applied for a discharge under the provisions of Alnav 117-49 (NDB, 31 Dec 1949).

(1) Can he be separated before his fine has been completely paid?

(2) If not, can he be separated if he had been eligible by reason of expiration of enlistment?

(3) If a man is not eligible for discharge under Alnav 117-49 until his fine has been completely paid, can he obtain eligibility by paying his fine all at one time instead of waiting for two months to elapse while checkage was made at the rate of \$50 per month as set forth in the approved sentence? — J. I. H., YNC, USN.

• (1) The answer is 'no' when referring to Alnav 117-49 (NDB, 31 Dec 1949). Provisions of this directive indicate that individuals with unexecuted

Interesting Sequel to the Mysterious Case of USS Thomas Stone

SIR: In reading through the current issue (February 1950) of ALL HANDS, I was both elated and puzzled to read the article "The Mysterious Case of USS Thomas Stone" (p. 55). Elated, because it was also my privilege to have served in Stone during the events mentioned and, it is always good to read or hear something about your old ship. Puzzled, because I did not know that Navy-records had us abiding in Davey Jones's locker.

I can assure you also that we were very much alive and kicking, as both friend and foe could attest, though we were hard ground for such a long, long time. . . . When Stone's history is compiled and made available, it will be distinctly different from most others. . . . But if I were to write such a history, I would never . . . say the ship was ever "junk." Better to say simply that "she was sold to the French." — E. E. S., CDR, SCR, USNR, (formerly supply officer, USS Thomas Stone).

• "Sold to the French" it is.

For a complete and dramatic account of the entire saga of USS Thomas Stone — her torpedoing, rescue, stranding and finally the salvage operations that were performed upon her, see the recently published book No Banners, No Bugles by Captain Edward Ellsberg, USNR, formerly chief salvage officer under General Dwight Eisenhower for Operation Torch, the in-

vasion of North Africa (ALL HANDS, November 1949, p. 58).

Captain Ellsberg relates how he and his hard-working salvage crew attempted to drag the battered and beaten Stone from her position high and dry on a beach in Algiers harbor by putting a strain on several anchors set to seaward in the rock-hard bottom of the harbor.

After dragging the ship forward about one ship's length, Captain Ellsberg says he gave up the attempt to await the shipment of several large salvage pontoons from the U. S. The friction of the sand and rock beach was ripping up the ship's bottom.

Captain Ellsberg was ordered back to the U. S., and shortly thereafter another attempt was made to pull Stone off the beach, Unluckily, however, she was dragged across a ridge of rock and her back was broken. According to the records, she was later abandoned and sold to a French concern to be broken up for "scrap steel."

An interesting sequel to this yarn is that the current French port director at Algiers has recently notified the Department of State that Stone still lies in her sandy grave at the edge of Algiers harbor and that she is an "eyesore" to the harbor. The Navy is now in the midst of an investigation to find out why Stone's battered old hull has not been removed by the French company which bought her. — Ed.

finer resulting from courts-martial sentences, are in a disciplinary status and as such are not eligible for discharge. Paragraph five says, "Such persons in disciplinary status, including probation, . . . are not eligible for and shall not be discharged or transferred for discharge under this authority until disciplinary features . . . are completed."

(2) Yes. Discharge by reason of expiration of enlistment automatically sets aside the unexecuted portion of fines adjudged by courts-martial. Such sentences are not a bar to discharge of individuals upon expiration of enlistment.

(3) No. There are provisions in existence whereby an individual may liquidate fines adjudged by courts-martial at a greater rate than specified by the sentence. — Ed.

Is All Hands Official?

SIR: (1) A little confusion has arisen over the beneficiary slips on pages 7-8 of the enlisted service record. Which address would be used by a married man who has his family living with him at his duty station—the one where his family actually resides near the duty station, or his family's permanent home address?

(2) Is the information given out by ALL HANDS considered official? — J.P., YN2.

● (1) The one where his family actually resides. The page 7-8 of the enlisted service record refers only to current address of a man's immediate family and is used by the Navy to notify the family in case of emergency. It is therefore imperative that a new page 7-8 be executed each time the family moves showing the actual present place of residence of the family.

(2) ALL HANDS is a semi-official publication. Any reference to regulations, orders and directives is for information only and cannot be considered as authority for action.

ALL HANDS' part is to see that you are kept informed. To do this properly, every item in the magazine is checked by the Navy Department official who has charge of the particular matter in question.

Letters to the editor are sent to the proper official, who prepares an answer. The letter and his answer are then edited and otherwise prepared for printing by the staff, then returned to the official once again. He signs a clearance sheet to signify approval of the answer in that form, and the item is mailed to the printer.

So although ALL HANDS is semi-official in nature, you are getting your information from the Navy Department authority who has charge of the particular program and would prepare an official directive on the subject, such as a BuPers Circular Letter or an Alnav. — 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.

● **Naval Communications Annex** (Wave crews of Captains Dennis and Williams)—A reunion of Waves who worked in these two captains' offices at the Naval Communications Annex during World War II, to be held in Washington, D. C. on 28, 29 and 30 July 1950. For additional information, write Miss Virginia Starkey, 20 Plattsburg Court NW, Washington, D. C.; Mrs. Ernest Eads, 2201 North Second St., Arlington, Va.; or Miss Evelyn Gourley, 905 North Wayne St., Arlington, Va.

● **18th Special Construction Battalion**—The fifth annual reunion, to be held at the Harding Hotel, Marion, Ohio, on 7 Oct 1950. Write Floyd M. Wilson, 741 Henry St., Marion, Ohio, if additional information is desired.

● **Seabee Veterans of America**—National convention will be held at Colorado Springs, Colo., on 21, 22 and 23 Sept 1950. A delegation of several hundred, representing more than 30 states, is expected. National headquarters can be contacted by writing John Guminski, 3150 South Aberdeen St., Chicago 8, Ill.

● **33rd Seabees**—Fourth annual reunion, Saturday evening, 16 Sept 1950. Location: Hotel Statler, 7th Ave. and 33rd St., New York City. For more information, if desired, write C. A. Decker, 387 Union Ave., Staten Island 3, New York.

● **Crane-Burns City Navy-Marine reunion**—Navy and Marine Corps personnel who were stationed at Crane or Burns City, Ind., will hold their fifth annual reunion at Bloomington, Ind., on 2, 3 and 4 Sept 1950. Additional information can be obtained from Crane Alumni President Clyde W. Taylor, 1000 S. Walnut St., Bloomington, Ind.

● **71st Construction Battalion**—A reunion of the members of this battalion will be held on 24 and 25 Nov 1950 at Atlanta, Ga. For information, contact George O. Vick, 2380 Boulevard Drive N.E., Atlanta.

● **127th Construction Battalion**—The fourth annual reunion of this unit will be held in Chicago on 14 and 15 Oct 1950. Early response from all interested parties is urged, to enable the organizers to secure adequate accommodations for members and their wives. Write R. Nielson, 1131 McDonald Ave., Brooklyn 30, N. Y.

● **uss LCI (G) 78**—All former crew members who are interested in

helping to organize a reunion late this summer should contact Robert W. Lewis, 309 Laurel Ave., Cresson, Pa. Place and exact date will be selected by a majority-vote of those who respond.

● **LCI (L) Flotilla 8**—All former members of this flotilla interested in holding a reunion in autumn 1950 in New York City should contact W. L. Hall, 131 Lalley Blvd., Fairfield, Conn. Send addresses of other former shipmates, if known.

● **uss LSM 557**—All former crew members who are interested in holding a reunion in the near future should write John J. Sonzogni, 3318 N. 16th St., Philadelphia, Pa.

● **VPB 13**—Thomas G. Dunn of 1055 Richford Terrace, Elizabeth, N. J., is interested in hearing from all former members of Squadron 13 in view of organizing a reunion. Send addresses of your Coronado buddies to him.

● **9th Seabees**—All former members of the 9th Seabees are requested to contact Jerry Ullman, 416 Fifth St. NW, Washington 1, D. C., with the idea of arranging a reunion in September, either in Washington, D. C., or at any other location most convenient to the majority. Simultaneous reunions on the east and west coasts are also possible.

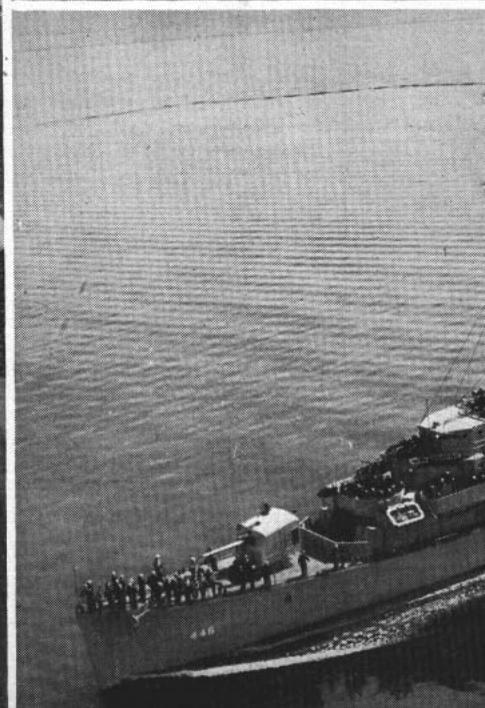
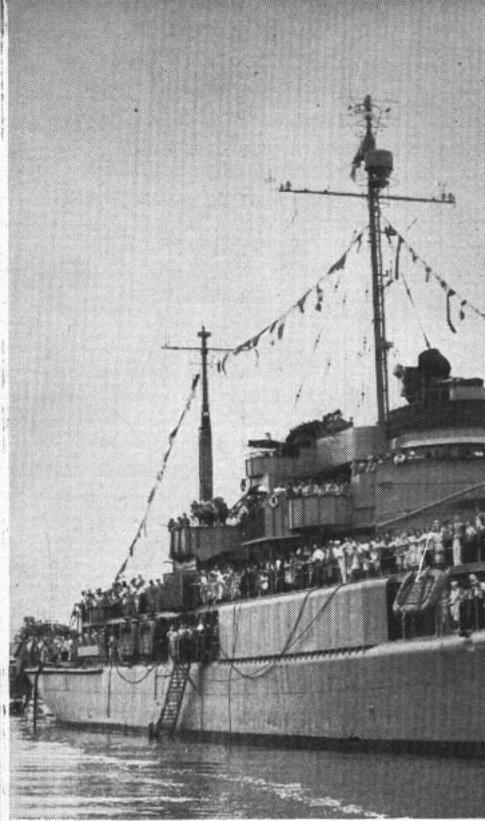
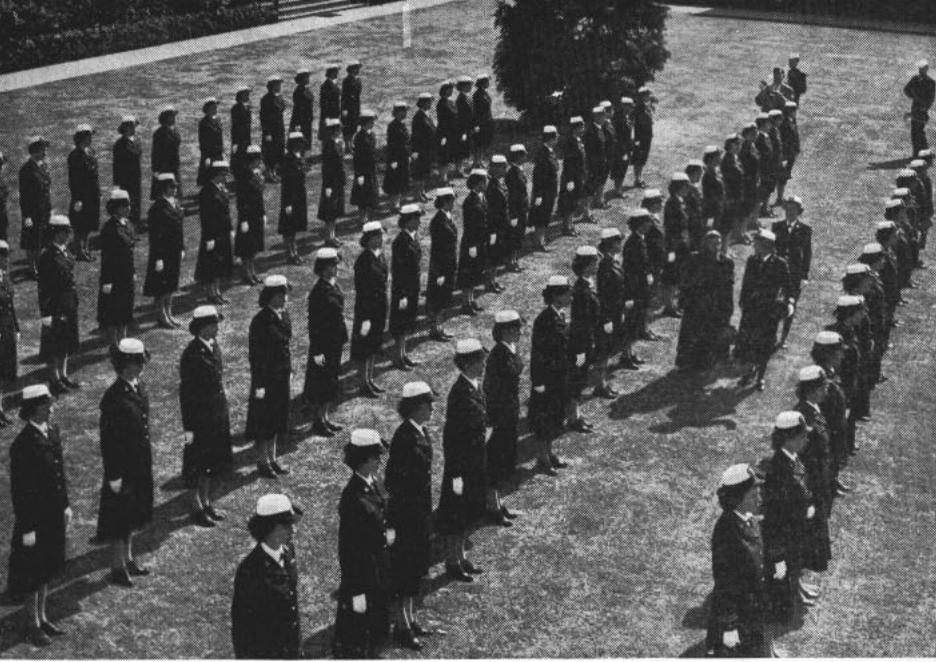
● **uss Coghlan (DD 606)**—All former crew members interested in attending the first reunion of this ship's company, with place and date still to be decided, should write to Joseph N. Mamola, 36 Sickles St., New York 34, N. Y.

● **uss LSM 557**—A reunion is contemplated for all former crew members of this vessel, to be held some time in the near future. All interested should write John J. Sonzogni, 3318 N. 16th St., Philadelphia, Pa.

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● **uss Cannon (DE 99)**—All former shipmates interested in a reunion should contact Robert T. Olinger, 1023 Orr Ave., Kittanning, Pa., with suggestions of time and place.



TODAY'S NAVY



USS *Bataan* Reactivated; Bolstered Flight Deck Enables Her to Carry Heavier Planes

USS *Bataan* (CVL 29) is now back in commission — as an antisubmarine aircraft carrier — after alterations and more than three years of inactivity. Recommissioning took place at the Naval Shipyard, Philadelphia, Pa., on 13 May.

Bataan was built in 1942 and 1943, at the New York Shipbuilding Corporation, Camden, N. J. She was the first U. S. Navy ship to be named in memory of a World War II battle. After her commissioning on 17 Nov 1943, the flattop took part in Pacific action all the way up to the Japanese homeland. In her 142 air-group strikes against the enemy, *Bataan* rolled up a score of 129 enemy planes shot down and 112 destroyed or damaged on the ground.

In 1947, the ship was decommissioned and placed in the reserve fleet

at Philadelphia. Alterations preceding her recommissioning included strengthening the flight deck and hangar deck, installing a larger port-side catapult, revising magazine arrangements, installing new electronic equipment, and correcting stability to counter the added topside weight.

Survivors of the *Bataan* "death march" and personnel who served aboard the carrier *Bataan* during World War II were invited to attend the recommissioning ceremony.

Bataan will join Carrier Division 15 at San Diego, Calif., after a normal post-commissioning shakedown in east coast waters.

Pert 'Plank-Owner' Visits CV

One of the many schoolchildren whose war bonds helped build the aircraft carrier *uss Valley Forge* (CV 45) recently paid a visit to the ship.

Little Sheryl Rae Shoenherr, pert five-year-old daughter of Aviation Chief Machinist's Mate Walter and Adelaide Shoenherr, was escorted about the ship by the commanding officer, Captain L. K. Rice, USN.

Displaying a fine eye for striking power, Sheryl Rae turned to Captain Rice at one point and said, "This big one sure holds more planes than the 'Bing-ding!'" (Her father formerly served on board *uss Badoeng Strait*).

As the possessor of a \$50 war bond, Sheryl Rae is classed as one of the original honorary "plank-owners."

← The Navy in Pictures

VISITORS crowd rails of USS *Timbalier* (AVP 54) during Armed Forces Day celebration (top right). Top left: Begum of Liaquat Ali Khan inspects Waves of 12th ND. Left center: Crew of USS *Worcester* (CL 144) distribute gifts and clothes at orphanage in Lisbon, Portugal. Bottom left: At NAS New Orleans, EMs sport carrier-type T-shirts during weekend drills. Bottom right: USS *Charles E. Brannon* (DE 446) executes a graceful 180 prior to departure on Reserve training cruise. Right center: Her belly heavy with antisubmarine radar gear, P2V-4 *Neptune* roars aloft powered by newly developed compound engines.

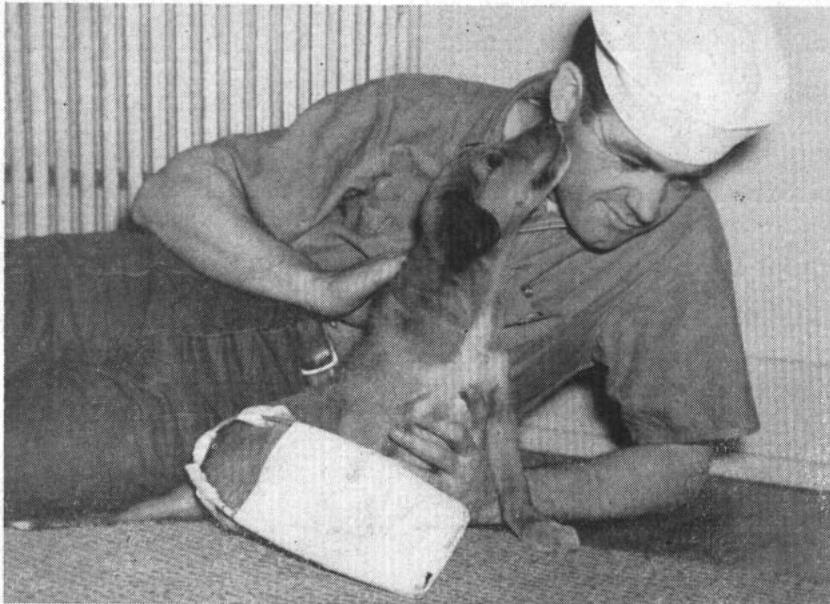
YESTERDAY'S NAVY



Islands of Lipari and Stromboli surrendered to U.S. forces 17 Aug 1943. Office of Chief of Naval Operations established by an Act of Congress 29 Aug 1916. Hatteras Inlet, N. C., captured by U. S. squadron 28-29 Aug 1861.

AUGUST 1950

SUN	MON	TUE	WED	THU	FRI	SAT
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



NOW CONTENT with his duties as maintenance mascot at Willow Grove, 'Split' was found and cared for by Jim Dillon, AMI, after being hit by a car.

Small Does Big Job

By the equestrian statue of Albert, King of the Belgians, in Ghent, twenty members of the crew of *uss Ernest G. Small* (DD 838) and the ship's commanding officer gathered to represent their shipmates in paying homage to the memory of the late ruler of the Lowland Country.

While a Belgian band played the Star Spangled Banner, and high ranking officers of Belgium's armed forces and members of the U. S. diplomatic corps looked on, a wreath was placed at the foot of the statue. Thousands of Belgians crowded surrounding streets to witness the ceremony.

The destroyer was in Ghent for the Belgium Fair along with fleet units from the navies of Great Britain, The Netherlands and Belgium. The ships present joined with the *Small* in honoring the Belgian monarch. Each ship's commanding officer placed a wreath as the National Anthem of his country was played.

Following the ceremony at King Albert's memorial the naval contingents paraded through the streets of the ancient and beautiful Flemish city.

Highlight of Fair Week in Ghent was the celebration of the quinquennial Floralieen, lavish floral displays to which *Small's* crew members were admitted free of charge.

In response to the many forms of

entertainment provided them by the citizens of Ghent, the ship's crew staged a series of open house days during which thousands of Belgians thronged over the destroyer. At a party on board, the men became fathers-for-a-day to a group of war orphans who left *Small* stuffed with ice cream, cake and baked chicken, and fond memories of 250 members of Uncle Sam's unofficial diplomatic corps. — Kenneth Barnsdale, JO1, USN.

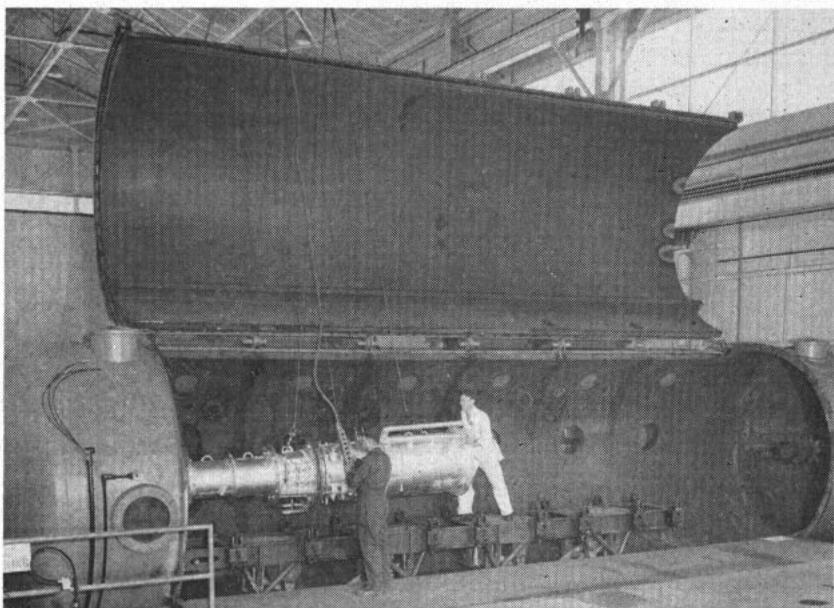
New Altitude Test Chamber

A new cylindrical test chamber at the Ordnance Aerophysics Laboratory at Daingerfield, Tex., is being used to test large Navy ramjet engines at simulated altitudes of 100,000 feet and simulated speeds several times the speed of sound.

The Ordnance Aerophysics Laboratory is operated primarily for the Navy Bureau of Ordnance, by the Consolidated-Vultee Aircraft Corporation. It is under the technical direction of the Applied Physics Laboratory, Johns Hopkins University.

The new chamber is 10 feet in diameter and 125 feet in length. It makes possible for the first time extremely high-altitude tests with standard ramjet engines as large as four feet in diameter. Such tests have been possible with smaller ramjet engines — those six inches or less in diameter — for the past two years at the Applied Physics Laboratory, Johns Hopkins University, Silver Spring, Md. However, tests of large full-scale ramjet engines have been limited heretofore to simulated altitudes of 20,000 feet.

Ramjet engines, or "flying stovepipes," are power plants of the type used in certain supersonic guided missiles. Tests performed in laboratories have many advantages, scientists declare. Among them are more ease in obtaining data, and a great saving in money. Free flight tests, usually resulting in destruction of the



HIGH-ALTITUDE chamber recently built in Texas for testing ramjets can simulate altitudes up to 20 miles and velocities in neighborhood of Mach 4.

missile, can be largely eliminated in laboratories such as the one at Dain-gerville.

Vacuum in the new test chamber to simulate high altitudes is obtained by use of steam-jet ejectors and turbo blowers. A high capacity cooling system for vacuum machinery and the ramjet exhaust cooling chamber circulates 30,000 gallons of water per minute.

The Ordnance Aerophysics Laboratory has been operating three sea-level ramjet test chambers and a supersonic wind tunnel capable of speeds up to 1,800 miles per hour.

New Angle for Link Trainees

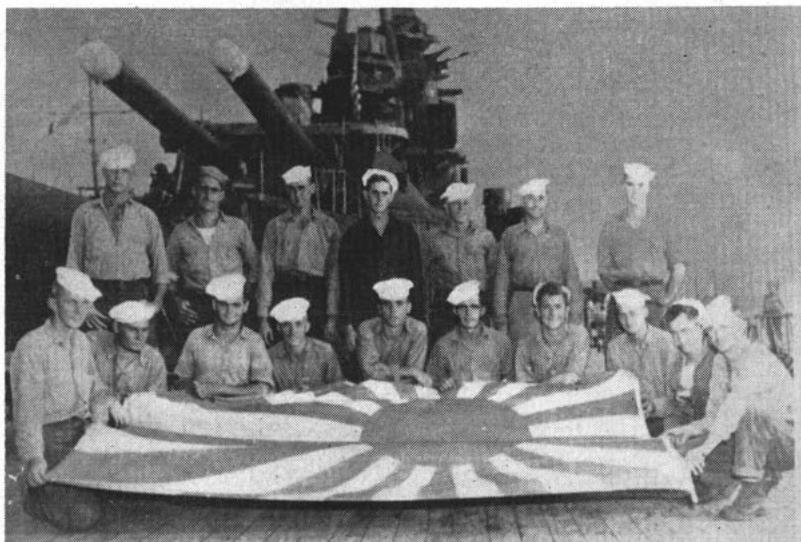
The latest thing at the Marine Corps Air Station, El Toro, Santa Ana, Calif., is an air traffic control center for Link trainers.

For a long time now, flight students have been getting some of their early training in earth-bound devices called Link trainers. In these, tyro pilots could — and can — make a few inevitable mistakes without ruining their careers. Enclosed by a hood, the student must “fly” his Link trainer entirely on instruments, as he would a real plane in bad weather.

Now, with the new air traffic control center, Link training offers new possibilities. Pilots can now “fly” a course to a mythical destination where an approach controller takes over. The approach control operator can “stack” the planes over the “field” and direct them, one at a time, to make a landing.

The operator sits at his panel in a room separate from the one in which the four Links are located. He has also before him a chart showing the radio beams along which his pilots are flying, and a board-and-card affair which indicates the positions of his planes. The air traffic control officer is in touch with all his pilots by two-way radio, and the hook-up is so arranged that other students can listen in. These observers can watch the movement of planes by the changing location of cards at the controller's desk.

The training-type air traffic control center was designed and assembled by an enlisted Marine — Master Sergeant William H. Kirchner. He built it of spare parts and salvaged material. It can be used also for training ground radio station operators who direct the movement of aircraft on the air lanes.



POSSIBILITY exists that the man in the dark uniform standing in the rear row is Raymond E. Handley. Photo was taken aboard the Jap BB *Nagato*.

Do You Know the Identity of This Man?

On 21 Feb 1945, the escort aircraft carrier *uss Bismark Sea* (CVE 95) was sunk in action near Iwo Jima. As the ship was settling in the water, a young electrician's mate named Raymond E. Handley was seen to go overboard and swim away. Handley was known to be a strong swimmer, but as far as is known, nobody has seen him since. The Navy assumed him to be lost.

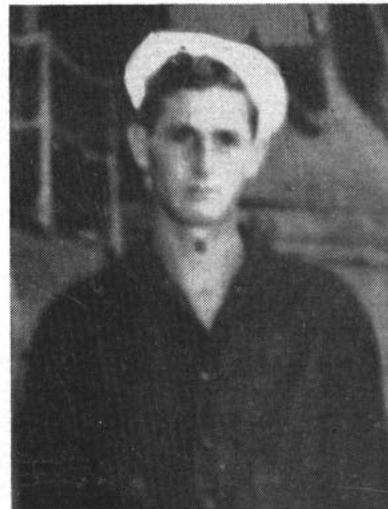
On 30 Aug 1945, a nucleus crew from the battleship *uss South Dakota* (BB 56) was transported aboard a U. S. destroyer to the Japanese battleship *Nagato*. At 0805 that morning, the boarding party was received by surrendering Japanese officers and crewmen and given possession of the ship. Five minutes later, the Japanese flag was hauled down and the U. S. ensign and jack were hoisted. At some time that day — perhaps immediately — members of the prize crew were photographed surrounding the Japanese flag. (See photo above.)

The photograph was printed in state-side papers. The mother of Raymond E. Handley, the *Bismark Sea* man, saw the picture in her local newspaper and thought she recognized her son: center man, rear row. (Also, see enlarged photo at right.) Many possibilities came to mind. Had her son survived the *Bismark Sea* sinking but fallen victim of amnesia? Was he now again

on active duty, under a different name — not knowing his own identity?

The years of effort to identify the man have proved fruitless. In fact, at the time this was written, not one of the men in the photograph above had been identified.

Perhaps one of our readers can tell us. If you can identify the serviceman, or think you can, drop a line to the Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Washington 25, D. C.



WHO IS THIS MAN? — Positive identification will bring to an end a mother's anguished search.



COMPOUND ENGINE on Navy's new *Neptune* acquires 20% power boost by harnessing energy from exhaust gases through three turbines (circled).

Flag Rank Orders

Flag rank orders for last month:

Rear Admiral Ernest E. Herrmann, USN, ordered as Superintendent of Naval Post Graduate School, Annapolis, Maryland.

Rear Admiral Edward A. Solomons, USN, Assistant Chief of Naval Operations, (Personnel Division), Naval Operations, ordered as Commander Destroyer Flotilla Four, Atlantic Fleet.

Rear Admiral George F. Yoran, USN, Supply Officer on Staff, Commander Military Sea Transportation Service, Washington, ordered to Office of Chief of Naval Material for duty.

Rear Admiral Irving M. McQuiston (AV), USN, Advisor, Naval Air Reserve, ordered to duty with Civilian Components Policy Board, Office of the Secretary of Defense.

3 Decades of Service Ended

A chief hospitalman "outranked" the captain during a certain Saturday inspection at the Naval Amphibious Base, Coronado, San Diego, Calif. Leonard R. McNeil, HMC, USN, was head man of the inspecting party.

The whole thing goes back to the fact that the day was an important milestone in McNeil's life. He was completing 30 full years of active naval service. In consideration of this fact, he was man of the hour.

The chief's three decades in the Navy were completed without a blot on his conduct record. Not only was

he good to the Navy all that time, but, "The Navy has been good to me," he says. "Throughout my career I have always received fair and just treatment. It is my honest conviction that all naval personnel, both officer and enlisted, receive the utmost fairness and justice from their superiors."

McNeil enlisted in the Navy in 1920, at Dallas, Tex. The pinnacle of his career came during the war years, when he attained the rank of lieutenant (junior grade). In 1946, he voluntarily reverted to CPO.



RETIRING on 30, Leonard R. McNeil, HMC, USN, leads inspection party at Amphib Base, San Diego.

New Powerplant for *Neptunes*

The P2V *Neptune*, the Navy's long-range antisubmarine patrol plane, will be able to fly farther without refueling as a result of the installation of a newly developed "compound" engine.

The new engine includes three gas turbines which are used to harness the hot gas expelled from the plane's primary reciprocating engine and make the compound engine a more efficient power plant.

With one of these compound engines under the cowling, a *Neptune* should have a normal cruising range of more than 6,000 miles without refueling. That's 1,000 miles farther than the plane can now cruise non-stop.

In addition, the new engine will develop an added 550 horsepower and will enable the *Neptune* to not only fly farther but to get off the ground faster on take-off.

The newest *Neptune* carries radar capable of detecting small targets, such as a snorkel tube, over a much greater distance than heretofore possible with long-range patrol planes. Its armament includes cannon, rockets, torpedoes, mines, bombs and depth charges.

Far North Resupply

Sailors and scientists, stationed in Navy outposts in Alaska, will soon receive their yearly quota of much-needed supplies.

These Navy men and civilians man the Naval Petroleum Reserve No. 4 and the Arctic Research Laboratory and are provisioned once a year by the annual Point Barrow Resupply Expedition.

This year's expedition, consisting of eight ships, is the fifth to make the trip. The force includes three cargo ships, one transport, one fleet tanker, two LSTs and an icebreaker.

The ships are: *uss Henrico* (APA 45), flagship for the expedition; the attack cargo ships *uss Seminole* (AKA 104), *uss Washburn* (AKA 108), and *uss Oberon* (AKA 14); *uss Ashtabula* (AO 51); LST 1126 and LST 1146; and the icebreaker *uss Burton Island* (AGB 1).

A Coast Guard icebreaker, *Northwind*, will also be available should the force become icebound. A helicopter detachment from the Pacific Fleet Air Force and a patrol plane squadron from the Alaskan Sea Frontier will assist in gathering weather

and ice information for the expedition.

Since northern Alaskan ports are ice-locked much of the year, ships must move in and unload with utmost speed before the icepack closes in once again. Crews must often work around the clock, aided by the extended period of daylight in the Alaskan area.

In addition to the main base at Point Barrow, supplies will be landed at Point Lay, Pitt Point and Tigvarik Island — all points along the perimeter of the Alaskan mainland. Two Coast and Geodetic Survey ships will be refueled at Port Clarence. Fuel will also be pumped ashore at Dutch Harbor in the Aleutian chain.

Vital supplies to be delivered include everything from drums of fuel oil to cans of corned beef. Lumber and tools are needed for construction work; additional vehicles for transportation; gasoline for the vehicles. Food staples also make up a good part of the expedition's cargo.

Fresh food and other perishable or emergency supplies are flown into Point Barrow during the year.

Amigo Policy in Action

When the city of Santiago, Cuba, found itself running short of water, two water barges from the U. S. Naval Operating Base, Guantanamo Bay, arrived on the scene with more than a half million gallons of the stuff. At the same time, two Cuban frigates were in New Orleans, La., in the course of a goodwill tour.

All this *amigo* business took place on the 100th anniversary of the Cuban flag. The *agua* portion of it had no connection with the Cuban flag's centennial, however. Santiago has a critical water problem, and U. S. Navy water barges from "Gitmo" will continue to aid the city until the crisis is over.



REUNION in Hawaii—Charles Lee Wright, BM2, greets his wife Betty and son Charles Jr. on arrival in Pearl aboard the transport *Thomas Jefferson*.

But the New Orleans event was based on the centennial celebration. Personnel of the two Cuban frigates — *Maximo Gomez* and *Antonio Maceo* — paraded in N. O., along with 200 Cuban marines, a Cuban marine band and members of the U. S. Navy. The 100-year-old Cuban flag was honored at noontime ceremonies at City Hall. It was in New Orleans that the Cuban flag was first unfurled, on 11 May 1850.

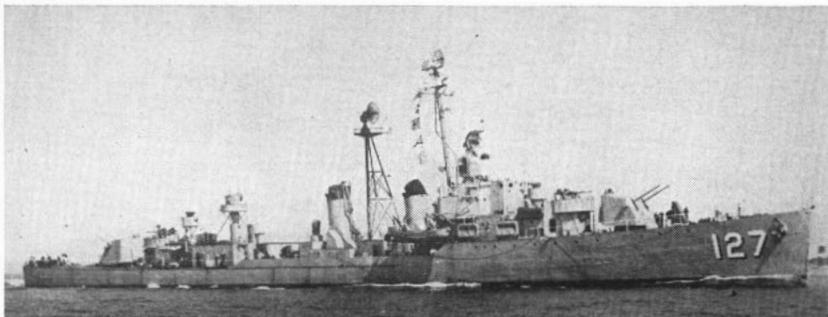
Leaving New Orleans, the two Cuban ships sailed for Progresso, Mexico, accompanied by the U. S. destroyer escort *Maloy* (DE 791). At Progresso, the three ships were joined by two Mexican vessels, then sailed for Cardenas, Cuba, via *Islas Mujeres*. From Cardenas, the five ships steamed to Havana in time for the Cuban Independence Day celebration.

'Copters Are Clever

"What will these outsiders think of next?" citizens of the Caroline atoll of Mokil wondered as the strange, slow-moving thunderbird hovered over the coconut trees. The great gray ship lying outside the reef was nothing unique, and most of the people had seen planes of the winged type; but this was something new — something to send the children scampering into the bushes.

A helicopter was what they saw — a Navy helicopter from the heavy cruiser *uss Rochester* (CA 124). Admiral Arthur W. Radford, usn, was making an inspection tour of the Trust Territories of the Pacific Islands. A dangerous reef made landing by boat impractical so the admiral came in via 'copter. At low tide there was an area approximately 100 feet square free of trees at the water's edge. This served as a landing field. When the machine was safely down, the inhabitants gathered around, and the small fry came out of hiding for a look-see.

At another island in the eastern Carolines, the helicopter served on a mercy mission. Some of the people on Pingelap Atoll were found to have an eye defect which made their eyes extremely sensitive to bright sunlight. A box of sun glasses was found aboard *Rochester*. The colored specs were lowered to the light-allergic citizens from the helicopter, which hovered over their village.



SHOOTINGEST SHIP in Navy and long-time guinea pig for testing experimental naval ordnance, *Winslow* heads for Charleston, S.C., and mothballs.



BIG BROWN EYES of Asbestos Abner, crash-fire training dummy, must appeal to lovely Marcy Matlock.

Hospital Transferred to VA

The \$10,000,000 U. S. Naval Hospital at Long Beach, Calif., having completed its former mission, has been transferred to the Veterans Administration.

The decision to transfer rather than disestablish the facility was made when it was realized a substantial savings to the government with no decrease in the standards for veterans could be accomplished by the VA's use of the hospital.

As a naval hospital, the unit rendered seven and a half years of outstanding medical service.

Plans for the hospital were conceived prior to World War II when the need for such an institution in the Los Angeles vicinity became obvious, and concrete was first poured the day before the Pearl Harbor attack. Commissioning ceremonies were held a year later.

Established on land rich in Indian, Spanish, Mexican and early American history, the unit originally was planned to accommodate 300 patients, but expansion was so rapid that in less than a year the hospital had grown to house 1,125 patients. Later, the capacity was increased to 3,270 but even this proved inadequate to care for the peak load of 3,913 reached in December 1945. In that month a total of 55,881 patients had been admitted since the hospital's founding.

As an example of the demands

placed upon the Long Beach activity, during 1943-1944 drafts of 200 to 300 casualties were received on consecutive days, and on one day alone 649 Marines arrived from South Pacific battle areas.

In March 1945 the hospital was designated the tumor center (cancer) for all naval cases occurring in the West Coast and Pacific areas. All in all, the medical center is recognized as one of the world's most modern and completely equipped service hospitals.

The permanent buildings are designed to withstand fire and earthquake, and bombproof cellars were improvised. For recreational purposes, facilities include a golf course and a 50x164-foot swimming pool.

In addition to war casualties, service to dependents became a big factor in the hospital's administration.

Still another responsibility was added when the Surgeon General made 100 beds available for VA patients. This number was increased later to 400.

In June 1949, the unification of medical services program resulted in the establishment at the hospital of Army and Air Force technical units and personnel.

Nearly as impressive as the hospital's medical history is its roster of distinguished and celebrated visitors.

High-ranking military and government officials were frequent visitors. Helen Keller, the famous blind-deaf author and lecturer, came there to



LONG AND SHORT of personnel situation at Dallas are (L to R) E. D. Revier, GM3, and W. Knowles, AR.

encourage the severely handicapped.

Fortunately, proximity to the nation's cinema capital made possible a steady parade of celebrities who gave of their time and talent to cheer the sick and wounded.

In July 1945, Fleet Admiral Chen Soa-kuan of the Chinese Navy came to talk with Chinese patients, and even the Japanese got into the act when Emperor Hirohito's white Arabian stallion was on exhibition at the hospital grounds in January 1948.



DAILY weather map transmission from the Pentagon is removed from the facsimile recorder in aerology office at MCAS El Toro by MSgt W. P. Smith.

42 Years a Leatherneck

It was time for the annual requalification with the carbine, so Harry D. Bartley, MSgt, USMC, reported to the rifle range along with the others. It was on a purely voluntary basis in his case. He could have stopped requalifying when he reached the age of 35 — back in 1913.

Sergeant Bartley is 74 years old, and is believed to be the man with the longest "straight" enlisted service in the Marine Corps. He is rounding out 42 years as a leatherneck.

The sergeant's coach at the Quantico rifle range was a PFC with 20 years behind him — 20 years of life, that is; not Marine Corps duty.

Bartley's first tour of duty at Quantico, Va., came about in 1917, when the place was a Marine training base. Although the leatherneck already had several years of service time behind him, Quantico seemed pretty primitive, he recalls. Mud streets, board walks, cold barracks. It's all in a career, he philosophises now, and if he has his way his career will run for another quarter of a century yet.

Helena Cruises Jap Waters

More than 200 Army and Air Force personnel were aboard the heavy cruiser *uss Helena* (CA 75) and two destroyers as Navy guests on an early spring cruise to northern Japanese ports.

Several cities on the islands of Hokkaido and Honshu were visited by *Helena* and the destroyers *uss Agerholm* (DD 826) and *uss Bausell* (DD 845) in the course of the cruise.

First port of call was the village of Nemuro, on the eastern tip of the island of Hokkaido.

Leaving Nemuro, the ships separated and each visited a separate port. *Helena* proceeded to Hakodate, to the southward and westward of Nemuro. The destroyers steamed to Ominato and Aomori on the northern tip of Honshu — but also south of Nemuro. Leaving these ports, the ships went in unison to Otaru, a western Hokkaido port.

The period spent in Otaru Bay was the climax of the cruise. All hands, and shutterbugs in particular, were impressed by the beauty of the harbor and the snow-capped mountains nearby.

On the second of the two days spent there, the ships held "open house" for U. S. military forces, U. S. civilians and dependents in the Otaru-Sapporo area.



74-YEAR-OLD Harry D. Bartley, MSgt, USMC, reported to the range for annual carbine requalification. His coach is 20-year-old C. F. Polk, Pfc.

Leaving Otaru, the ships made a patrol sweep of northern Japanese waters, visited the island of Rebunshiri, and headed southward. The two destroyers made a brief stop at Sendai on Honshu Island, after which all three vessels returned to Yokosuka.

The ships which made the northern cruise are known as Naval Support Group, Far East. *Helena* was flagship of that group and of Com-CruDiv 3.



PRISONERS in China for 19 months, Elmer Bender, MSgt, and William Smith, RMC, board plane for home.

New Pilotless Ram-Jet Drone

A new radio-controlled ram-jet drone has been developed for the Navy.

Two of the new pilotless flying targets, which have a wing span of 10 feet, have been delivered to the Naval Air Development Center, Johnsville, Pa. Designated the KDM-1, it is a much improved drone than the *Gorgon IV*, a pilotless craft which was the Navy's first jet-powered drone. KDM-1s will be tracked by radar as they simulate the flight of an attacking plane.

A "mother" plane is used to control the flight of the flying target. The larger plane carries the drone by means of a special pylon attached to a wing tip, releasing it when launching speed and altitude are reached.

Once released, the drone may be guided entirely by radio. Controls may be pre-set before launching, but can be overridden by radio at any time the control officer desires. Because the ram-jet engine tends to build up high speeds, drag brakes are used on the drone to hold it down to sub-sonic speeds during firing tests.

Power plant on the KDM-1 is an improved version of the jet engine used to power the *Gorgon IV*. The fuel pump was replaced by a pressure fuel system, and the engine has no moving parts. The ram-jet is suspended beneath the drone, near the tail.

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

DEHYDRATED PEA SOUP that requires no cooking whatever is the latest thing in Army emergency rations.

The new dried soup is designed for use by soldiers who accidentally become separated from the commands — and from their commands' cooking facilities. You simply put your soup powder into your mess-kit cup, add water, and heat to the proper temperature. A cigarette lighter will do the job. Army Quartermaster Corps people point out with pride that other dehydrated soups require cooking for six to 10 minutes.

To make the raw material for the soup, peas are pre-cooked, then dehydrated to a great degree. After that, fats and seasonings are blended into the product. When later mixed with water and warmed, the product is said to be as good as any other pea soup. The Quartermaster Food and Container Institute for the Armed Forces, at Chicago, is working toward development of other types of dehydrated soups.

Attention, inventors: Here's something to work on — a packet of dehydrated water to go with these soups, or for emergency drinking.

* * *

THEY KNEW he was coming, so they baked a cake. And the cake was cut and served in a traditional ceremony aboard *USS Wright (CVL 49)* when, during operations off Norfolk, Va., a pilot made the 24,000th landing on that carrier.

The cake ceremony, peculiar only to naval carrier aviation, had been performed whenever a Navy pilot became the flier to record a 1,000th landing for a particular carrier. In this instance, however, the officer so honored was an Air Force pilot, Major W. H. Powell, USAF.

Major Powell, who was a POW for four years in various Japanese prison camps and a survivor of the notorious Bataan death march, is assigned to the Navy's Fighter Squadron 33 based at Quonset Point, R. I. He came from USAF 52nd Fighter Group, McGuire AFB, Fort Dix, N. J., as one of 50 officers operating with the Navy under the Air Force-Navy pilot exchange system of the armed forces unification program.



UNIQUE configuration of three-jet XB-51 is apparent in pull-up at completion of high-speed, low-level test run.

MEDICAL RESEARCHERS of the Air Force have come up with three new drugs which they consider as good as dramamine for preventing air sickness. All, however, have certain drawbacks which prevent their being ideal for use by plane crews.

The three drugs mentioned are benadryl, hyoscine and artane. Benadryl, like dramamine, has the knack of making people sleepy as well as nausea-proof. Hyoscine and artane, while not sleep-inducing, tend to make the taker's mouth feel dry and to blur his vision a bit. The latter feature, especially, isn't desirable in an air-sickness cure.

* * *

B-29 SUPERFORTS with special modifications, and a 30-foot lifeboat slung beneath, are the latest thing in Air Force air rescue equipment. The planes are called SB-29s, with the "S" designating "search-and-rescue" aircraft.

Sixteen of the SB-29s have been ordered, with the first two already delivered to the AF Air Rescue Service. Modification was performed by the Air Material Command. The Air Force's Air Rescue Service is a MATS support organization. It provides rescue service for U. S. military forces and civilian aircraft in distress, throughout the world.

Adaptation of B-29s for air-rescue service consists primarily of removing the lower forward gun turret to permit carrying the A-3 lifeboat. The SB-29s will replace 16 SB-17s — modified B-17s — enabling the Air Rescue Service to make search flights of longer duration and greater range.

Lifeboats carried by SB-29s are of all-metal construction. They are powered by a four-cylinder engine which is enclosed in a water-tight compartment. The boats can be dropped by parachute, with a main 100-foot chute and a smaller pilot chute easing them to the water from heights of 500 to 700 feet.

* * *

AROUND THIS TIME of the year, the area near El Centro, Calif., is one of the hottest places on earth. The Army, because of that fact, has some men and a considerable amount of equipment there for an eight-week materiel test. They are calling the operation, appropriately enough, Task Force Furnace II.

Task Force Furnace, the predecessor of Task Force Furnace II, operated for three months in the desert near Yuma, Ariz., in the summer of 1947. The present operation, like that one, has no connection with tactics and maneuvers. It is intended entirely for testing equipment in desert use.

More than 150 men make up the personnel of Task Force Furnace II. The group, including officers, enlisted men and civilians, consists of detachments from three activities: Army Field Forces Board No. 1 at Fort Bragg, N. C.; Army Field Forces Board No. 2 at Fort Knox, Ky.; the Quartermaster Board at Fort Lee, Va., besides administrative troops from the Sixth Army area in the western U. S. Equipment being thoroughly tested in the desert environment includes tanks, tractors, vehicles of all kinds, radio equipment, refrigeration units, water purifiers, clothing, ice cream plants and a great many other items. Even sunburn lotion is getting a chance to prove itself in the 120-degree sunlight.

A REHABILITATION PROGRAM conducted by the Army at the U. S. Disciplinary Barracks, Milwaukee, Wisc., has been responsible for saving more than \$60,000 of Navy funds.

At the disciplinary barracks, men are taught useful skills in the Army rehabilitation program. The Navy had approximately 3,000 typewriters at the Naval Supply Depot at Great Lakes which needed cleaning and overhauling. The job appeared to be one that would cost Uncle Sam approximately \$75,000. But it ended up by costing only about one-fifth that much. The Army taught soldiers at the disciplinary barracks how to renovate typewriters. The soldiers did the job, gaining valuable experience — and did it at a cost of only \$5 per machine instead of \$25.

This close cooperation between the Naval Supply Depot at Great Lakes and Army activities in the area has resulted in other savings and benefits. Converting certain buildings to warehouses, NSD needed thousands of bin dividers and identification signs. U. S. Disciplinary Barracks shops did the work, with the Navy paying only for material and transportation.

Instead of storing several months' supply of coffee, NSD now obtains coffee frequently — and in smaller quantities — from the roasting plant at the Army Quartermaster Depot. As a result, storage space at NSD is made available for other uses.

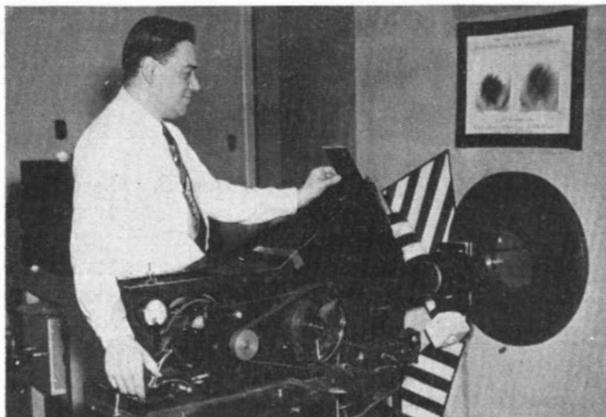
* * *

To "WATCH" how a shell explodes, the Army has developed a new high-speed camera.

In order to design the proper type of shell, ordnance experts need to know the "explosion pattern" of the shell. The new camera will help discover a shell's explosion pattern without expensive experimentation.

Designed to photograph in rapid succession the unfolding of a split-second detonation, the camera records shock waves moving at speeds up to 18,000 miles per hour and can expose pictures on film as little as 100,000,000th of a second apart.

The high-speed camera was built from spare parts and scrap equipment at a cost of only \$500 by a civilian employee of the Army's Aberdeen Proving Ground in Maryland. The camera is expected to help materially in the future design and development of war weapons.



SUPER-SPEED CAMERA developed by Army photographs explosions at rate of 100 million frames a second.



TANK CREW watches 'Aggressor' units withdrawing during maneuvers by 2nd Armored Division at Fort Hood.

AN ARMY MEDICAL TEAM is testing a new vaccine which may prove to be a potent counteragent to two of mankind's most troublesome diseases.

The diseases are scrub typhus, which sometimes hampered allied troop movements during World War II more than the Japanese, and typhoid fever, a well known plague in many parts of the world.

In a steaming hot, disease-ridden village hacked out of the dank jungles of Malaya, Kuala Lumpur, five of the Army's medical men are putting the new vaccine to the test. Scrub typhus is widespread in Kuala Lumpur and is an important health problem as far afield as Japan.

If the new vaccine passes its field tests, the Army will add it to its medicine chest. Should U. S. soldiers or sailors ever have to fight again in the jungles of the Pacific, the Medical Corps will be ready to protect their health.

* * *

HERE'S A JOB that would stop the Chattanooga shoe-shine boy dead in his tracks: placing a plastic coating on 2,000,000 pairs of Army combat boots. It's going to be done, however.

As almost everybody knows, soldiers often wear a sturdy type of ankle-high shoes with a two-inch buckled band at the top. These boots feel comfortable and wear well. Eleven million Army men wore them with satisfaction during the war.

There has been only one thing wrong with them. To make them nice and smooth inside, the manufacturers — in accordance with specifications — put the rough side out. That has made them a trifle on the crude side in appearance. True — they haven't revealed scratches encountered in wear; the rough exterior has also been valuable in "holding" water-repelling grease. But they were hardly the thing for off-duty wear in town. Some soldiers have tried polishing with commercial dressings, but with only moderate success.

But the new plastic coating developed by the Quartermaster Corps promises to be the answer. It is easy to apply — either by brushing or by spraying. It wears well, takes a good polish and keeps out water. At the same time, perspiration vapors can escape freely.

THE BULLETIN BOARD

New Evening Dress Uniform Approved by the SecNav; Optional to 1 Oct 1951

Adoption of a new evening dress uniform for male commissioned naval officers, except commissioned warrant officers, has been approved by the Secretary of the Navy. This uniform is to be worn on occasions when civilian evening dress is appropriate.

Possession and wearing of the evening dress uniform is optional for all officers until 1 Oct 1951. At that time it becomes mandatory for officers of the rank of commander and above, except Reserve and temporary officers. Instructions state that officers in grades of lieutenant commander and below, and Reserve and temporary officers, will not be required to purchase or wear this uniform.

The new evening dress uniform for male officers will resemble the present civilian style of evening dress — "white tie and tails." Changes from the evening dress uniform in use before the war are minor, but include a slightly different cut, adoption of the white tie and a three-button waist coat, and transfer of miniature medals from the left lapel to the left breast. Officers possessing the old evening dress uniform may continue to wear

Navy Strength 381,286; MarCor Total 75,700

Navy and Marine Corps strength continued to drop slightly during the month of April, due in part to the effect of the "saved pay" provisions of the Career Compensation Act.

Despite 8,172 enlistments, Navy strength at the end of April totalled 381,286, as compared with 383,731 the previous month.

Marine Corps strength totalled 75,700 at the end of April as compared with 77,700 the previous month. Marine Corps enlistments were 1,226.

Approximately 25 per cent of the Navy's April separations were under the saved pay provisions.

it. However, they must change to the white tie and place their medals at the new location.

Officers not required to wear the evening dress uniform will wear the service dress blue uniform with black bow tie on appropriate formal occasions.

Along with the new evening dress uniform for male commissioned of-

ficers, the evening dress uniform previously approved for women officers was adopted. It will be worn according to the same general regulations as prescribed for male officers. This uniform is an ensemble of floor-length skirt, tunic jacket, cummerbund, head-dress and handbag — all of a matching shade of dark blue.

Both the male officers' new style evening dress uniform and the women officers' evening dress uniform will be available at the Naval Clothing Depot, Brooklyn, N. Y.

The boat cloak has been reinstated as an optional item for officers' evening wear, both afloat and ashore.

The frock coat, cocked hat, epaulets, white mess jacket and gold-striped trousers have been abolished permanently as items of uniform.

In summer, the white uniform will be appropriate for occasions of ceremony, including formal and semi-formal affairs.

Officers Assigned to Reserves Take Indoctrination Course

Officers assigned to the Naval Reserve for a tour of duty are to get an indoctrination course before they assume their new duties.

This indoctrination is to include:

- Authority, duties and responsibilities they have as representatives of the Navy.

- Organization and mission of all the Civilian Components of the armed services.

- Current policies, programs, and public laws affecting these components, in addition to their history and traditions.

- Local influences affecting the Naval Reserve.

- The importance of effective public relations.

This "briefing" for officers assigned to the Reserves is outlined in BuPers Circ. Ltr. 61-50 (NDB, 15 May 1950). It is intended to acquaint them with the administration and training of the Reservists.

The Secretary of Defense has previously announced that a two-year tour of duty with the Reserves will be considered a normal chapter in the career of a Regular Navy officer (ALL HANDS, March 1950, p. 48).

HOW DID IT START

Islands

Islands and their inhabitants have long been the subjects of imaginative legends and superstitions.

The origin of islands is dealt with at length in the ancient mythologies. Hawaii, for example, came into being when a tremendous bird laid an egg which, when

hatched, became the island. The Polynesians tell how the gods in the sky would amuse themselves by pitching islands into the sea. Other stories had it that islands were fished out of the deep by the gods.

Floating islands were frequently mentioned. As a matter of fact, Ireland was supposed to have been a floater originally. The early Norwegians had a small floating sand-bank which was an excellent place to fish. The only trouble was that because of its drift it was so hard to find.

The enchanted islands were inhabited by all kinds of extraordinary beings. Some stories told about giants, gods, terrible beasts, and even women, who according to the tales of the ancient mariners were graceful and attractive women. These gals were supposed to have made life for the visiting sailors so delightful that the dangers of the sea and the purpose of their voyage would fade and be forgotten.



Information on Transportation Of Retired Personnel, Dependents and Relatives

Here is information of interest to many people who have considered transporting dependents or other relatives — or themselves, after retirement — by MSTs ships.

BuPers Circ. Ltr. 70-50 (NDB, 15 May 1950), the directive summarized here, cancels three previous BuPers letters on the subject of travel in government transports. At the same time, it clarifies subparagraphs (9) and (10) of Par. 2000-2b, U. S. Navy Transportation Instructions.

As many people do not know, transportation of retired personnel and their dependents is authorized in government transports. So is the transportation of relatives visiting officers and enlisted personnel stationed overseas. Now, here are the latest definitions of retired personnel, dependents and relatives:

- Retired personnel — retired personnel of the Navy and Marine Corps — including retired Reserve personnel — on inactive duty.

- Dependents — wives and dependent unmarried children, adopted children or step-children, who are accompanied by the retired naval or military person upon whom they are dependent.

- Relatives — father, father-in-law, mother, mother-in-law, brother, brother-in-law, sister or sister-in-law of an officer or of an enlisted person on active duty with the Navy or Marine Corps. The enlisted person must be in pay grade E-7, E-6, E-5 or in pay grade E-4 with seven or more years' service. The term "relative" also includes dependent minor children — including adopted or step children — of the father, mother, brother, sister, and so on, when these children are accompanied by the parent upon whom dependent. In-laws are not always eligible for travel on government transports, however. (See below.)

Transportation furnished retired personnel and their dependents is on a "space available" basis, at subsistence rates. That is, the only charge is for food. If furnished, transportation will on a one-way basis, and will ordinarily be limited to one trip in any calendar year. However, when passage is made to or from an overseas area with the intent of return-

New USNR Airship Squadron Commissioned at Akron, Ohio

A Naval Reserve airship squadron has been commissioned at Akron, Ohio, the fifth of its kind to be activated.

The establishment of the new airship squadron underlines the importance of the Navy's anti-submarine training program. It will create billets for 25 Reserve officers and 125 men.

With their modern, K-type airship, Reservists will be able to conduct their own hunter-killer exercises in coordination with two Reserve submarine units, one at Cleveland, the other at Detroit. The K-type ship — similar to those used operationally with the Fleet — will be fitted with the latest and best in subtracking equipment.

In addition to the Naval Reservists, one Reserve officer on active duty and six enlisted men will be assigned to the NAS Lakehurst, N. J., the hub of Navy airship activities and one squadron is based at NAS Squantum, Mass. Each squadron has its own K-type airship.

ing, the return passage may be granted within the same year.

Transportation for relatives by government transport is furnished only to and from the overseas duty station of the person whom the relative wishes to visit. All such transportation is on a "space available" basis, at subsistence rates. In-laws, to be eligible, must be permanent members of the household of the officer or enlisted person to whom related. All relatives, to be eligible, must reside with the officer or enlisted man while at the overseas duty station.

All applications for transportation of retired personnel, dependents or relatives aboard ships of the Military Sea Transportation Service must be originated by the officer or enlisted person concerned. Instructions for originating such applications are given in BuPers Circ. Ltr. 70-50.

Instructions given in BuPers Circ. Ltr. 70-50 do not apply to transportation of dependents of active duty personnel in connection with permanent change of station. A coverage of this matter is provided by Chapter 8, U. S. Navy Transportation Instructions

Directive Announces Change In Early Discharge Policy for Regulars Not Shipping Over

The early discharge of Regular Navy personnel who do not intend to reenlist has now been discontinued.

Alnav 44-50 (NDB, 15 May 1950) cancels Alnav 89-49 (NDB, 15 Sept 1949), the directive which made this early discharge possible.

Under the former Alnav, which has been in effect for nine months, a man completing an enlistment could be discharged from the Navy up to three months before his enlistment was due to expire.

Since then, however, the overall personnel situation in the Navy has changed and BuPers has now found it necessary to discontinue this policy. Henceforth, a man must complete the full term of his enlistment before he will be discharged.

The new Alnav, however, does not affect the present policy of discharging a man "for the convenience of the government" from one to three months early; nor does it affect the policy of discharging a man from the service for reasons of "unsuitability," "inaptitude," or "unfitness" as defined in BuPers Manual.

Utilization of these three types of discharges is necessary to maintain the best possible level of high caliber and well qualified men in the Navy, the directive states.

Naval Academy Graduates Commissioned in Air Force

Twenty-five per cent of the 1950 graduating class at the Naval Academy — 171 midshipmen — have received commissions in the U. S. Air Force as second lieutenants.

Along with these presidential nominations for assignment to the Air Force, the President nominated 166 cadets from the Military Academy for the same type of commissions. Like that for the Naval Academy, this figure represents 25 per cent of the graduating class.

The nominations for assignment to the Air Force were made on a voluntary basis. They were made in accordance with a Department of Defense announcement of 8 Nov 1949, outlining agreements by the three services in that respect. Effective date of commissions was 2 June.

Personnel in 29 Specialized Fields Identified by Job Codes

Training of enlisted personnel in highly specialized jobs has increased rapidly in the past several years due to new developments and equipment. In many cases this specialized training is in Navy jobs which are outside the rating areas of the individuals concerned or is on new equipment which has not yet been placed in general service. The trend of training in special program jobs is expected to continue to expand.

Positive identification of personnel so trained is imperative in order to utilize fully the special skills developed. A special program-job code identifying personnel in 29 such fields has been established within the structure of the Navy job classification system.

BuPers Circ. Ltr. 67-50 (NDB, 15 May 1950) establishes a special program-job code to provide for program or job identification of these specially trained personnel.

Procedures, as given in the circular letter, for assignment, recording, use and removal of special program-job codes must be followed strictly, the directive states. Persons whose duties involve such assignment, recording, use and removal of special program-job codes should study the letter carefully. An important point in the new directive is this: Nominations for assignments of special program-job codes must be made to the Chief of Naval Personnel (Pers B213).

An earlier directive, BuPers Circ. Ltr. 25-50 (NDB, 28 Feb 1950), now cancelled, stated that these codes could be assigned by individual commands.

Each of the special program-job codes is a four-digit number to con-

2 More Training Courses Now Available to EMs

Two new training courses have been added to those available to enlisted personnel. They are:
Aviation Storekeeper, Vol. I, NavPers 10396
Constructionman . . . NavPers 10630

form with the revised Navy job classification code to be issued soon. A service type code is not to be used with the special program-job code. The special program-job code will be used in lieu of a secondary Navy job code, and will follow the primary job classification code. An example is 56210-20/9904, with 9904 being the special program-job code. If a secondary Navy job code has been assigned previously, it must be removed when a special program-job code is assigned.

The special program-job codes, the programs they identify and the qualifications required are as follows:

Airborne Anti-Submarine Warfare Operator/Technician - 9902 - Must complete airborne anti-submarine course at Fleet Airborne Electronic Training Unit.

Airborne Early Warning Operator/Technician (Aircraft Installation) - 9904 - Must complete airborne early warning course at Fleet Airborne Electronic Training Unit.

Airborne Early Warning Technician (Shipboard Installation) - 9906 - Must complete airborne early warning course at Naval School, Electronics Technician (Class C-1).

Airborne Electronic Countermeasures Operator/Technician - 9908 - Must complete airborne electronic countermeasures course at Fleet Airborne Electronic Training Unit.

Aviation Jet Engine Technician - 9910 - Must complete factory school training courses on jet engines or have three years' experience in maintenance work on jet engines in the field.

Ground Controlled Approach Personnel - 9912 - Must be a graduate of Ground Controlled Approach School at Naval Air Technical Training Unit (Class C).

Cryptographic Machines Repairman - 9922 - Must be cleared for security by ONI. Must be a petty of-

ficer second class or above. Must be a graduate of an organized course of instruction in the repair of teletype equipment and be a graduate of the basic course in repairing cryptographic machines at the Cryptographic Repair School (Class C-1) or have on-the-job experience equivalent to such training.

Atomic Energy Technician - 9924 - Must complete course of instruction in special weapons at Armed Forces Special Weapons Project.

Communications Wire Facilities Technician - 9926 - Must complete training at the Construction Electrician's Mate School, or be a construction electrician's mate second class. Also, must complete training in automatic telephone maintenance and central office repair at U. S. Army Signal School.

Submarine Askania Diving Trainer Technician - 9928 - Must complete on-the-job training on submarine askania diving trainer.

Operational Intelligence Specialist - 9936 - Must complete in-service training in operational intelligence with the operational forces.

Electronics Countermeasures Operator - 9942 - Must be a graduate of electronic countermeasures course at Electronics Technician School (Class C-1).

ET School Graduates (other than ET ratings, personnel designated ET strikers, and CT personnel) - 9943 - Must be a graduate of Naval School, Electronics Technician (Class A).

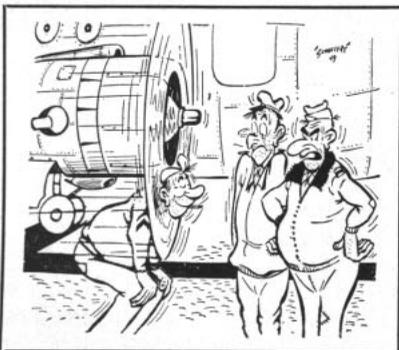
RD School Graduate (other than RD ratings and designated RD strikers) - 9944 - Must be a graduate of Naval School, Radarman (Class A).

SO School Graduate (other than SO ratings and designated SO strikers) - 9945 - Must be a graduate of Fleet Sonar School (sonarman course).

Submarine Attack Trainer Technician - 9948 - Must complete on-the-job training on electronic and mechanical attack trainers.

Oceanographic Technician - 9952 - Must complete three months' in-service training in oceanography aboard a survey ship.

Photo Interpretation Technician - 9962 - Must be a graduate of Photo



"Whatta show-off!
Some day he'll hurt himself."

Interpretation School (Technical School).

Photogrammetry Technician—9964—Must be a graduate of Photogrammetry School (Technical School).

Advanced Undersea Weapons Technician—9972—Must complete one of the following courses: submarine undersea weapons course, surface undersea weapons course, or aviation undersea weapons course at Naval School, Advanced Undersea Weapons (Functional School).

Explosive Ordnance Disposal Technician—9974—Must be a graduate of Naval School, Explosive Ordnance Disposal (Functional School).

Guided Missiles Technician—9976—Must be a graduate of Naval School, Guided Missiles (Functional School), or must complete training in an established guided missiles training unit.

Harbor Defense Controlled Mines Technician—9978—Must be a graduate of the Army Controlled Mines Course (Functional School), or Naval Schools, Mine Warfare, or Naval School, Harbor Defense.

Project Atlas Technician—9980—Must complete Project Atlas course.

Underwater Fire Control Technician—9982—Must be a graduate of underwater fire control course at Naval School, Fire Control Technicians, (Class B).

Gunfire Control System Mark 56 Technician—9984—Must complete course in Gun Fire Control System Mark 56 at Fire Control Technician School (Class B).

Mine Countermeasures Technician—9986—Must complete course in mine sweeping at Naval Schools, Mine Warfare (Class B).

Mine Firing Mechanism Technician, Class A—9987—Must have graduated from the advanced mines course and have received a Class A authorization for testing, adjusting and repairing influence mine firing mechanism for which authorized. Persons currently authorized are listed in effective BuOrd circular letter.

Mine Firing Mechanism Technician, Class B—9988—Must have graduated from one of the following courses: aerial mines, advanced mines, or submarine mines and have received a Class B authorization for testing and adjusting influence mine firing mechanisms. Persons currently authorized are listed in effective BuOrd circular letter.

Special Instructions Issued To Cover Naval Officers Assigned Duty with U. S. Army

Instructions have been issued to cover the administration of naval officers who are assigned to duty with the U. S. Army.

These instructions are similar to those recently issued to cover Army officers who are assigned duty with the Navy (BuPers Circ. Ltr. 222-48, NDB, 30 Nov 1948).

Under the projected plans, naval officers will be assigned to the Army in either of two general categories:

● **Instructors**—Naval officers may be called upon to serve as instructors in such subjects as amphibious warfare, port director methods or chemical warfare, to name a few, or as instructors at the Army's Command and General Staff College, Leavenworth, Kans.

● **Liaison**—Naval officers may also be called upon to perform liaison duties in a variety of billets, notably in amphibious warfare and intelligence.

A normal tour of duty for officers assigned to the Army—as with those assigned to the Air Force—is three years.

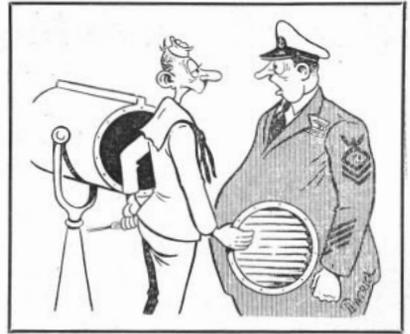
During this tour of duty, all naval officers will continue to wear the Navy uniform and will continue on the lineal list of officers of the Navy.

Officers assigned to the Army may be paid by an Army paymaster although the funds will come directly from Navy appropriations and each officer will retain his own pay record. He will also be responsible for dispatching to BuPers periodic reports required of him, although his Army commanding officer will sign his fitness reports.

Correspondence initiated by naval officers requiring action by the Navy will be addressed to the Chief of Naval Personnel and routed through normal interested Army channels.

Each officer ordered to Army duty will be placed on a Navy Department mailing list. He will also have special instructions sent to him via a liaison desk in BuPers.

Army commanders may not promote, demote, reclassify or court-martial naval officers attached to their commands, but they may make free use of criticisms and oral cautions that are not intended to become



"I don't care if it does make a nice venetian blind for your porthole, put it back!"

part of the officer's permanent record.

Army commanders may also grant naval officers leave, awards, decorations, citations and otherwise administer the personal affairs of individual naval officers in accordance with Army regulations, requirement and customs and policies, subject only to the above limitations.

These broad policies are published in BuPers Circ. Ltr. 77-50 (NDB, 30 May 1950).

Navy-Wide Exams 19 July For Academy Candidates

Qualified enlisted personnel nominated by their COs may compete for entrance into the Naval School, Academy and College Preparatory as candidates for appointment to the USNA. Navy-wide entrance exams will be held on 19 July 1950.

The announcement, made by BuPers-MarCorps Joint Letter of 28 Apr 1950 (NDB, 30 Apr 1950), states that any qualified candidate may be nominated to take the examination. However, personnel whose enlistment will expire prior to 1 July 1951 will not be ordered to the preparatory school unless they execute an extension of enlistment agreement for a minimum of one year.

Forms and examinations for use by candidates may be requested by commanding officers from District Publication and Printing offices, and from ComServLant and ComServPac. Completed examinations and application forms will be forwarded to the Chief of Naval Personnel (Attn: Pers-C1214).

BuPers has urged all commands to keep the transfer of men nominated for the program to a minimum, so that no qualified candidate will be denied the opportunity of competing through no fault of his own.

Naval Reserve Medal Tougher to Earn

The coveted Naval Reserve Medal will in the future be more difficult to earn than it has been in the past. As a result, the medal will carry even more prestige than before.

According to a BuPers Manual revision which goes into effect on 1 July 1950, 10 years of *continuous inactive* service must be completed hereafter before the medal can be earned. This service may be in the Organized Reserve, the Volunteer Reserve or the Merchant Marine Reserve. Reserve training duty can be included.

In the past, all honorable service — active and inactive — as a Naval Reservist could be counted toward earning the medal. It did not have to be continuous. Since 30 June 1950, and in the future, eligibility can be established only during periods of inactive Reserve service. Such periods of 10 years' duration must be served continuously, except that they may be broken by periods of active service.

If a Reservist enters upon a period of active service after 1 July 1950, he may not count that period as part of the 10 years required for the Naval Reserve Medal. At the same time, this period of active service does not break the continuity of his required inactive service. At the end of the period of active service, the Reservist can begin to count his 10 years' inactive service at the point where he left off.

However, if a person resigns or is discharged from the Naval Reserve and then rejoins at a later date, the continuity is broken. He must start anew to count his 10 years toward earning the medal.



"Moonlight cruise, sez you!"

Here are the conditions under which inactive service in the Naval Reserve now counts toward earning the Naval Reserve Medal:

- All personnel must be members of training organizations of the Naval Reserve, either in a drill pay status or a voluntary drilling non-pay status. They must perform not less than 90 per cent of the drills or equivalent instruction, and training duty or other appropriate duty prescribed for them. (There are provisions under which a person can in some instances qualify on the basis of "outstanding service," while not fulfilling all the requirements mentioned in this paragraph.)

- Organized Reservists and Associated Volunteers in a drill pay status must complete not less than 90% of the annual training duty periods during the qualifying time. Failure to take annual training in more than one year will require a new start on the 10 years' continuous inactive service.

- Officers must have received no unsatisfactory entries in their fitness reports. Enlisted personnel must have clear records, with no reports of offenses and no disqualifying remarks.

Drill training and annual training duty as Marine Corps Reservists may be counted toward eligibility for the Naval Reserve Medal. The applicant must be in the Naval Reserve at the end of his qualifying period, and there must not have been a break of more than three months between the time he left the Marine Corps Reserve and the time when he joined the Naval Reserve. Also, the time the applicant spent in the Marine Corps Reserve may not have been used in computing eligibility for the Marine Corps Reserve Medal.

All honorable service, active or inactive, as a member of the Naval Reserve prior to 1 July 1950 may be counted for qualifying purposes. The status of those in the process of earning the Naval Reserve Medal is in no way changed by the revision to the BuPers Manual, provided that they abide by the changed requirements effective 1 July.

For each additional 10 years of qualifying service, authorization for wearing a bronze star on the Naval Reserve Medal ribbon may be made by the Chief of Naval Personnel.

1,800 Successful Candidates For NROTC Program Have Been Selected

Most of the successful candidates who will enter the Naval Reserve Officers Training program in 1950 have now been chosen.

This year, approximately 1,800 young men from the nation's high schools and another 200 men from the fleet will enter NROTC colleges across the country as midshipmen.

The successful high school graduates have already been selected; the approximately 200 men who will enter the program from the fleet remain to be picked.

As "provisional appointees," these fleet men entered the Naval School (Academy and College Preparatory) at Newport, R. I., in mid-June. There they must pass final selection before they may be enrolled in the NROTC program.

Those who are selected at the end of the prep school course (mid-August) will be discharged to accept an appointment as Midshipman USNR in the NROTC. Those who fail of selection will be assigned to general detail and returned to the fleet.

A similar selection process for the 1800 civilian high school graduates accepted has now been completed. These men were chosen from among some 25,000 high school seniors and graduates who applied for the program last fall.

Of the 25,000, 7,400 successfully completed the Naval College Aptitude Test which is given to all NROTC candidates. Those considered physically qualified were further processed and their application file was forwarded to a selection committee which convened in the applicant's home state.

The committee — composed of two prominent civilians (one an educator, the other a non-educator) and a Navy captain or Marine colonel, considered the results of two personal interviews, the applicant's high school record, his aptitude score and other available data before making their final selections.

Civilian candidates for the program were selected on a state quota basis. In addition to the successful candidates, 450 alternate candidates have also been announced.

Names of all candidates and alter-

Chief With 24 Years' Sea Duty Retires to Great Lakes Ship

"Don't fence me in," says George H. F. Graham, QMC, USN, who joined the Navy more than 30 years ago, to see the world. He's retiring from the Navy, but not from ships.

Like the sailors who row in Central Park on liberty, Graham is going to stay close to the water. His new billet will be that of first mate aboard a barge named *Maia*, carrying ore on the Great Lakes. Still, it will be nice to settle down, in a way. *Maia* will never get more than seven or eight hundred miles from home, so the Grahams are going to build a house in Indiana. Mrs. Graham, who, like her husband, is from Indianapolis, is all for it. "Yes indeed," she says. "Do you know we've moved thirty-eight times, as far as I can keep track, since George and I got married back in 1929!"

Graham served in 12 ships during his 24 years of sea duty. Among these were the old battleship *Missouri*. This ship was launched in 1903, and was the chief's first sea duty. Graham was aboard the battleship *Colorado* (BB 45) when that ship was commissioned in 1923.

As would be expected of anyone who had spent a quarter of a century aboard ship, Graham can tell a true sea story or two. One of them concerns his greatest thrill on the high seas.

"I can remember that as if it happened yesterday afternoon," he says. "I was on the bridge of the cruiser *Tuscaloosa* (CA 37) one afternoon in December 1940. We were escorting the German luxury liner *ss Columbus* up the Atlantic coast. We were northeast of Cape Hatteras and just outside the 300-mile neutrality zone that surrounded the U. S. coast at that time.

"Over the horizon came a Canadian destroyer. Being outside the neutrality zone, we got off about two miles and watched. Canada, you know, was already at war with Germany. The Canadian ship swung past us and called over by megaphone to ask if we would pick up survivors. We, of course answered yes.

"Meanwhile, the crew of *Columbus* built four fires on deck, opened the sea cocks and lowered 25 lifeboats. *Tuscaloosa* picked up the 579 survivors of the 33,500-ton liner — all crew members. Last of all to come aboard was the captain, who gave the Nazi salute as he stepped onto our deck. I'll never forget that sight."

Graham's next-best thriller was the time his appetite saved his life. It was in San Diego in 1921, when he was attached to the ocean-going tug *uss Conestoga*. He was ashore, and hungry. Assuming that there

was enough time remaining to eat before taking the liberty boat back to his ship, Graham proceeded to stoke up. But when he arrived at the landing, the last boat had left.



Chief Graham

Conestoga sailed without him. Before he could re-join the ship, it disappeared in the Pacific ocean and was never heard of again.

The chief's best-loved duty was aboard the destroyer *uss Cole* (DD 155) and the oiler *uss Kaweah* (AO 15) in the Atlantic. His last tour of Navy duty — one of his rare periods of shore duty — was at the 5th Naval District's Operations Office, Naval Base, Norfolk, Va.

The best liberty port? There is only one possibility for that honor, according to Chief Graham. That's New York City. "They have everything there," he says. "Three baseball teams to watch, indoor bicycle races. Just everything."

The matter of making the naval service a career is up to the individual to decide, Graham thinks. "But if you want to see the world, you can't go wrong in the Navy," he says.

nates (except the Fleet candidates) have been distributed to the states.

Besides paying for tuition, textbooks, uniforms and other expenses, the Navy pays its midshipmen students \$600 a year to help defray costs of quarters, subsistence and necessary clothing.

Facilities Throughout Far East Adequate, Chaplains Find

Servicemen assigned to duty at Pacific and Far East military activities can keep themselves morally, spiritually and physically straight and clean, and still have a good healthy time through the varied facilities provided by special services for their off-duty hours.

This is the opinion shared by Rear Admiral Stanton W. Salisbury, ChC,

USN, Chief of Navy Chaplains, and Major General Charles I. Carpenter, USAF, Chief of Air Force Chaplains, who, at the request of the Secretary of Defense, undertook an extensive tour of installations throughout the Pacific islands and the Far East.

"Mom back at home can feel all right about her boy going to Japan, Okinawa, Guam, the Philippines, or any other place in the Far East, especially if the son has had the proper home training," agreed the chaplains.

The Chiefs of Chaplains were particularly impressed, they reported, with the well-planned and adequate recreational program for service personnel, and the inter-service relationship being carried out by the chaplains of the armed forces.

The chaplains of one military service often conduct regular services

for personnel of a different branch of service. "For example," said Chaplain Salisbury, "we found in the Philippine Islands that the Army chaplain in the city of Manila serviced Air Force personnel, and the Army and Navy exchanged Protestant and Catholic chaplains between Sangley Point and Cavite." He added that "this inter-service relationship also exists on Guam and at many other installations, and this is particularly gratifying because one of the objectives of the Armed Forces Chaplains Board of the Department of Defense is to encourage inter-service exchange in all matters concerning the chaplains and the faiths they represent. We feel the uniform the serviceman wears makes little difference, and we found this to be particularly true in the Far East."

You Can Bank on the Navy, with Interest

One of the safest and most profitable places that Navy enlisted personnel can invest their dollars is in the Navy.

That's right, the Navy. Through their disbursing officers, Navy enlisted personnel may place their earnings in a Navy savings deposit. Funds deposited in this "Navy Bank" for periods longer than six months earn interest at the rate of four per cent yearly. For example, an initial deposit of \$500 put into a Navy savings deposit for six years will earn \$120 interest.

All enlisted personnel of the Navy and Marine Corps are eligible to use this Navy banking service, which was authorized by Congress back in 1889. Officers and warrant officers are not eligible to use this service. The regulations are contained in BuSandA Manual.

Many sailors and Marines are already taking advantage of this profitable service. As of 31 Mar 1950, approximately 7,400 Navy enlisted men and 4,981 enlisted Marines held active savings deposit accounts. Navy men had on deposit \$3,583,481.76, while Marine Corps accounts totaled \$3,332,960.09. This would seem to indicate the Marines are taking the opportunity to let their pay earn money more than are Navy sailors.

To open an account, enlisted personnel should submit a special re-

quest to their commanding officers. After the request is approved by the CO, it will be turned over to your disbursing officer, who will call the member to the disbursing office to sign his deposit record book.

This book, S&A Form 47 (Revised), has a serial number and is somewhat similar to a civilian bank book, except that it contains more detailed information. Each deposit you make to your account is recorded in this book by your disbursing officer, who signs each entry. The disbursing officer keeps your book in his safe. When you are transferred to another station, this book accompanies your pay account, and the new disbursing officer signs a receipt for it.

You may make one deposit each month in your Navy savings deposit in even dollar amounts of not less than five dollars. Also, there are limitations on the amount of money which can be deposited at any one time. These limitations are:

- Not more than the amount of your previous three month's salary and allowances, including travel and reenlistment allowances.

- Not more than the amount of money deposited in your account during a previous enlistment, plus the accrued interest.

Explanation: When your enlistment expires, you are required to close out your Navy savings deposit.

When reenlisting, you may reopen your account, again depositing all the money that was in the account when it was closed, plus accrued interest. If transferring to the Fleet Reserve but still remaining on active duty, the same holds true. You cannot withdraw funds from your savings account upon extension of enlistment.

Your Navy savings deposit differs from a civilian banking account in that you cannot make regular withdrawals from it. All funds you deposit in the account will be returned, with interest, *only* upon discharge, release from active duty, transfer to the Fleet Reserve, or appointment to permanent warrant or commissioned rank.

At these times your account is automatically closed, and if you desire to continue using the Navy banking service, you may reopen the account upon reenlistment, or upon return to active duty. An exception, of course, are those men appointed to permanent warrant or commissioned rank, who are not eligible to continue using the service.

Interest paid on money you deposit is at the rate of four per cent per annum, based on a year of 360 days. You may make deposits in your account in one of two ways; either by turning over cash to your disbursing officer, or by submitting to him an approved special money requisition marked "for deposit." He will make the authorized deduction from your pay record and credit it to your savings deposit.

Suppose that, upon reenlistment, you deposit \$20 each month for the four-year period of your enlistment. At the end of this period you receive back your principal of \$960, plus \$76.22 interest.

Interest rates on deposits are based on a four per cent per annum scale, but computed from the date of one deposit to the date of the next deposit. All interest paid is simple interest. Also, no interest is paid on any money deposited during the last six months of the period, as regulations state funds must be deposited for six months or longer to draw interest.

Your disbursing officer will be glad to explain in greater detail the system under which the Navy savings deposits program operates.

WAY BACK WHEN

Marines

Marines or "soldiers of the sea" aboard a man-of-war, according to some historians, date from the 17th century. Their first duties were to act as ship's police and sentries.

The term "Leatherneck" was supposed to have originated in the British Navy where the Marines' uniform had a leather tongue which closed the opening of the collar.

"Tell that to the Marines" is sometimes attributed to King Charles II who one time is said to have doubted a story told him by one of his attendants. The story was that a fish had been observed flying through the air in the Southern Seas.

The King turned to his Marine Officer and asked him to vouch for the truth of the yarn. This the Marine did, and then the

King was supposed to have said, "That in the future should we have any occasion to doubt any statement, we will first 'Tell it to the Marines!'"



Billets Now Open for Course In Electronics Maintenance At Great Lakes for Officers

Billets are now open for certain junior officers and warrant officers for the October 1950 class at the electronics maintenance school, Great Lakes, Ill.

Eligibility rules have recently been broadened and include among those eligible to apply: permanent and temporary chief gunners (Control Ord. Tech.), chief torpedomen, gunners (Control Ord. Tech.), torpedomen, and temporary chief electricians and electricians.

BuPers Circ. Ltr. 64-50 (NDB, 15 May 1950), the current directive, lists those eligible as follows:

- Non-aviation permanently commissioned line officers of the Regular Navy of rank of ensign and lieutenant (junior grade), including LDO (Electronics).

- USN temporary officers of any rank whose permanent status is chief radio electrician, radio electrician, chief electrician, electrician, chief gunner (Control Ord. Tech.), gunner (Control Ord. Tech.), chief torpedoman or torpedomen who have less than 20 years' total military service.

- Any chief radio electrician, radio electrician, chief electrician, electrician, chief gunner (Control Ord. Tech.), gunner (Control Ord. Tech.), chief torpedoman, or torpedoman holding permanent appointment as such.

- Any chief radio electrician, radio electrician, chief electrician, electrician, chief gunner (Control Ord. Tech.), gunner (Control Ord. Tech.), chief torpedoman, or torpedoman holding temporary appointment as such who has less than 16 years' total military service.

The course is given at the Naval School, Electronics Maintenance, Naval Training Center, Great Lakes, Ill. It is one year in length. New classes convene the second Monday in January and July, and the first Monday in April and October.

Applicants must submit a signed agreement to serve three years in the Naval service after the completion of their course. Letters of application should be forwarded to reach BuPers (Attn: Pers B111H) 60 days prior to the convening date.

Drama and Humor in Gold Star's Ballast

The book supplement Gold Star Odyssey (ALL HANDS, March 1950, pp. 59-63) evoked more comment and correspondence than any other ALL HANDS item has brought forth in a long time. Among the many letters received from men who at one time or another served in Gold Star was one from a retired chief storekeeper who possesses a well developed sense of drama and humor.

Here is the letter, in part:

Old "Rust and Rivets" . . . If the boys who gave her that name were alluding to that 1,000 tons of iron and cement in her bottoms, I hate to spoil the illusion. But it wasn't rivets. Rather, it was a *confusion* of scrap iron such as only Mare Island Naval Shipyard could collect: old bollards, capstan tops, anchor stocks and shanks, even some old anvils — anything made of iron. At Mare Island she picked up the scrap and Bremerton poured the cement. Steaming light, *Gold Star* was known to lurch and throw a man out of his bunk, so ballast was needed for typhoon waters.

(Here the correspondent, John J. Wagner, leads the reader to believe that something more valuable may have been included, ultimately, in the ballast. He takes us back to the beginning of the story.)

Cleopatra's treasury, collected from all the land of the Pharaohs, gave her everything her heart desired — power, the best food, the finest raiment, and adornment. That's the story — her jewels.

On one occasion when Antony stormed before her in a fit of rage, Cleo drew the jewels to her. But Antony followed them with one of his boots and crushed the links within his reach until they grated under the pressure. A maid-servant, cleaning up after her queen, saw a square-cut ruby in the rug and palmed it deftly. A nest egg! Something to use for collateral should Want spread its arms, a-beckoning, in later years.

Time takes its toll. Let's look into a small goldsmith's shop on a side street, where an elderly lady bargains to keep body and soul together. After a period of sharp deal-

ing, the sale is completed. How often the ruby changed hands after that during 1,900 years — as a gift, as loot, as a pawn — there's no way to know.

Comes the turn of the 20th century. About 1908 an American gunboat is making a cruise of the Mediterranean. One of the ports of call is Port Saïd, Egypt. There was a young Norwegian coal passer aboard, named John B. J. Helland. He was a frugal lad who counted his shekles thrice before parting with them, and had quite a sockful stowed away.

While walking down a narrow side street in Port Saïd, Helland had his attention attracted by an elderly sort of Egyptian merchant standing in the doorway of a small jewelry shop. "Americain — won't you come in, pleeze?"

Helland heeded the call of the East. After some quiet palaver, he walked out the proud possessor of an oblong cut ruby — and lower in purse by 100 pounds sterling; about 500 smackeroos, but worth it. Helland didn't wear the ring much, but kept it most of the time in a small tin box in his locker.

Time passes some more and finds John B. J. Helland, CMM, USN, serving aboard a Navy beef boat, *uss Gold Star*. One night, settled on the poop deck for an evening chatter, some women passengers started discussing stones, gems and suchlike. Helland mentioned his, and after considerable coaxing went to his locker and put on his ring. He returned to display its red beauty to the admiring folks.

Turning in, afterward, Helland failed to place it back in its receptacle. That night, an urgent call — something wrong in the engine room. John J. B. donned dungoes and hurried below. Upon washing up several hours later, he noticed the stone missing from the setting. To the best of his calculations, it was somewhere in the engine room bilge. It was never found.

There we are. Could that ruby which once trickled through the well kept hands of Cleopatra have found its ultimate setting in *Goldie Maru's* bilge?

Latest List of Overseas Duty Stations and Length of Tour

The average tour of duty for a sailor at an overseas base will continue to be about 18 months.

BuPers Circ. Ltr. 74-50 (NDB, 31 May 1950) brings up to date the listing of the Navy's overseas assignments and how long Navy personnel may be expected to remain at each overseas post.

The shortest tour is six months (at Attu, Alaska); the longest normal tour is 24 months (at a number of bases including many of those in the western Pacific, western Atlantic, Mediterranean areas and at most naval attache posts).

Extensions of one year, however, may still be granted to those who wish to remain longer at their assigned overseas duty station. Those who desire to stay, though, must be considered well suited to their adopted environment.

The directive defines overseas service as "duty performed ashore at naval activities beyond the continental limits of the U. S. and on board non-rotated naval vessels in the European and Asiatic areas."

A normal tour of overseas service will be considered completed when an individual has spent the established period in the locality concerned, exclusive of the time it took

him to get out to the locality as well as the time it will take him to return to the U. S. Travel time, in other words, does not count toward total overseas time. Also, personnel transferred from one overseas area to another should be credited with the time served in the first area.

Naval personnel serving with other departments or agencies and subject to over-seas rotation by those departments will have their lengths of overseas duty tours prescribed by the department concerned.

Incidentally, duty at each of the bases listed in this schedule is considered "sea duty" for the purpose of sea-shore rotation of personnel. (For the latest on sea-shore rotation policy, see ALL HANDS, April 1950, p. 42-44).

17 Women Doctors Complete Internships Under Program

Medical internships under the Navy civilian intern training program have been completed by 17 women doctors of the Naval Reserve. These 17 lieutenants (junior grade) of the USNR Medical Corps, the first women to complete such internships, have reported to naval hospitals and dispensaries in the U. S. for two years' active duty.

This group brings to 20 the number of USNR women doctors now on active duty. There are, in addition, two Regular Navy women doctors, one of whom was the first feminine medico to serve aboard ship in the U. S. Navy. (See ALL HANDS, May 1950, p. 35.)

The group of 17 mentioned here has been assigned, one each, in most cases, to the following activities: Naval Dispensary, Navy Department, Washington, D. C.; U. S. Naval Hospital, Chelsea, Mass.; Naval Air Station, Norfolk, Va.; Naval Air Station, Quonset Point, R. I.; Naval Air Station, San Diego, Calif.; U. S. Naval Hospital, Newport, R. I.; U. S. Naval Hospital, Bremerton, Wash.; U. S. Naval Hospital, Great Lakes, Ill.; U. S. Naval Hospital, Philadelphia, Pa.; Naval Air Station, Memphis, Tenn.; U. S. Naval Hospital, St. Albans, N. Y.; Naval Air Station, Patuxent River, Md.; and Marine Corps Air Station, Cherry Point, N. C.

Bases, Tour of Duty

Here is a list of the overseas duty station localities maintained by the Navy. Shown with each locality is the normal length of the tour of duty at a naval base in that area.

These figures should be considered as guides for the assignment and distribution of personnel. Variations from these standards may be necessary to meet special conditions.

Area	Months
Alaska:	
Kodiak, Adak, Ft. Richardson and Whittier	18
Point Barrow	12
Attu	*6
*To be followed by rotation to complete 18 months in area.	
Hawaiian Islands:	
Midway	18
All others	24
Samoa	18
Trust Territories:	
Saipan	18
Tinian	12
All others; officers	18
enlisted	*12
*With a maximum of six months' extension for married personnel accompanied by dependents.	
Marianas (except Tinian)....	18
Kwajalein	12
Philippines and Japan	24
Staff, Commander, Seventh Fleet:	
For those who reported prior 1 Nov 1949	12
For those who reported on or after 1 Nov 1949	24
Okinawa	18
Western Hemisphere:	
Greenland	9
Newfoundland	18
Bermuda	24
All others	24
Western Atlantic and Mediterranean Command:	
Northwest Africa	18
Persian Gulf area, Red Sea area, Tripoli and communication units	12
All other NELM areas	24
Naval Forces, Germany	24
Naval attache posts:	
Korea, Poland, Rumania, USSR and Yugoslavia	18
All others	24
Naval missions	24
Non-rotated ships in European and Asiatic areas	18

2 Personnel Man Schools Have Been Disestablished

The Navy's two Class C-1 personnel man schools (personnel administration) have been disestablished.

The two schools — one at USNRS, Naval Base, Norfolk, Va., and one at NTC, San Diego, Calif. — were operated for approximately seven months, having opened late in October 1949. Closing of the schools was decided upon because of two major factors. It was found that instruction offered at the Class C-1 schools was much the same as that given in Naval School, Personnelmen, Class A. Also, advanced training of personnel men can be met satisfactorily through in-service training, it was determined.

Closing date for the two Class C-1 schools was 19 May 1950.

Applications Are Sought From Naval Officers for Study of Amphib Operations

Applications are invited by BuPers from captains, commanders and lieutenant commanders for a year's study in amphibious operations at Marine Corps Schools, Quantico, Va.

BuPers Circ. Ltr. 72-50 (NDB, 31 May 1950) points out the continuing need for officers trained in amphibious operations and tells how training of this type can be obtained. One of the principal sources of formal education in amphibious operations, the directive states, is the Marine Corps Schools, Quantico, Va. Two resident courses — senior and junior — are available at this school.

The senior course is designed to cover operations on a scale employing battalions, regiments, divisions and corps, and corresponding aviation organizations included in the Fleet Marine Forces. Instruction is designed to prepare officers for troop commands at the battalion and regimental levels, and for duty as executives and assistants to executive staff officers at all levels. The annual input of naval officers into the senior course is 13. These are of the rank of captain or commander, from general line, aviation line, medical, dental and CEC classifications.

The junior course covers amphibious operations at the landing team level. It offers instruction in the tactics, command procedures, staff planning and staff functioning at this level. The employment of supporting air and naval units is an integral part of the course, and for orientation purposes, the employment of the Marine division is included. In addition to the primary tactical and technical subjects, instruction is given in such subjects as naval law, administration, techniques of instruction, and training management. The annual quota of naval officers for the junior course is eight.

Successful completion of the courses normally leads to a staff or command assignment in the amphibious forces. Naval officers interested in attending Marine Corps Schools are requested by the directive to so indicate on their officer data cards. These cards are form NavPers 340, and are submitted annually to the Bureau of Naval Personnel.

Efficient, Hard-Hitting USS Taylor Awarded NUC

The destroyer *USS Taylor* (DD 468) has been awarded the Navy Unit Commendation. BuPers will issue individual authorization and ribbon bar to all eligible personnel without further action on their part. The period for which the NUC was awarded is 15 March to 7 Oct 1943.

Describing the action against enemy Japanese forces which earned the ship its commendation, the citation says:

"Frequently traversing unfamiliar waters deep in enemy territory at night, *Taylor* operated effectively in support of offensive operations during this period of intensive hostilities. She provided escort for troop convoys, minelayers and supply evacuation units, and served in an antisubmarine screen in the Guadalcanal area.

"On 15 March she proceeded into Kula Gulf to launch the first of several bombardments against enemy installations in the New Georgia area, and on 7 April fought

her guns gallantly against a large force of hostile air raiders, destroying three Japanese planes before returning to her escort missions. While screening landing operation in Kula Gulf, New Georgia Island, *Taylor* obtained a radar and visual contact on a surfaced enemy submarine, and by her accurate gunfire and depth charges, sank the Japanese I-25.

"Proceeding with the task force to intercept Japanese forces on three occasions, she coordinated with other destroyers in the van to launch torpedo attacks and engage the enemy with guns. These perilous surface engagements resulted in the destruction of several enemy ships and numerous barges and the damaging of others. *Taylor*, by her combat readiness and the steadfast devotion to duty of her entire ship's company, contributed directly to the success of numerous operations and upheld the highest traditions of the U.S. Naval Service."

One Year Remains to Start Education Under GI Bill

For most veterans of World War II, only a year remains in which to begin a course of education or training under the GI Bill. In a majority of cases the deadline will be 25 July 1951.

Under the GI Bill, education or training in most cases must be initiated by 25 July 1951 or four years after a veteran's discharge, whichever is later, and must be completed by 25 July 1956. Exceptions to the rule are those who enlisted or reenlisted under the Armed Forces Voluntary Recruitment Act between 6 Oct 1945 and 6 Oct 1946. They have, from the end of such enlistment period, four years within which to start and nine years within which to complete a GI Bill course.

The purposes of the education and training provisions of the GI Bill are:

- To recapture educational opportunities lost by reason of entrance into military service.
- To provide education or training for veterans in need of educational or occupational readjustment of various types.

Education or training has been —

and is — available for qualified veterans for one year plus a period equal to the time spent in service between 16 Sept 1940 and 25 Aug 1947, with a four years total.

Veterans who must and do start training under the GI Bill by 25 July may continue through to the completion of their courses, though not beyond 25 July 1956. Once a veteran completes or actually discontinues his training program under the GI Bill after the 1951 date, he may not start another course regardless of his remaining entitlement. However, a course interrupted by summer vacation or for other reasons beyond the veteran's control may be continued after VA approval has been received.

A veteran whose discharge date was after 25 July 1947 must actually be in training when his individual entrance deadline arrives or lose his entitlement.

Personnel interested in eligibility requirements, special benefits for disabled veterans, subsistence allowances and other information of all types concerning GI Bill schooling should consult their civil readjustment information officer. There is one on duty at every command.

Inter-Service Photo Contest Winners

The results of the second annual inter-service photography contest are in and a Marine Corps captain has walked off with the "best of show" award.

The winning photograph, a striking black and white composition entitled "Torso," won top honors for Captain Marion B. Bowers, USMC, over 360 entries submitted from all over the world by soldiers, sailors and airmen. Captain Bowers is presently on duty with the Marine Corps Division of Public Information, Washington, D. C.

In addition to the best of show award, prizes also were given in the first five places in each of the various categories of photos — four black and white categories and one color. Points toward the team trophy were awarded on a 10-7-5-3-1 basis.

The Navy and Air Force shared top honors in the five categories, placing two winners apiece. The Air Force, however, gained top aggregate honors with 51 points and thereby won the trophy. The Army was second with 40 points and the Navy (including the Marine Corps and Coast Guard) third with 39.

The Navy's other winning entry was in the "service life" category and was submitted by an aviation photographer's mate stationed at Naval Air Station, Denver, Colo.

His picture, "Pacific Patrol," showed a sleek destroyer steaming through the ocean in formation with a transport, both ships sharply out-

Mathematics Course Now Available for Training

The following new training course has now become available: Advanced Mathematics, Vol. 1 — NavPers 10071

lined in the setting sun. It was taken by Edward M. Greenwood, AF1, USN.

The All-Navy photographic competition, run last year as a preliminary to the all-service contest, was not staged this year. Instead, outstanding photos were chosen in preliminary run-offs held at major command installations by each service. From these entries, 120 photos were selected by each service to represent it in the finals.

The five judges of the inter-service winners all were experts in the magazine, newspaper or graphic arts field.

Here are the Navy winners in the various categories:

- *Best of show* — "Torso" by Captain Marion B. Bowers, USMC, Headquarters, MarCor, Washington, D. C.

- *Category I* — service life, on duty and at leisure.

First: "Pacific Patrol" by Edward M. Greenwood, AF1, USN, NAS Denver, Colo.

- *Category II* — landscape and architecture.

Third: "Moonlight on Oshima" by Lieutenant W. G. Patridge, USCG, USCG Base, Portsmouth, Va.

- *Category III* — peoples and customs.

Fifth: "Terry Kay" by Lieutenant (junior grade) Paul S. Randall, USN, U. S. Naval Academy, Annapolis, Md.

- *Category IV* — general pictorial.

First: "Torso" by Captain Marion B. Bowers, USMC, Headquarters, MarCor, Washington, D. C. Second: "Dance of Dirty Shoes" by James L. Thomas, Pvt, USMC, MCS Quantico, Va. Fourth: "Cabbage Head(s)?" by Captain Robert A. McKeown, USMC, MCRD San Diego, Calif.

- *Category V* — color.

Third: "Hot Shot" by Captain Clement J. Stadler, USMCR, MCS Quantico, Va.

All Future Navy LTA Pilots Will Qualify for HTA Duty; Greater Integration Foreseen

According to projected plans, all future Navy LTA pilots will be drawn from the ranks of qualified heavier-than-air pilots.

A cross-training program now in operation will eventually eliminate all lighter-than-air pilots who are not also qualified to fly the Navy's conventional aircraft.

BuPers, in response to many inquiries concerning the future of lighter-than-air specialists, announces the following long-range policies —

"In order to integrate LTA into the aeronautic organization, it is planned:

- "To fulfil all requirements for LTA training input with only qualified HTA pilots, from volunteers if sufficient numbers apply.

- "To permit LTA pilot volunteers in the grade of commander and below to take HTA training and thus, eventually, have all LTA pilots qualified HTA.

- "Dependent on requirements of the service, to retain continuously within the aeronautic organization all HTA/LTA qualified pilots and thus eliminate the practice of rotating personnel between LTA and general service duties."

Policies concerning applications for flight training of HTA pilots in LTA and of LTA pilots in HTA are as follows:

- "Applications are desired from naval aviators (HTA) of the grade of lieutenant and below for LTA training. Classes will convene every three months at the Naval Air Station, Lakehurst, N. J., beginning 1 Aug 1950. Each class will be composed of approximately 15 officers, filled as far as possible by volunteers. All officers ordered, if practicable, will have completed a normal tour of duty in HTA.

- "Applications are desired from naval aviators (LTA qualified only), of the grade of commander and below, for heavier-than-air training. Applications previously submitted and new applications submitted prior to 1 Aug 1950 will be considered. Officers who are to receive HTA training will be notified individually and will be ordered as they become available for assignment."

The following policies govern LTA



"Watch this. In a minute I'll have this guy in stitches."

pilots who are ordered to HTA training:

• "Officers under 31 years of age when commencing HTA training will be given the standard basic and advanced training syllabus.

• "Officers 31 years of age and over will be given the standard basic syllabus and special advanced training (except VF type)."

LTA pilots who do not qualify in HTA, or do not request HTA training, will be governed by the following policies:

• "Captains and commanders may continue the present rotational plan on LTA/General Service duties as far as practicable.

• "Lieutenant commanders and below will not, in the future, be assigned duty within the aeronautic organization.

"Officers who have dual qualifications may expect rotation between HTA and LTA duties. Flight proficiency HTA aircraft will be available at LTA bases so that HTA pilots may maintain their flight proficiency as required by existing directives."

These policies are contained in BuPers Circ. Ltr. 68-50 (NDB, 15 May 1950).

Applications Are Sought For Three Scholarships

Sons of Navy, Marine Corps and Coast Guard officers have until 25 July 1950 to submit applications for three two-year scholarships to the Admiral Farragut Academies.

Two scholarships for two years each are available at the Admiral Farragut Academy in Pine Beach, N. J. At the Admiral Farragut Academy in St. Petersburg, Fla., one scholarship for two years will be awarded. All three scholarships are for \$400 per year, a total of \$800 for the two-year period.

Applicants may be the sons of either living or deceased officers, and may make use of the scholarships for their junior and senior years' work only, for the school years commencing 1950 and 1951. They must enroll for the full two years.

Recipients of these much coveted awards are to be selected by a board of officers appointed by the Chief of Naval Personnel. The board will make its selections on the basis of need for financial assistance, high moral character and scholastic at-

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (c) Telescope.
2. (a) On the signal bridge.
3. (c) GM (gunner's mate) and EM (electrician's mate).
4. (a) At all times the chief gunner's mate is senior. The chief electrician's mate has precedence over EMCs advanced after he was and over chiefs in junior ratings but never over a chief in a senior rating.
5. (b) Neptune.
6. (c) Destruction of enemy snorkel-type submarines. To this end, it is equipped with the latest electronic and ordnance devices. Most important of these is a sensitive new search radar which can accurately locate small targets (such as snorkel tubes) over a greater range than was previously possible.

tainment. All other factors being equal, sons of deceased personnel will be given preference.

The application should include a small photograph, a frank statement of the parents' financial status, a transcript of the student's high school record to date, a letter from the high school principal or secondary school headmaster, and two letters of recommendation from adult friends of the boy who have known and have watched his development over a period of years.

In announcing the scholarships, the Bureau of Naval Personnel notes that the two academies are "accredited honor naval schools, where students receive superior training under competent staffs of teachers and trainers, in an environment that permits development of individual talent under the most ideal surroundings. Training is designed to fully prepare young men for all colleges and technical schools, as well as the service academies."

As noted in the catalogue of the schools, the annual cost for one year at the Pine Beach, N. J., institution is \$1,575, and at the St. Petersburg, Fla., school the cost comes to \$1,375. This covers tuition, board, room and uniforms, medical treatment, and the use of library books, gymnasium, athletic and nautical equipment.

Applications should be addressed to the Chief of Naval Personnel (Attention: Pers G143), Navy Department, Washington 25, D. C.

Board Selects Applicants For LDO Commissions Under the 1950 Program

The selection board convened by SecNav for selecting applicants for LDO commissions in the 1950 program has completed its task. Names of those selected — 71 in number — are given in an enclosure to BuPers Circ. Ltr. 80-50 (NDB, 31 May 1950).

The directive also gives a lineal list of ensign LDO selectees eligible for promotion to lieutenant (junior grade) during the calendar years 1950 to 1953, inclusive. Those selected for this year's increment are indicated by an asterisk before the name of each in the list.

Other information of interest to persons selected for limited duty commissions is included in the circular letter:

• Personnel selected during the 1950 increment of the LDO program who are serving as chief warrant officers or below will be offered their appointments in the near future.

• All 1950 selectees who hold temporary appointments in the grade of ensign or above with date of rank of 1 Jan 1948 or earlier must accept their permanent LDO appointments in the grade of ensign before 1 Nov 1950. Because of the time required for processing appointments and transmitting them by mail, requests for appointments should arrive in BuPers (Pers-B622A) before 1 Oct 1950.

Other LDO selectees who hold temporary appointments in the grade of ensign or above may delay accepting their LDO commissions for various lengths of time. Coverage of this option was given in BuPers Circ. Ltr. 62-50 (NDB, 15 May 1950).



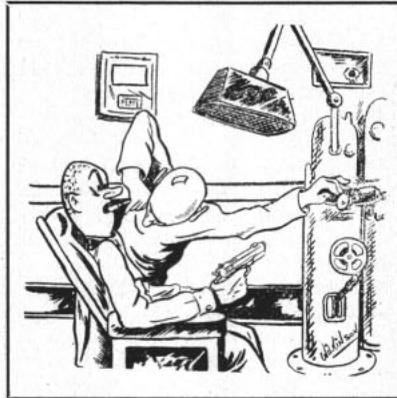
"Beads are out. He demands a television set."

Roundup of Legislation of Interest to Naval Personnel

Action by Congress on bills of interest to the naval establishment is summarized below. The last summary of legislation appeared in ALL HANDS, June 1950, p. 54.

Security Measure—S. 277: Passed by Congress and approved by the President, now Public Law 513; to further enhance the security of the United States by preventing disclosures of information concerning the cryptographic systems and the communications intelligence activities of the United States. (This provides for up to \$10,000 fine or 10 years' imprisonment, or both, for revelation of information which would nullify the efforts of United States communications intelligence activities, or information which would permit foreign governments to read the secret official communications of the United States.)

Retirement Provision—S. 3255: Passed by Congress and approved by



Boot, MarCor Parris Island

"I can't help you unless I have your complete confidence."

the President, now Public Law 511; to amend the Career Compensation Act of 1949 to extend the time for certain hospitalized personnel to choose retirement options. (This law provides that any serviceman who was a hospital patient on 1 Oct 1949 and who, prior to 1 Jan 1951, is retired as a result of a physical disability growing out of the injury or disease for which he was hospitalized, may elect to receive retirement benefits computed under the laws in effect on 30 Sept 1949.)

Terminal Leave—H.R. 3205: Passed by Congress and approved by the President, now Public Law 479; providing an extension of the time for making application for terminal leave pay. (This law amends the Armed Forces Leave Act of 1946 to extend the deadline for applications for terminal leave pay from 1 Sept 1948 to 30 June 1951.)

Dependents' Travel—S. 2857: Reported with amendment by the Senate Armed Services Committee; to amend the Missing Persons Act pertaining to travel by dependents and transportation of household and personal effects. (This bill would amend section 12 of the Missing Persons Act to include transportation for the dependents and their household effects of a serviceman injured or missing for a period of 30 days or more. The present law pertains only to servicemen "officially reported as dead, missing, interned in a neutral country or captured by the enemy." This amendment provides that when the person is in an "injured" status, such move-

ment of dependents or household effects may be authorized only in cases where the anticipated period of hospitalization or treatment will be of prolonged duration. Also, "no transportation may be authorized unless a reasonable relationship exists between the condition and the circumstances of the dependents and the destination to which transportation is requested." The proposed legislation will be applicable, if passed, only to claims which arose on or after 8 Sept 1939 and prior to approval of this bill.)

Premium Credit—H.R. 8236: Reported favorably by the House Committee on Veterans' Affairs; to permit use of dividends to pay premiums on National Service Life Insurance. (The bill proposes that "until and unless the Veterans' Administration has received from the insured a request in writing for payment in cash, any dividend accumulations and unpaid dividends shall be applied in payment of premiums becoming due on insurance subsequent to the date the dividend is payable after 1 Jan 1951.")

NSLI Disability—H.R. 6560: Favorably reported by the House Committee on Veterans' Affairs; to amend the National Service Life Insurance Act to provide additional disability income. (Purpose of the bill is to permit an increase of disability income for World War II veterans from the present limit of \$50 per month when carried on a \$10,000 NSLI policy to \$100 per month. The disability income could range from \$5 to \$100 monthly, depending on the premium paid by the insured. Under present law, payment to an insured policyholder begins on the first day of the seventh month and prior to age 60 following the determination of a total disability condition. Most veterans and servicemen carrying an NSLI policy are insured only with life insurance; the disability policy that this bill refers to requires an additional premium above that used to maintain a life policy.)

NSLI Amendments—H.R. 8235: Favorably reported by the House Committee on Veterans' Affairs; containing several amendments to the National Service Life Insurance Act of 1940. (Among the most important

WHAT'S IN A NAME



Mackerel Skies and Mare's Tails

To the sailor, from the days when a sail was first hoisted, the skies have been scanned for the tell-tale signs of impending changes in the weather. As with many of the seaman's activities terms peculiar to the sea came into use.

Thus it was that mackerel skies and mare's tails became the descriptions of particular cloud formations.

Mackerel skies describe the mottled cirrus clouds foretelling a change of weather. The clouds resemble the pattern on a mackerel's back.

Similarly, the term mare's tail is descriptive of the spreading cirrus clouds.

The foreboding of these cloud formations is indicated in the seaman's lines:

*Mackerel skies and mare's tails
Make tall ships carry low sails.*

of these amendments are the following: Section 1 authorizes the waiver of health requirement as to compensable disability in applications for insurance or reinstatement of insurance made prior to 1 July 1951. Under this section a veteran may apply for insurance or for reinstatement of insurance any time up to 1 July 1951, and if he is found to have a service-connected partial disability only, the insurance may be granted despite the existence of such disability. Section 5 provides that where the insured provided for payment of premiums by deduction from his service pay or where insurance premiums were paid by the government, such insurance shall not be considered to have lapsed or to have been forfeited for desertion, notwithstanding that deduction or payment of premiums was discontinued for specific reasons, so long as the insured remained in the service prior to 1 Aug 1946. Section 6 refers to waiver of premiums which could be granted retroactively for any total disability which existed for six or more months between 1 Aug 1941 and 1 Aug 1947; this bill proposes to make the period during which waiver of premiums for total

USAF Personnel Will Attend Dental Technician School

Fifty Air Force men are entering the Dental Technician School at NTC Great Lakes each month. The first group was scheduled to enroll on 10 July, with a total of 350 taking the course within 11 months.

The size of classes in the school will be tripled with the advent of the AF personnel. Approximately 25 Navy persons have been entering monthly, Waves comprising approximately a quarter of each new class. Whether any WAFS will be included among the 350 AF students has not been revealed.

An additional barracks and two more classrooms are now in use to accommodate the extra personnel. The teaching staff was increased by two-thirds. Students of the two services will study and live without segregation as regards the two branches of the service.

The course is 16 weeks in length.

disability may be granted from 8 Oct 1940 to one year after the date of enactment of this bill. Section 8 would extend the time to 1 July 1951 in which any veteran with a service connected disability less than total in degree may apply for disability income protection upon payment of the required additional premium; the previous deadline was 1 Jan 1950. Section 9 provides that in any case where the Administrator finds that the failure to pay premiums or the failure to deduct premiums from service pay could, in any way, be attributed to the inadequacy of the service department's procedure, the insurance on which premiums are payable are to be considered in force in the same manner as if such deductions had been properly made.)

Graduation Leave — H.R. 7635: Passed by Congress and cleared for the President; to provide graduation leave upon appointment as commissioned officers in the regular components of the armed forces of graduates of the United States Military, Naval, or Coast Guard Academies. (This bill seeks to bring into line the leave policies of the service academies. The Military Academy has statutory authority to grant graduation leave to their graduates upon their appointment. This leave is not required to be charged against any annual leave granted to service personnel under the Armed Forces Leave Act of 1946. The Department of the Navy and the Coast Guard, having no such authority, may only grant graduation leave by advancing the newly commissioned officer his 30 days leave allowed by the Armed Forces Leave Act of 1946. The proposed bill would eliminate this discrepancy by authorizing leave up to 60 days for the three service academies which would be non-chargeable to their regular annual leave.)

Joint Use — H.R. 8373: Introduced; to provide for the acquisition, construction, expansion, rehabilitation, conversion, and joint utilization of facilities necessary for the administration and training of units of the Reserve components of the armed forces of the United States.

Reimbursement Sum — H.R. 8433: Introduced; to provide for payment to certain retired members of the Naval and Marine Corps Reserve of

Heroism During Firing Mishap Earns Chief High Award

Heroism during a firing mishap won for Edward M. Ponikvar, GMC, USN, the Navy and Marine Corps Medal and Permanent Citation. The incident occurred aboard the light cruiser USS *Worcester* (CL 144), on 12 Nov 1949, when the ship was engaged in destroying a floating mine with gun fire. The citation describes the event as follows:

"When a 20-mm cartridge case ripped open on the loading cycle and part of the propellant charge burst into flames upon contact with the hot gun, Ponikvar rushed to unload the magazine from the burning gun despite the imminent danger of explosion of the remaining rounds in the magazine. Hit by fragments of shrapnel which were thrown out when the round in the gun 'cooked off,' and bleeding from cuts above the eye and in the abdomen, he bravely remained on the scene to direct the fire fighters in extinguishing the fire."

a lump sum equal to their retirement pay for the period during which they remained in an inactive status without pay.

Death Presumption — H.R. 8375: Introduced; to provide that the absence of any individual for 20 years shall be deemed sufficient evidence of death for the purpose of laws administered by the Veterans Administration.

Death Gratuity — H.R. 8504: Introduced; to authorize payment of death gratuity on account of death in active or training service of personnel of the Army, Navy, Air Force, Marine Corps, Coast Guard, Coast and Geodetic Survey, and Public Health Service, including the Reserve components of such services.

Additional Retirement Pay — H.R. 8324: Introduced; to amend the Career Compensation Act of 1949 to provide the maximum retirement pay for certain retired enlisted men for the period from 1 July 1942 to 30 June 1946. (Provides that, effective as of 1 July 1942, any retired pay accruing by reason of enactment of the Career Compensation Act of 1949, to any retired enlisted man for the period from 1 July 1942 to 30 June 1946, shall be paid in a lump sum.

Ensign, Two Enlisted Men Are Given Honors for Heroic Life Saving Acts

A Navy and Marine Corps Medal and two Secretary of the Navy Letters of Commendation with Commendation Ribbon were awarded to naval personnel for life saving or attempted life saving under hazardous circumstances.

Recipient of the Navy and Marine Corps Medal was an ensign — Ensign Robert R. Raber, (CEC), USN, attached to Naval Amphibious Base, Little Creek, Va. A shipmate of Ensign Raber fell between a pontoon barge and a LCVP while stepping from the barge to the boat in heavy weather. The ensign immediately plunged into the water between the boat and the barge and lifted the man so that others in the boat could grasp him and pull him aboard.

States the citation: "His initiative and unselfish courage in risking his own life in an attempt to save that of another reflects the highest credit on Ensign Raber and the U. S. Naval Service."

This incident occurred in Chesapeake Bay, off Bloodsworth Island, Va. The man who accidentally fell

Chief's Stack Brace Design Earns SecNav's Commendation

Design of a special exhaust stack brace for F8F-1 type planes won for Clarence D. Fiel, AMC, USN, the Secretary of the Navy Letter of Commendation with Commendation Ribbon.

Fiel's new development is designed, according to the citation, "to prevent broken exhaust stacks and cylinder exhaust stacks of F8F-1 type aircraft." The citation also states, "By his perseverance, initiative and engineering skill in the design of this brace and its development and use, he was instrumental in effecting a great reduction in man-hours of labor required in the maintenance of this type of aircraft, and in a great saving in expense of replacement to the Navy."

At the time when he developed his improvement, Fiel was attached to Fighter Squadron 192. His letter of commendation was forwarded to him via the CO, Naval Air Station, Corpus Christi, Tex.

Sailor Honored for Rescue Of Woman Trapped in Fire

Heroism in assisting in the rescue of a woman from her wrecked and burning house won for Benedict S. Zielski, MM2, USN, the Secretary of the Navy Letter of Commendation with Commendation Ribbon. The deed, which occurred in Manchester, Mass., is described in the citation as follows:

"Learning that an explosion had trapped a woman in the basement of her burning, demolished home, Zielski boldly entered the blazing building and dug his way through the broken and twisted mass of boards and timber to the victim. Despite the constant danger from burning and falling timbers and the imminent danger of explosion of the oil tank in the cellar, he sawed through a large timber and other rubble which had imprisoned the woman. He succeeded in bringing her safely out of the house."

between the vessels was fatally injured.

Walter E. White, SN, USN, of USS *Achernar* (AKA 53) received the Secretary of the Navy Letter of Commendation with Commendation Ribbon for a successful rescue under somewhat similar circumstances. His citation reads, in part: "For heroism in rescuing a shipmate who had fallen into the water from the dock at Port Apra Harbor, Guam. Realizing that the sailor was in danger of being crushed as the ship moved in and out beside the concrete dock, White immediately jumped into the narrow strip of water, dragged the man into a protected recess between the pilings and held him above water until a rope was lowered from the deck of the ship and the unconscious victim was hauled aboard."

A Secretary of the Navy Commendation Ribbon was awarded to Donald S. MacPherson, EN1 (SS), USN, for heroic life saving action which MacPherson performed under dramatic and harrowing conditions. The citation describes the incident as follows:

"For heroic action in saving a shipmate from drowning while serving on board the submarine USS *Sea Poacher*

(SS 406), when that vessel submerged and accidentally left them both on the surface of the water near Old Point Comfort, Va. MacPherson, a strong swimmer, immediately went to the aid of his shipmate who was rapidly tiring. He unselfishly remained with his companion who was not a strong swimmer, supporting him whenever he was tired and keeping him calm while vainly attempting to attract the attention of passing vessels.

"Nearing exhaustion after about an hour, he set out for help and, after swimming about 150 yards, heard a fishing boat which subsequently rescued the two and returned them to their ship. His skill and valiant action reflect great credit on MacPherson and the U. S. Naval Service."

Chief Pipe Fitter Honored For Saving Diver's Life

By curing a civilian Turkish diver of "the bends" or "caisson disease," a U. S. Navy chief pipe fitter is credited with saving the diver's life. The CPO, a diving instructor, was awarded the Secretary of the Navy Letter of Commendation with Commendation Ribbon.

The citation, here quoted in part, describes the circumstances as follows:

"While serving as American diving instructor with the Naval Group, Joint Military Mission for Aid to Turkey, Will I. Reid, FPC, USN, was requested by the Turkish naval officer in charge of the diving school at Kasim Pasa to give American decompression treatment to a civilian diver suffering from a severe case of caisson disease. Reid willingly complied with the request despite the many complications resulting from dangerous delay and obsolete treatment.

"Applying the methods and procedures which he had been teaching at the diving school, he worked tirelessly and patiently with the man who was suffering paralysis in the entire right side and both legs. Aided by a Turkish doctor, Reid . . . after a prolonged period of treatment, saw the patient recover from all symptoms except a slight numbness."

In addition to saving the diver's life, Reid's success is credited with aiding greatly the progress of the Naval Group, Joint Military Mission for Aid to Turkey.

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. 43 — Outlines recommendations of boards convened to consider officers commissioned under Public Law 720, 79th Congress, who accepted their appointments in 1947.

No. 44 — Cancels Alnav 89-49, effective 1 June 1950.

No. 45 — Pertains to capacitor shorting switch S707 in receiver-transmitter of Model QHB series sonar equipment.

No. 46 — Outlines recommendations of boards convened to consider officers commissioned under Public Law 729, 79th Congress, from aviation midshipman status during 1949.

No. 47 — Concerns additional funds necessary for local and Navy-wide recreation programs.

No. 48 — Announces that applications are desired from permanently commissioned line officers of the Regular Navy for designation as engineering duty only, and aeronautical engineering duty only.

No. 49 — Concerns casualties to flywheel on Wisconsin Model VE-41 engines which have caused personnel injuries, and replacement with re-designed flywheel.

No. 50 — Announces enactment of Public Law 501 which provides extension of time limits for award of certain decorations.

BuPers Circular Letters

No. 58 — Publishes information on per diem allowances for naval crew members of Fleet Logistic Air Wing aircraft and MATS aircraft.

No. 59 — Publicizes latest information on applications for submarine training.

No. 60 — Announces latest physical requirements for enlistment in U. S. Navy.

No. 61 — Sets forth policy on indoctrination of officers assigned to duty with U. S. Naval Reserve.

No. 62 — Contains information on 1951 increment of limited duty officer program.

No. 63 — Outlines latest changes in naval uniforms and insignia.

No. 64 — Issues instructions in regard to applications for electronics training.

No. 65 — Concerns casualties to Royal Canadian Air Force personnel assigned to duty with U. S. naval commands.

No. 66 — Invites requests for post-graduate instruction.

No. 67 — Announces establishment of a Special Program job code in Navy job code classification system.

No. 68 — Outlines policy on heavier-than-air/lighter-than-air flight training program.

No. 69 — Contains information on issuance of temporary additional duty travel orders to enlisted personnel.

No. 70 — Concerns eligibility of and applications from certain categories of passengers for travel in vessels of the Military Sea Transportation Service.

No. 71 — Contains information on awarding Navy Unit Commendation.

No. 72 — Sets forth instructions in regard to assignment of naval officer students to Marine Corps Schools, Quantico, Va.

No. 73 — Announces changes in officer uniforms.

No. 74 — Establishes length of tours of overseas service.

No. 75 — A joint letter, concerning participation by Army, Navy and Air Force organizations in unappropriated welfare funds.

No. 76 — Concerns separation of naval personnel from active service.

No. 77 — States policy on administration of naval officers performing regular tours of duty with U. S. Army.

No. 78 — Publicizes pertinent information in regard to the transfer of Reserve and temporary USN officers to the Regular Navy.

No. 79 — Concerns assignment of Regular officer instructors to duty with civilian components.

No. 80 — Announces selection of applications for commission in limited duty status.

HERE'S YOUR NAVY

New types and models of Navy planes are thoroughly tested before they are manufactured in quantity and released to the service for use. The first F7U-1



Cutlass to come off the production line at a Dallas, Tex., plant is an example. The tests it is going through will last a total of nine months.

★ ★ ★

Without ever leaving the ground, this full-size production model is undergoing daily strains such as few of its sister planes will ever meet in use. Supported in a 30-ton jig, the plane is



surrounded by wooden scaffolding. Some 200 gauges and more than a mile of wire are used to reveal the results of tests. Loads equalling the weight of 60 automobiles are sometimes applied.

★ ★ ★

Toward the end of the test period, the plane will be hung upside down and "failing loads" will be applied. When this is completed, the plane will be a total wreck. Destructive tests will



also be applied to its various components, such as brakes, arresting hook, hoist sling and control surfaces. When Navy fliers take the Cutlass up for flight, there will be no guesswork about structural strength.

BOOKS: NEW HISTORICAL NOVEL IS RICH IN AMERICANA

• *World Enough and Time*, by Robert Penn Warren; Random House.

Kentucky was still a frontier, but civilization was moving in. There followed the inevitable conflict. Into the midst of it was born, in 1801, Jeremiah Beaumont — in Glasgow County, on the edge of the section known as the Barrens. In the story which Jeremiah Beaumont wrote in his "dungeon cell" a quarter-century later, he told how he had gathered wild strawberries as a boy, for a "sweet feast."

Bucolic as its beginning may have been, young Beaumont's life soon felt the surge and tumult of the times. There were brief journeys into the other type of world represented by his violent grandfather. There was the long period of study under the renowned lawyer and politician, Colonel Fort. Then Rachel came into his life; and there was, later, the smothering maelstrom of Jeremiah's court trial.

World Enough and Time is a romantic novel, a philosophical novel and an historical novel. It's a dramatization of the conflict between idealism and reality; it's a novel which goes deeply into the American past. The book is the July selection of the Literary Guild. Its author is a Pul-



ROMANCE and history are woven together in Robert Penn Warren's latest, *World Enough and Time*.

itzer Prize winner — for *All the King's Men*, in 1946.

* * *

• *John Adams and the American Revolution*, by Catherine Drinker Bowen; Atlantic Monthly Press — Little, Brown and Company.

"Why have I chosen to write about John Adams?" the author of this book asks. And then she answers her question like this: "Because here is the brightest, quickest, honestest man I have met in history. A revolutionist, ready to die for independence, yet a man who loved order, loved the great traditions of Anglo-Saxon law, loved England indeed. When John Adams knew that he must fight England, he wrote in his diary, 'I go mourning in my Heart all the Day Long.'"

So Catherine Drinker Bowen wrote a book about *John Adams and the American Revolution* — and a good one, too. In writing it, she did something which many biographers frown upon, but which makes her book one of the most readable and enjoyable of biographies; she "fictionalizes." This doesn't mean that anything in the book is necessarily untrue; it means that she has her people talking and thinking, in addition to doing.

John Adams and the American Revolution was chosen as Book of the Month Club selection for July.

* * *

• *Incredible Tale; the Odyssey of the Average American in the Last Half-Century*, by Gerald W. Johnson; Harper and Brothers.

Here, in colorful and forceful language, one of the shrewdest and most readable commentators of our time shows us Mr. and Mrs. America against the background of 1900-1950.

The first half of this century has been the most tumultuous of all times, Mr. Johnson believes, and if the average American hasn't always been a heroic figure during that time, he has emerged as a man of good sense. This sense has been acquired the hard way, in a series of decades which have been at times complacent, gaudy, rich, poor, and supremely critical. He believes that the average American has arrived at the mid-century mark with an enlarged aware-

ness of democracy and his responsibility to make it work.

Mr. Johnson doesn't pamper or idealize the average American. Speaking of the Coolidge era and the lack of an effectual stand in the face of rising Marxism, he says: "Dozens of heavy thinkers thought heavily throughout the period. Diplomats negotiated incessantly. Young Plans followed Dawes Plans. . . . It was all very technical, very complicated, very impressive, and completely idiotic."

Still, Mr. Johnson gives credit where credit is due. You'll know America better — much better — by reading what he has to say.

* * *

• *The Wisdom of America*, by Lin Yutang; John Day.

Lin Yutang, the Chinese philosopher, here takes selected writings of many American authors and thinkers and mixes them with his own to make a volume both unique and richly familiar — a stimulating and provocative book, a book to expand the mind.

In *The Wisdom of America* you will meet a host of writers who have been and are important in American thought: David Grayson, Santayana, the two Holmeses, father and son; Thoreau and Emerson, E. B. White, Clarence Day, James Thurber, and Lincoln, Jefferson and Franklin, Will Rogers, Albert Einstein and many more. In the thoughts and words of these men, Lin Yutang finds the wisdom of America. The discerning reader should be able to do likewise.

* * *

And this month, along with the outstanding books reviewed here and besides a number of volumes not reviewed here, BuPers has chosen several small books on sports. The Navy has purchased them for ship and station libraries. Read up on your favorite game. Here they are:

• *Connie Mack's Baseball Book*, by Connie Mack; Alfred A. Knopf.

• *Winning Basketball Plays*, by Clair Bee; A. B. Barnes and Company.

• *My Greatest Day in Golf*, by Darsie L. Darsie; A. B. Barnes and Company.

• *Ted Williams*, by Arthur Sampson; A. B. Barnes and Company.

• *Times at Bat, a Half Century of Baseball*, by Arthur Daley; Random House.

• *Golf Doctor*, by Dr. Cary Middlecoff; Whittlesey House.

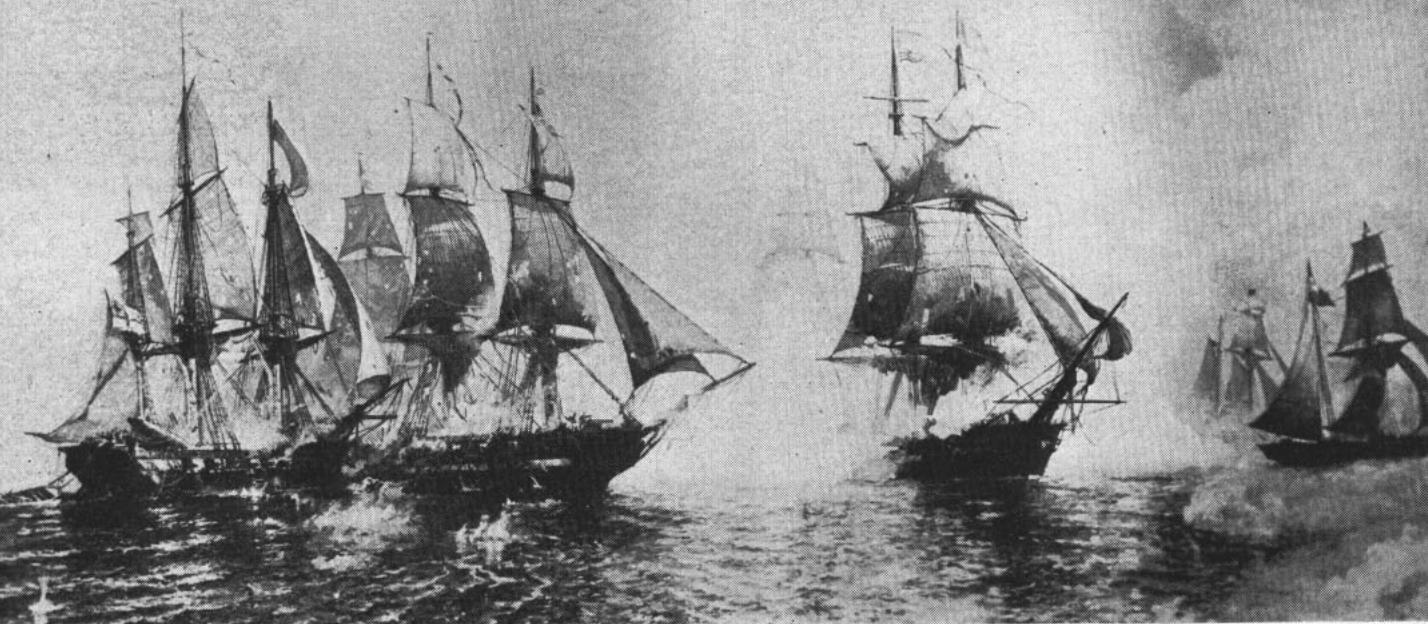
ALL HANDS BOOK SUPPLEMENT

BATTLE OF THE LAKE



LAKE ERIE: 1813

From the rare book *Travels and Adventures of David C. Bunnell* comes this tale of naval action on the Great Lakes during the War of 1812.



LINE OF BATTLE of British fleet is broken. At left, fouled and at Perry's mercy are *Queen Charlotte* and *Detroit*.

★ BATTLE OF THE LAKE ★

"Hazard" was his middle name, and if Navy men like Oliver H. Perry were to win most of the glory of the War of 1812, it was totally without plan. For years the nation had diminished its Navy by planned policy while hardening its shell of isolation from Europe and, at the same time, casting covetous eyes on its northern neighbor, Canada.

It was a common conclusion of the day that a Navy of cheaply built, cheaply armed gunboats could defend the entire coastline from Maine to Louisiana from any sea-going enemy, and at the same time a strong land army could invade and conquer Canada, thus adding a precious plum to the brimming cup of an expanding America. Moreover, the "War Hawks" as they were known, noted that Britain had her hands full with Napoleon.

That citizens of maritime New England and New York vehemently opposed a war that would destroy their shipping, and as vigorously bucked the weakening of the Navy, made little difference to war advocates. That Britain had a Navy of more than 600 fighting ships, one out of four rating 60 guns or more, to America's 14 sea-going warships, the three largest of which were rated at 44 guns, met with little consideration. In northeastern United States the war, when it came, was known as "Mr. Madison's War," after the President at the time.

From the first, the war failed to run off according to plan. An army under General William Hull left Detroit to lead off the invasion of Canada, but, on meeting a small force of British and Indians, recrossed the river and surrendered without resistance. A second attempt failed at Queenston and a third before Montreal. By this time the war was over in Europe and Britain moved her veteran troops across the Atlantic.

As had been foreseen by an unheard few, control of the Great Lakes was the key to land operations to the north. When Detroit was lost early in the war, the British and their Indian allies would have been able to strike deep into the western states via Lake Erie. Likewise, with Lake Champlain in British hands, the enemy might penetrate

into the heart of New York, splitting the United States as Burgoyne had planned in the War of the Revolution.

Two naval victories, that of Perry on Lake Erie in 1813 and of MacDonough on Lake Champlain in 1814, prevented the British from invading from the north after mustering strong forces there. Perry's victory compelled the immediate withdrawal of the British from the Detroit frontier and kept the areas further to the west in American hands throughout the war.

Gunner's mate David Bunnell, who had been impressed by the British Navy and only gained his freedom shortly before the war opened, had an old score to settle. Here's his story of the momentous naval engagement on Lake Erie.

THE SIGHT of Sandy Hook off New York, after having been absent nearly seven years, brought a thousand pleasing reflections to my mind, and I was overjoyed to see the steeples rising to my view.

I arrived in New York on June 18, 1812—the very day that war was declared with Great Britain—and the American frigates *President*, *Constellation* and *Congress* sailed the same day on a cruise. Our ship landed alongside the wharf about sunset, and the next day I traveled New York over. I went to the house of my old master, but could get no tidings of my mother, sister or any of my relations.

At this time my country called for my assistance, and taking into consideration that if I fell, it would be honorable. I had no children to mourn my fate, and it would give me an opportunity of settling some small accounts with John Bull, for which I had his note engraven on my back by a cat-o'-nine tails. I joined the service June 21, 1812, and was attached to the gunboats commanded by Commodore Chauncey. My gunboat was Number 100, Captain Jenkins.

The first employment of the seamen was to carry stone for building a signal apparatus at the Narrows off New York, and another on the highlands. About the latter end of August, we were all mustered at the navy yard, and the

question taken: "All you who will volunteer to go with Commodore Chauncey to Lake Ontario, step out." All stepped out but five, and they were compelled to go likewise.

We had twenty-four hours of liberty to take a parting of our friends. We then embarked on board sloops and sailed for Albany, New York. I went on board the sloop commanded by Captain Trent, a singularly brave patriot who deserves the notice of every well wisher of his country. His only fault was that he was incautiously brave; he knew no fear, and feared no danger.

2

We arrived at Sackett's Harbor, on Black Bay River, Lake Ontario, in August. Commodore Chauncey had brought into service several schooners and resolved on a cruise before the winter set in. We sailed with five schooners and the brig *Oneida*, in which the commodore hoisted his flag.

We sailed across the lake towards the Canadian shore, where we fell in with HBM ship *Royal George* and chased her into Kingston, the British base on the lake. The signal was given to form a line and attack the place.

Royal George was moored across the harbor and presented to us her broadside, from which she opened a heavy fire. We stood in good order, exposed to the enemy's fire from their batteries, which we returned with ardor and spirit in the height of our desire for victory. The signal was soon given to bear up and we steered out of the harbor. This surprised a great many, but it was our duty to obey, and I am not disposed to find fault. We had but one man killed in the whole squadron.

We proceeded immediately for Sackett's Harbor and hauled our vessels into winter quarters. In the course of the winter the ship *Madison*, 20 guns, was launched and rigged and the keel of another laid. The winter proved very sickly, both to soldiers and sailors, and numbers died daily.

In the spring we fitted out our squadron and, augmented by *Madison* (which was thus the first American ship built on the lake), to which I was attached, took on board troops under the command of Generals Henry Dearborn and Zebulon Pike, and sailed for Little York. We arrived off the mouth of the river at daylight on the 27th of April, 1813, and immediately began to land the troops under the command of General Pike, General Dearborn remaining with Commodore Chauncey on board *Madison*, which was anchored a convenient distance from the town to disembark the troops in safety.

I belonged to *Madison's* launch, under the immediate command of Lieutenant Gregory, a brave and experienced officer. The enemy marched out to oppose our landing and were drawn up in a line on the bank about a quarter of a mile from the town. There was in our boat the lieutenant, coxswain, twenty soldiers and sixteen of the boat's crew—thirty-eight in all. We pulled up to the beach amid a shower of musket balls from the enemy, and being the first, were for some time exposed to their whole fire. After a severe contest of about half an hour, the enemy retreated to their works.

Lieutenant Gregory received four balls through his clothing in different places, and the coxswain received one through his hat, just grazing his head. Nine of the twenty soldiers were either killed or wounded, and four of the sailors were wounded, myself one of the number.

Our schooners were brought in range with the enemy's

batteries at about ten o'clock, and the firing lasted until three, when the English blew up the fort and retreated. The loss of the Americans in this action was much greater than that of the English. The explosion of the magazine filled the air in every direction with huge stones, which fell among the soldiers and made great havoc. The brave and gallant General Zebulon Pike, the renowned explorer of the west, received a mortal wound when a stone struck him in the breast. He survived until about eight o'clock in the evening, when he expired amid the cheering shouts of victory.

Soon after this disturbance at Little York, we were invited to attend a similar "tea party" at Fort George, which we captured on the 27th of May. There, as at Little York, the enemy finding resistance useless, spiked their guns, fired their magazine, and abandoned the place. We burnt all the public buildings, stores, etc. The loss of the Americans at this time was small, when compared to that of the British.

Shortly after the Battle of Fort George, Captain Elliot was ordered with his detachment to Lake Erie, and I volunteered to go with him. We left Fort Niagara on the third of July, 1813, and proceeded by land to Schlosser, a little above Niagara Falls, and from thence to Buffalo. There being no vessels to receive us, we proceeded up the Lake in open boats, and after a tedious and troublesome voyage, arrived at Erie, a place pleasantly situated on the south side of Lake Erie. On the 29th of July we sailed for Put-in-Bay, at the head of Lake Erie. It would seem that it was Commodore Perry's intention to bring the enemy to a general engagement, and settle the business at once by a bold and decisive blow.

We lay in Put-in-Bay for some time, exercising ourselves by firing at a mark and preparing our vessels in the best possible manner for the coming affray. On the fifth of September, the British fleet not making their appear-



OLIVER HAZARD PERRY led American forces to victory in the Battle of Lake Erie, September 10, 1813.

BATTLE OF THE LAKE

ance, we proceeded off Malden to see what they were about. We found them preparing for the "fun" as well as ourselves.

Their new ship *Detroit* appeared to be in great forwardness, and the rest of their squadron ready for sea. Some of our officers thought it best to engage them at once, before they were prepared.

"No," said our generous commander, Perry, "I will take no advantage of them but will wait until they get in readiness to meet them fairly and openly on the lake. I feel the utmost confidence in my crew and officers, and know they can fight, and do believe that we can beat the enemy without taking any dishonorable advantage of them."

3

We returned to Put-in-Bay, and the second day (Friday) was the memorable and ever to be remembered tenth of September, 1813. The sun rose in all its glory—but before it set, many a brave tar on both sides was doomed to a watery grave, and many a jovial soul who had "led the merry dance on the light fantastic toe" the evening previous, never danced again.

The first intelligence we received of the approach of the enemy squadron was from the man at the masthead: "Sail ho!"

An officer of the deck replied, "Where away?"

"Off Rattlesnake Island."

Before the officer had time to inquire what she looked like, the man bawled out again: "Sail ho! Sail ho! Six sail in sight, sir."

All then was bustle and hurry on board, but there was no confusion. The signal was made to weigh the anchors, which was done with surprising alacrity. We had sixty fathoms of cable out, and it was not more than fifteen minutes before we had our sails set and our anchors up. The wind was ahead and the enemy to windward, but fifteen minutes after we had got fairly under way, the wind shifted to the opposite point of the compass, which brought us to windward.

Commodore Perry ordered his flag to be hoisted. We knew this flag was on board but none knew what the motto was until it unfurled in the breeze, and we read the dying words of the brave Lawrence: "*Don't Give Up The Ship!*"

This flag was eighteen feet long and nine broad,

Ships Involved in the Lake Erie Battle

Opposing forces involved in the Battle of Lake Erie, 10 Sept 1813, are as follows:

American squadron—Commodore Oliver Hazard Perry: USS Lawrence, Caledonia, Niagara, Somers, Trip, Scorpion, Tigress, Porcupine, Ariel.

British squadron—Admiral Robert H. Barclay: HBM Detroit, Queen Charlotte, Lady Prevost, Chippewa, Hunter, Little Belt.

Although the American squadron had a total of 54 guns as against 63 for the British, their total weight of broadside shot was 936 pounds to 450 for the British. The American guns were of heavier caliber but their range was shorter.

painted blue, with letters on it very large and white. When it unfurled, the whole squadron gave three cheers.

All were busy in getting every thing in the best possible order for battle. The shot were got up from below, the guns were loaded and primed, and all was in complete readiness. The drums beat to quarters, and every man repaired to his station.

The command was given, "Silence! Stand to your quarters!" Soon afterward the signal was given for our vessels to form in line. The wind was light and the line was soon formed. We bore down on the enemy in perfect order.

The approach was slow, because of the light wind, giving us a little time for reflection. Such a scene as this creates in one's mind a feeling not easily described. The command, "*Silence*" was again given, and we stood in impatience, waiting. Not a word was spoken, not a sound was heard except now and then a calm order to trim a sail or the shrill whistle of the boatswain's pipe. It seemed like the awful silence that precedes an earthquake. This was a time to try the stoutest heart. My pulse beat quick, and all nature seemed wrapped in awful suspense.

At length there was a gun fired from the new British vessel *Detroit*, 19 guns, and the action commenced. A gentle zephyr of a breeze had wafted us near the enemy and then died away—and it seemed as if Old Boreas had suspended all his operations to view the fight. Our all was at stake. America had never before had an opportunity, since she became a nation, of meeting an enemy squadron to squadron.

No sooner had the first gun been fired from *Detroit* than the British opened a tremendous fire from their whole line, using round, canister and grape shot.

The American vessels *Scorpion*, 2 guns, *Tigress*, 1 gun, and *Ariel*, 3 guns, having long guns, returned their fire with considerable effect. On my own vessel, *Lawrence*, were carried 20 guns, ten on each side, which consisted of two long nines and the rest 32-pound carronades. My comrades fell on all sides of me. One man who stood next to me was most shockingly wounded, having both of his legs shot off and a number of spikes from the bulwark driven into his body. He was carried below and survived until he heard victory proclaimed.

The whole of the enemy's line kept up an incessant fire and our impatience became almost unsupportable, but our ever watchful commodore knew what was best and ordered the long gun to be manned and fired. It was done in an instant and the shot reached the enemy. We kept up a fire with that single gun for a few minutes when an order from our commander put every man in motion: "Stand by."

A second intervened.

"Fire!" Every gun seemed to speak at once.

I shall not attempt to give perfect detail of everything that happened. I paid particular attention to the gun I had charge of, loading and firing as fast as possible. I do remember that at one time, for lack of anything better, I shoved in a crowbar that was laying nearby, and fired the gun. We watched the crowbar spin through the air to do its duty on board *Detroit*, where it cut away three shrouds of her main rigging.

4

After a time my gun got so warm that it jumped entirely out of its carriage, which rendered it useless. Five out of my eight men were either dead or wounded, and I moved on to the next gun and found but one man left

there. By the assistance of my three we soon made it to play again.

I could now hear only an occasional gun being fired from our vessel, and I looked up to see if our flag was still flying. It was, partly obscured by smoke. Then I heard Perry exclaim, "Man the boat."

Four embarked in the boat with Perry and six remained on board *Lawrence*, now badly battered and torn, with her decks showing scores of wounded. These ten were all that remained unhurt out of upwards of one hundred. There was one brave fellow by the name of Bird, who was mortally wounded but refused to leave the deck as long as he could be of the least service.

On board *Niagara*, to which vessel Perry went in the height of the battle through an incessant fire from the enemy, there was at this time but one killed and three wounded. Perry made the signal to close with the enemy and the action was renewed with great vigor. The only words I recollect hearing Perry say were, "Take good aim, my boys. Don't waste your shot."

The smoke was so dense that it was impossible to see the enemy, but we were so close to them that by firing on a general level we could not miss, their vessel being so much higher out of the water than ours. *Lawrence* struck her colors for a time, but hoisted them shortly afterward.

I stooped down to get a shot at one time and accidentally put my hand on a small brass swivel gun. It was about nine inches long and would shoot about a two-pound shot. It struck me that it would make a handsome present for John Bull, so I rammed the whole thing into my gun and let go. It was found, after the action, on board *Detroit*.

The action raged with great fury on both sides for some time when Perry, finding that our ammunition began to grow short, resolved to make one finishing blow. He ran his ship down with the intention of boarding one of the enemy vessels, but the British *Queen Charlotte* had run afoul of their *Detroit*, which rendered them useless, as they could not fire at us without killing their own men. Our shot, however, took effect on both of them.

During the action a hardy old man who acted in the station of stopperman, (when any of the rigging is partly shot away, they put a stopper on the place to prevent it from going away entirely), discovered our mainstay partly shot away, jumped and began to put a stopper on. While in the act, another shot cut the stay away below him, which let him swing with great force against the mast. He very gravely observed: "Damn you, if you must have it, take it."

At another time I noticed peas were rolling all over the deck. We had had peas boiling for dinner—our place for cooking was on deck—and a shot had opened the bottom of the boiler. There were several pigs loose on deck, eating them up, and a little dog belonging to one of the officers ran from one end of the vessel to the other, howling in the most dreadful manner.

Our flag was once shot away, which produced three cheers from the enemy, who believed we had surrendered. But they were sadly mistaken; it was soon hoisted again. In short, after a well contested conflict of three hours and forty-eight minutes, the undaunted union jack of Great Britain came down.

5

Seeing the surrender, the English sloop *Little Belt* attempted to make sail and steer for their base at Malden, but *Scorpion* gave chase and fired her Long Tom. The first shot struck close to the stern, the next entered her

starboard quarter, going out her larboard bow, and she surrendered. This made the victory complete, and no one escaped. The British squadron surrendered to us in line: *Detroit*, *Queen Charlotte*, *Lady Prevost*, *Hunter*, *Little Belt* and *Chippewa*.

We took as many prisoners as we had men when we commenced the action, and the English commander's ship *Detroit* seemed very badly cut up. General Harrison, who was within hearing distance with his army, later said, "For three hours it was nothing but one continued roar of cannon."

At the surrender, so the story goes, Admiral Barclay said to Commodore Perry: "My fleet, sir, is yours. I am forced to surrender, but it is no disgrace to me. I have not dishonored my flag, but was overpowered. But you have not acted up to the laws of nations. There was a crowbar and a small brass swivel fired from one of your vessels, doing damage on mine. Your command did not fight like men."

"What can you expect," said the Commodore, "from a nation as young as ours is in military tactics? My men are all raw Yankees and fire very carelessly. They do not care who they hit."

After the battle on Lake Erie, three others and myself were embarked on board the captured schooner *Chippewa* with orders from Commodore Perry to make the best of our way into Put-in-Bay.

We arrived at Put-in-Bay in the evening, and next day about ten o'clock the whole squadron, with three prizes, came into the harbor. They were all in a shattered condition—*Lawrence*, in particular, could scarcely float. The masts of the British vessels were so much shattered that they fell in the first breeze.

Not until after reaching port did we hear that Commodore Perry had immediately sent off a message to the commander of the American troops in the area, Major General William Henry Harrison, who was waiting in great anxiety nearby. It read: "We have met the enemy and they are ours—two ships, two brigs, one schooner and one sloop."

USS NIAGARA, raised from bottom of Misery Bay and rebuilt in 1913, begins Centennial cruise of Great Lakes.

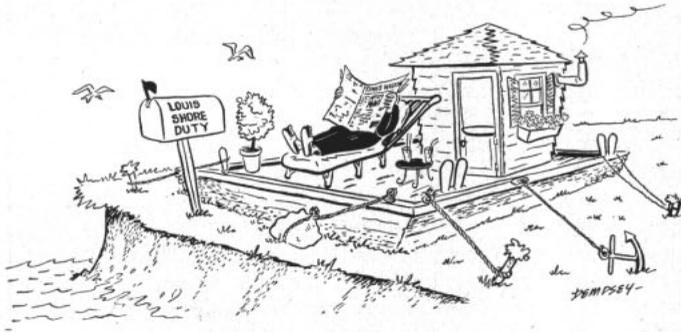


TAFFRAIL TALK

SOME months ago we had a small item about Navy duty being complicated for a man by name of Duty — Herbert E. Duty, SN, USN.

Now we have some more sad words from another man of the same name. "My name," his letters sighs, "is Louis C. Duty, but it should be Louis Sea Duty because that's all I've ever had. Every time they pass the word for the duty boatswain mate or the duty driver or the duty master-at-arms, I always go running. . . ."

The letter came from *uss Harwood* (DD 861) where he's a BM2. "I've been on this ship for four years now and can't seem to get any other kind of duty. I've got seven years of continuous



sea duty, and when I do put in for shore duty," he says with resignation, "they will see the name Louis C. ('Sea') Duty, BM2, USN, and — well, put the shoe on where it fits.

"There's one consolation, though — I'm going to fix it up for my son (if I have another one). I'm going to name the next one Louis Shore Duty, and he won't have these complications."

* * *

Would-be enlistees visiting the Marine Corps recruiting office at Binghamton, N. Y., one day not long ago, found said office closed. A sign on the door gave the reason: The recruiter-in-charge had gone to Albany to be reenlisted.

* * *

Lieutenant we know called in to say that *uss Basilone* (DDE 824) has a crewman named Byron T. Allhands, Jr., BT2, USN.

No relation, we presume, to the magazine of the same name.

* * *

One cruiser skipper let us in on the secret of how he was able to keep his men in properly squared hats at all times: Merely ordered his supply officer to stock nothing but large sizes.

They always fall off when worn on the back of the head.

* * *

And out at NAS Alameda, Calif., the birds are picking on white hats. Arriving three weeks after the swallows came to Capistrano this year, the blackbirds that infest the station have a time for themselves by swooping, diving and pouncing on any white sailor hats they can see.

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.

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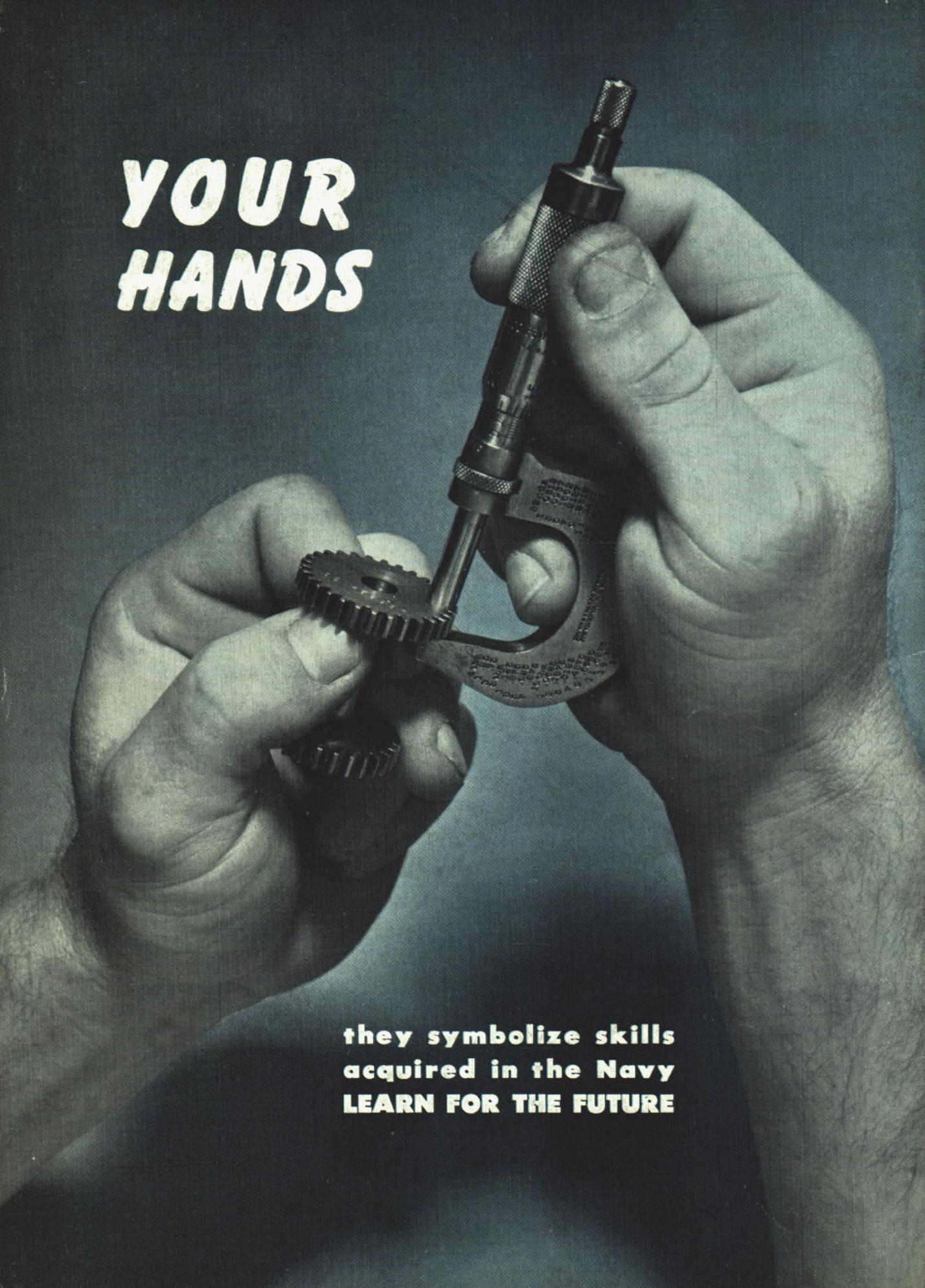
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: In the spirit of Independence Day, two sailors — C. E. Tillman (left), SK3, USN and R. L. Kutkop, YN3, USN — pay silent homage to original copies of the Declaration of Independence and Constitution in the Library of Congress, Washington, D. C. →

THE
DECLARATION OF INDEPENDENCE
AND THE
CONSTITUTION OF THE
UNITED STATES OF AMERICA



**YOUR
HANDS**



**they symbolize skills
acquired in the Navy
LEARN FOR THE FUTURE**